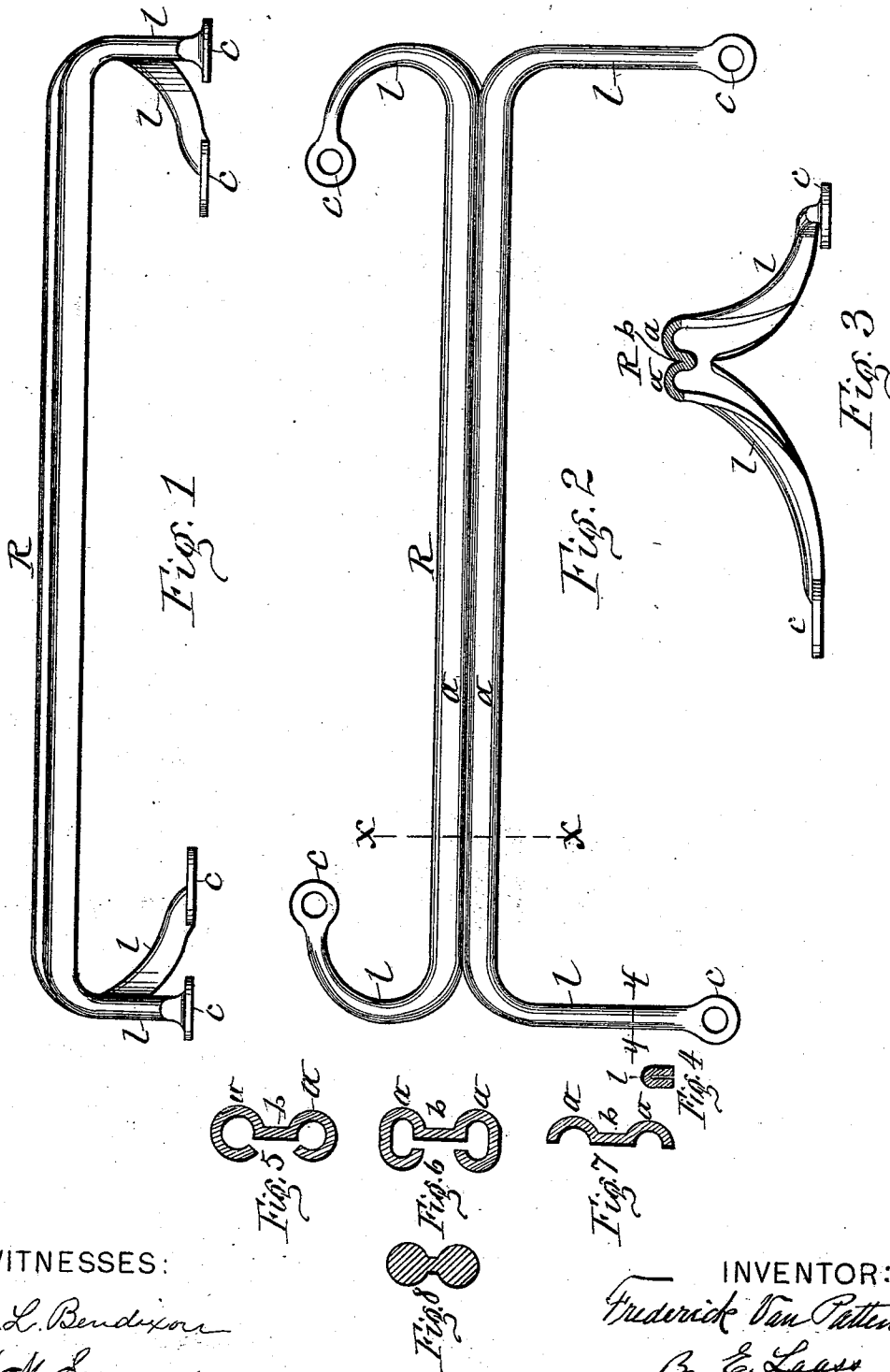


(No Model.)

F. VAN PATTEN.
FOOT RAIL FOR CARRIAGES.

No. 514,793.

Patented Feb. 13, 1894.



WITNESSES:

C. L. Bendixson
H. M. Seaman

INVENTOR:

Frederick Van Patten
By E. Laessle
his ATTORNEY

UNITED STATES PATENT OFFICE.

FREDERICK VAN PATTEN, OF AUBURN, NEW YORK.

FOOT-RAIL FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 514,793, dated February 13, 1894.

Application filed May 6, 1893. Serial No. 473,199. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK VAN PATTEN, of Auburn, in the county of Cayuga, and State of New York, have invented new and useful Improvements in Foot-Rails and Analogous Braces for Carriages, &c., of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to the manufacture of foot-rails and other rails or braces attached to carriages, sleighs and analogous road vehicles; and the invention consists in a novel construction of said rail or brace formed of a bar of iron or steel slitted longitudinally in its end portion and said end portion spread apart and downward from the body of the bar, as hereinafter fully described and set forth in the claims.

In the annexed drawings, Figure 1 is a side view of a foot-rail embodying my invention. Fig. 2 is a top plan view of the same. Figs. 3 and 4 are transverse sections respectively on lines *x, x*, and *y, y*, in Fig. 1, and Figs. 5, 6, 7 and 8 are transverse sections illustrating modifications of the form of the bar from which my improved foot-rail or brace is formed.

Similar letters of reference indicate corresponding parts.

R—represents the main portion or body of the rail and *l-l-l-l* denote the legs by which said rail is supported. This rail I form of a bar of either malleable iron or rolled iron, or steel, preferably of rolled iron corrugated or crimped transversely and preferably in such a manner as to form the depressed web *b* between the longitudinal marginal portions *a-a*. When the said rail is to be used as a foot-rail or foot-rest for a carriage or sleigh, I prefer to make the rear corrugated marginal portion in a lower plane than the front corrugated portion for the purpose of rendering the rail more comfortable to the person resting his foot on said rail. The end portions of said rail I split longitudinally in the web *b* or center of the rail and then spread said end portions apart to form the supporting legs *l-l-l-l* of the rail, which legs are terminated with the flat feet *c-c* which are disposed in planes ap-

proximately parallel with the body of the rail and perforated for the reception of the screws, nails, rivets or bolts by which the rail is secured to the carriage or sleigh.

For a foot-rest I bend the spread end portions or legs *l-l-l-l* downward to support the body of the rail at the desired elevation above the bottom of the interior of the carriage or sleigh, and in cases where the distance between the seat and dash-board of the carriage is short, I bend the ends of the rear corrugated portion *a* of the rail rearward, and downward, and bend the ends of the front corrugated portion *a* of the rail forward, downward and inward, as shown in Fig. 2 of the drawings.

It is obvious that the cross-sectional shape of the body of the bar may be varied without departing from the spirit of my invention, and I have shown in the annexed drawings three modifications of said form in each of which *a-a* represent the crimped marginal portion of the rail, and *b* the central web.

What I claim as my invention is—

1. As an improved article of manufacture, a metallic rail or brace for a carriage, sleigh or analogous vehicle, the main portion or body of which rail is corrugated or crimped multiple in cross-section and the end portions split longitudinally and spread apart and terminated with perforated flat portions forming feet by which said rail or brace is attached and supported at its required elevation above said feet as set forth.

2. As an improved article of manufacture a rail or brace for a carriage or analogous vehicle, consisting of a bar of metal slitted longitudinally in its end portions, and said end portions spread apart and bent down from the body of the bar and terminating with attaching feet disposed in planes approximately parallel with the body of the rail substantially as set forth and shown.

3. A foot-rail for carriages or analogous vehicles, the main portion or body of which rail is corrugated transversely and the top of the rear corrugation disposed in a lower plane than the front corrugation, the end portions of said rail being split longitudinally at their

center, and the ends of the rear corrugated
portion being bent rearward and downward
and terminating with perforated flat feet, and
the ends of the front corrugated portion be-
5 ing bent forward, downward and inward and
terminating with perforated flat feet, substan-
tially as described and shown.

In testimony whereof I have hereunto
signed my name this 29th day of April, 1893.

FREDERICK VAN PATTEN. [L. S.]

Witnesses:

J. J. LAASS,

H. M. SEAMANS.