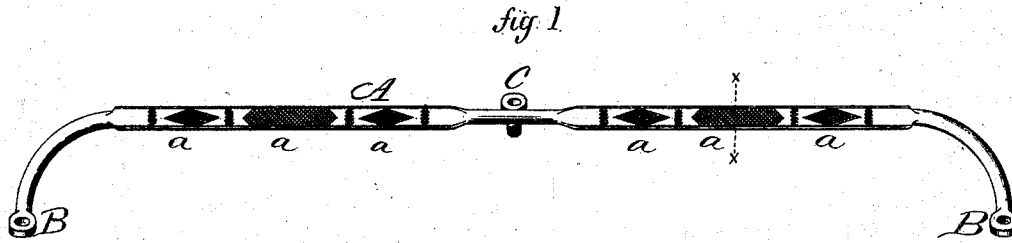


M. SEWARD.
Carriage Foot Rest.

No. 197,983.

Patented Dec. 11, 1877.



Witnesses.
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Clara Broughton.

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UNITED STATES PATENT OFFICE.

MOSES SEWARD, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN CARRIAGE FOOT-RESTS.

Specification forming part of Letters Patent No. **197,983**, dated December 11, 1877; application filed December 20, 1876.

To all whom it may concern:

Be it known that I, MOSES SEWARD, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Carriage Foot-Rests; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a top view, and in Fig. 2 a transverse section.

This invention relates to the manufacture of that part of carriage iron-work commonly termed the "foot-rest"—that is to say, the iron bar which, in fine carriages, is arranged on the foot-board, or on the bottom in front of the seat, upon which to rest the feet.

This is usually formed by the carriage-smith, and, to roughen the surface, a sharp instrument is driven into the surface to raise a succession of burrs. These, being small and sharp, soon wear away, and the necessary roughness, whereby the sole of the boot will cling to the rest, is lost.

The object of this invention is to furnish to carriage-makers a completely-formed foot-rest, with the surface roughened in such a manner as not to easily wear away; and it consists in a carriage foot-rest the surface of which is forged with raised serrated surfaces, as more fully hereinafter described.

The rest consists of a bar, A, with its ends turned down and shaped into ears B, by which the rest is secured. A third foot or support, C, is usually formed at the center. The surface of the bar is preferably flat.

On the surface of the bar raised surfaces or portions are formed, as at *a*, of any desirable pattern, and these surfaces serrated, so as to form a rough surface, as seen in Fig. 2. These surfaces are formed in dies in the process of forging the rest, and they present a roughened surface which is capable of standing a long-continued wear, and at the same time highly ornaments the rest, giving it a much more finished appearance than can be done by the usual method of "picking" the surface.

I do not wish to be understood as broadly claiming a foot-rest in which portions of the surface are roughened, as such I am aware is not new.

I claim—

As an article of manufacture, the herein-described carriage-rest, consisting of a bar with suitable supports, and constructed with raised serrated portions on the surface, forged in one and the same piece with the bar, substantially as described.

MOSES SEWARD.

Witnesses:

J. H. SHUMWAY,
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