No. 714,753. Patented Dec. 2, 1902.

# W. G. SITEMAN.

## LADDER.

(Application filed Apr. 9, 1902.)

(No Model.)

Fig. 1.

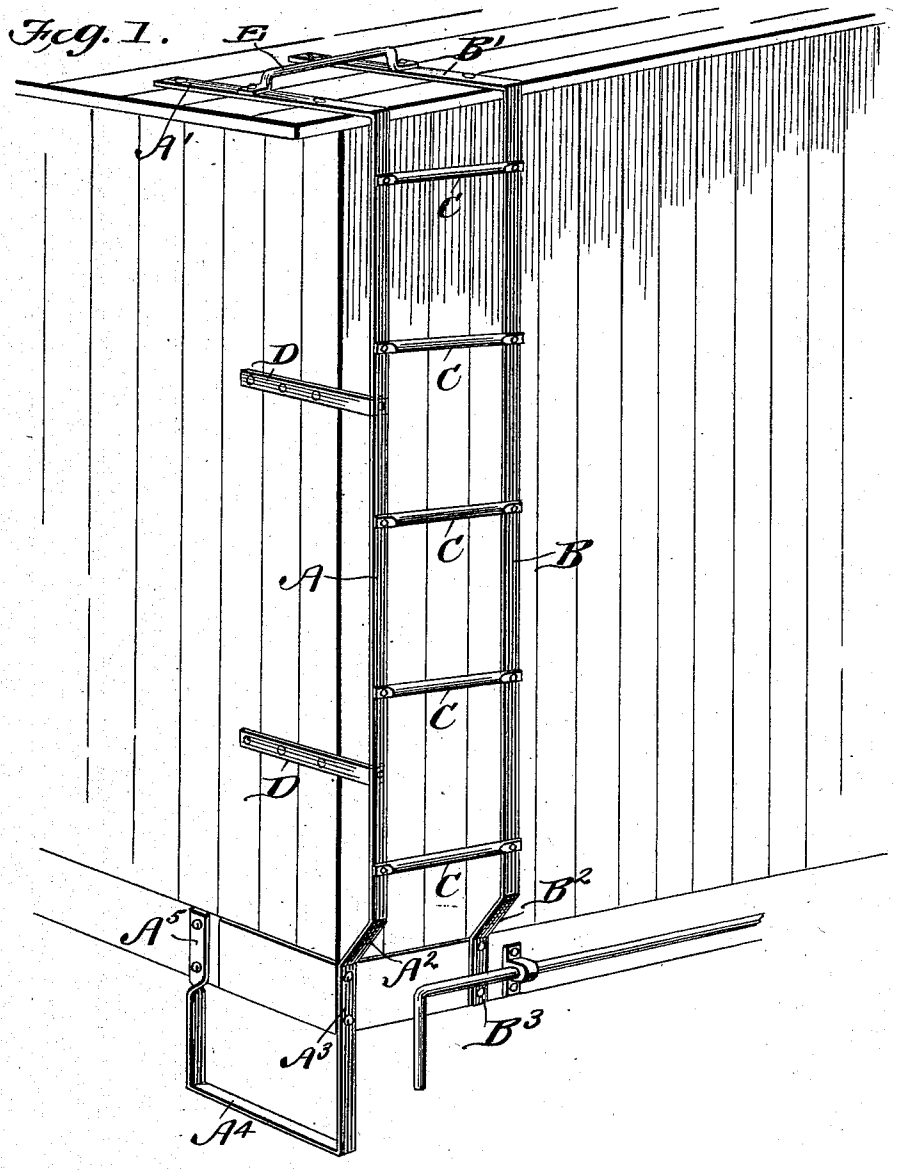
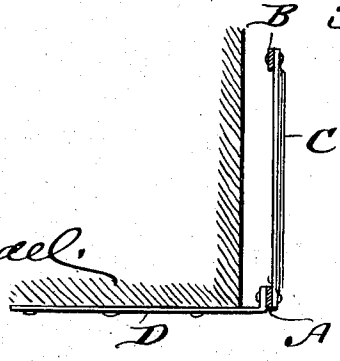



Fig. 2.




Witnesses
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# UNITED STATES PATENT OFFICE.

WILLIAM G. SITEMAN, OF WILLIAMSTOWN STATION, MASSACHUSETTS.

## LADDER.

SPECIFICATION forming part of Letters Patent No. 714,753, dated December 2, 1902.

Application filed April 9, 1902. Serial No. 102,123. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM G. SITEMAN, a citizen of the United States, residing at Williamstown Station, in the county of Berkshire and State of Massachusetts, have invented a new and useful Ladder, of which the following is a specification.

This invention is an improved construction of ladder adapted for use in connection with railway-cars, the object being to provide a ladder which shall be safer than those now in common use.

With this object in view the invention consists in the novel features of construction and combination, all of which will be fully described hereinafter and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view illustrating the practical application of my invention, and Fig. 2 is a detail sectional view.

In carrying out my invention I employ two flat metallic bars A and B, the bar A being longer than the bar B and being bent horizontally at its upper end, as shown at A′, and secured to the top of the car. The main portion of the bar A is parallel with the end of the car and extends a short distance in advance of the said front end. Adjacent to the lower end the bar is bent inwardly, as shown at $A^2$, and is fastened to the sill of the car at $A^3$, and below the sill the bar is bent to form a step $A^4$, and its extreme end $A^5$ is securely fastened to the side of the car. The bar B is bent horizontally at its upper end, as shown at B′, and fastened to the roof of the car and at its lower end is bent inwardly, as shown at $B^2$, and fastened to the sill of the car, as shown at $B^3$.

The bars A and B are connected by means of a series of steps or rounds C, and the ladder is braced at various points by means of the horizontal brace-bars D, secured to the side of the car and projecting beyond the forward end, the forward ends of said bars being connected to the bar A, as most clearly shown in Fig. 1.

A suitable handle E connects the horizontal portions A′ and B′ of the ladder, fastened to the top of the car, and provides a suitable handhold upon the top of the car.

A ladder constructed in this manner is exceedingly strong and not at all liable to pull away from the car, as it will be readily seen that there is no direct pull upon any of the bolts fastening the bars to the car and that the ladder herein provided is safer than those generally employed and equally if not more convenient.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. A ladder for railway-cars consisting of the parallel bars, both of which are secured to the roof of the car at their upper ends, one of the bars being continued below the sill of the car, and bent into a step, and the cross-bars or steps connecting the parallel bars, substantially as specified.

2. A ladder for railway-cars, consisting of two parallel bars bent horizontally at their upper ends and attached to the roof of the car, both bars being bent inwardly adjacent to their lower ends and secured to the sill of the car, the outer bar being projected below the sill of the car and bent to form a step, and the connecting steps or rounds, all arranged and adapted to operate substantially as described.

WILLIAM G. SITEMAN.

Witnesses:
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