No. 839,238. PATENTED DEC. 25, 1906.

E. T. WADE.

EXTENSION CAR STEP.

APPLICATION FILED AUG. 17, 1906.

Fig. 1.

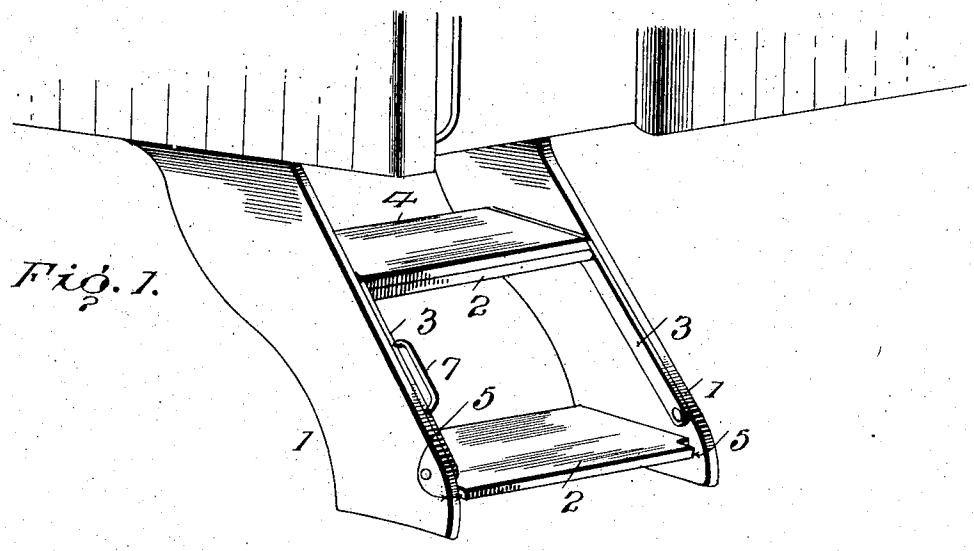


Fig. 2.

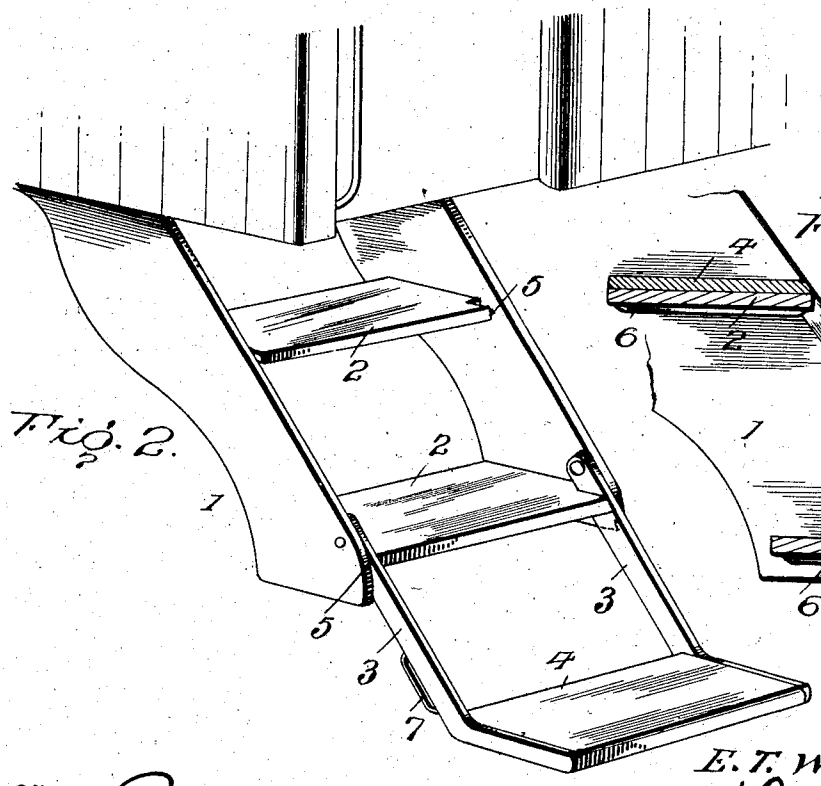


Fig. 3.

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EXTENSION CAR-STEP.

No. 839,238. Specification of Letters Patent. Patented Dec. 25, 1906.

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To all whom it may concern:

Be it known that I, EDWIN T. WADE, a citizen of the United States, residing at Magee, in the county of Simpson and State of Mississippi, have invented certain new and useful Improvements in Extension Car-Steps, of which the following is a specification.

The object of my invention is to provide an improved construction of extension car-step which will embody characteristics of extreme simplicity in construction and operation and which will be durable and comparatively cheap to manufacture.

With these and other objects in view, as will more fully appear as the description proceeds, the invention consists in certain constructions, arrangements, and combinations of the parts hereinafter described, and particularly pointed out in the appended claim.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a perspective view of my improved extension car-step, the extension-step thereof being shown folded up upon one of the permanent or stationary steps. Fig. 2 is a similar view with the extension-step extended. Fig. 3 is a vertical longitudinal sectional view.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

Referring to the drawings, the numeral 1 designates the side bars or stiles for the steps, and 2 designates the stationary steps, which may be of any number and secured to the stiles in any manner desired.

3 designates extension-bars, which are angular, as shown, and which are pivoted at one end to the inner side of the stiles 1 near the lower ends of the latter or near the lowermost step of the series of stationary steps. An extension-step 4 is rigidly secured between the two angularly-extending free ends of the extension-bars 3, and said extension-step 4 is preferably perfectly plane on both faces, so that one face may be used as a tread-surface when the device is in the extended position, (illustrated in Fig. 2,) or the opposite face may be used as a tread-surface when the said extension-step is folded upwardly and rests upon the next to the lowest of the stationary steps 2, as illustrated in Fig. 1.

The lowermost stationary step 2 and the stationary step just above it are both provided at their front edges and at each end thereof with a recess or cut-away portion 5, which is adapted to receive the extension-bars 4, and these recesses are preferably just deep enough to allow the extension-bars to come flush with the front edges of the side bars 1 when the extension-step is in either of its two positions. As the steps are preferably of wood, I provide reinforcing-strips 6, of metal, extending along the lower faces of the permanent steps 2 and secured to the same, so as to strengthen the steps and compensate for the otherwise weakened portions which would result from the recesses 5. The extension-bars are formed of metal.

If desired, the handle 7 may be secured to one of the extension-bars 3, said handle being in the form of a loop in the present instance. This handle may be grasped to swing the extension-step either upwardly or downwardly. When the extension-step is in its upper position, it fits snugly between the stiles or side bars 1 and rests firmly upon the next to the lowest stationary step 2.

From the foregoing description, in connection with the accompanying drawings, it will be seen that I have provided an improved extension car-step for use with railroad or street-railway cars which is composed of few and comparatively simple parts that will be cheap to manufacture and easy to assemble and which will be durable in construction and efficient in operation. Another feature residing in my improved construction of step is its ease of operation, it being only necessary to grasp the handle 7 and swing the side bars downwardly in order to move the step to the extended position.

Having thus described the invention, what is claimed as new is—

A device of the character described, comprising stiles, a plurality of stationary steps secured one above the other between said stiles, and provided at the ends of their front edges with recesses and also provided on their under sides with reinforcing-strips designed to strengthen the front edges where they are weakened by said recesses, extension-bars

pivotally connected at one end to the stiles just above the lowermost stationary step, said extension-bars being angular and the said recesses being of such depth that their inner walls will lie a distance from the outer edges of the stiles sufficient to accommodate the extension-bars when the latter are either swung downwardly or upwardly so that the edges of said extension-bars will lie flush with the said edges of the stiles, and an extension-step provided with plane opposite faces and secured between the free ends of said extension-bars, as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

EDWIN T. WADE. [L. S.]

Witnesses:
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