(No Model.)

L. PFINGST.

STEP HANGER FOR STREET CARS.

No. 458,373. Patented Aug. 25, 1891.

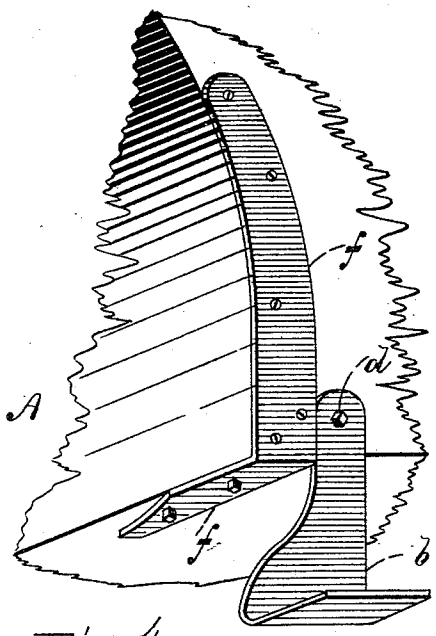


Fig. 4.

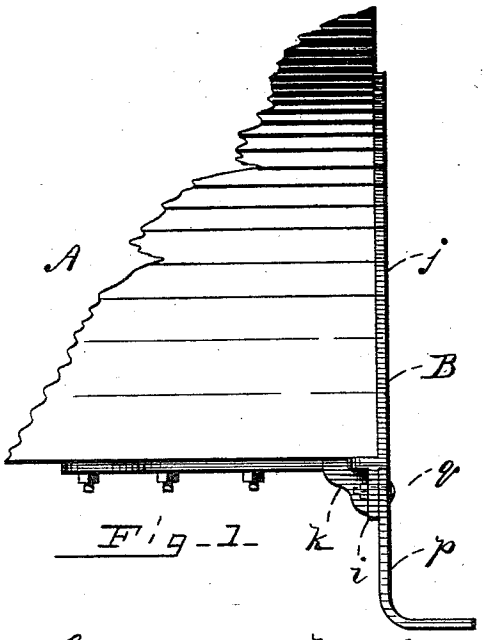


Fig. 1.

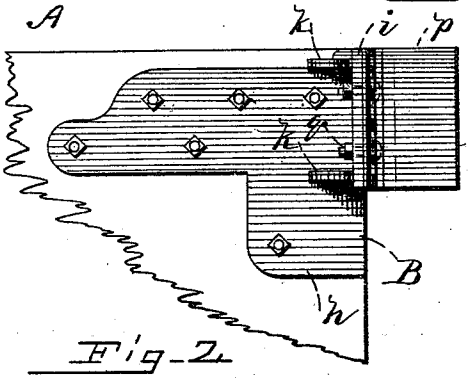


Fig. 2.

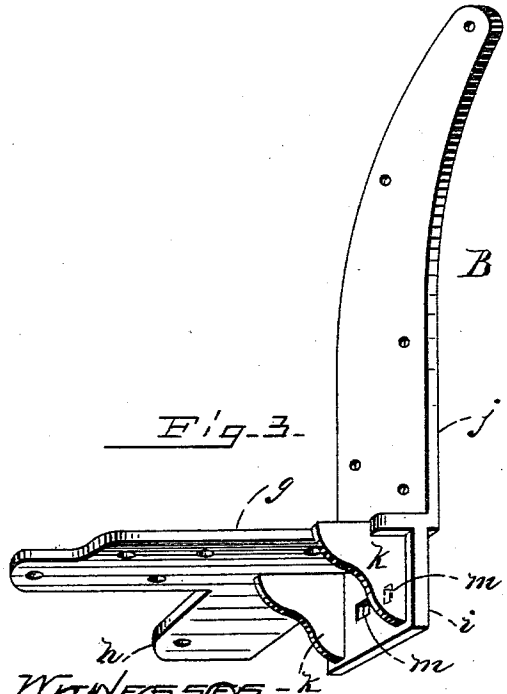


Fig. 3.

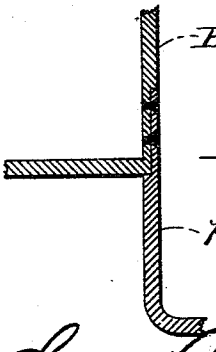


Fig. 5.

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STEP-HANGER FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 458,373, dated August 25, 1891.

Application filed May 19, 1891. Serial No. 393,333. (No model.)

To all whom it may concern:

Be it known that I, LOUIS PFINGST, of Boston, in the county of Suffolk, State of Massachusetts, have invented certain new and useful Improvements in Step-Hangers for Street-Cars, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an end elevation showing the lower corner of the body of a street-car with my improved hanger in position; Fig. 2, a bottom plan view of the same; Fig. 3, a perspective view of the hanger detached; Fig. 4, a perspective view showing the form of hanger now in ordinary use; and Fig. 5 a view illustrating a modification.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

My invention relates especially to a device for attaching the steps of street-cars to the car-body; and it consists in certain novel features hereinafter fully set forth and claimed, the object being to produce a simpler, cheaper, and more effective device of this character than is now in ordinary use.

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation.

As ordinarily mounted the step is supported at its inner end by an angle-iron *b*, (see Fig. 4,) secured to the body A of the car by a bolt *d*, and pendent therefrom. An iron strap *f* passes around the corner of the car and is bolted thereto. This strap is for the purpose of preventing the wood at the corner splitting away, and also serves to prevent lateral movement of the iron *b* on its bolt. As thus mounted the whole strain from the weight on the step is borne by a single bolt *d*, which rapidly works loose, necessitating frequent repairs and often causing the car-step to split.

In my improvement I form an angular strap B, adapted to be secured around the corner of the car-body A, and on one arm *g* of which is a laterally-projecting lug *h*. The strap B is secured to the bottom and side of the car by bolts. A lug *i* extends vertically downward from the outer end of the arm *g* in a parallel plane with the arm *j* of said hanger, and connecting the inner face of said lug *i* with the strap-arm *g* there are two vertical brace-blocks *k*. Rectangular bolt-openings *m* are formed in the lug *i*. A right-angle iron *p* has one arm secured to the lug *i* by bolts *q* passing through the bolt-holes *m*, said bolts preferably having a square shank to prevent their turning in said holes. The lug *i* and braces *k* form a bracket for supporting the angle-iron *p*. Said bracket and the strap B are cast integral. The car-step is mounted on the angle-iron *p* in the ordinary manner. By this construction great strength is added to the step, the lug *h* and bracket on the strap B affording extended bearing-surface on the bottom of the car. Moreover, the strain of the bolts *q* from weight on the step is borne directly by the strap, and should said bolts break or become loose they can readily be replaced without injury to the car or displacing the car flooring and seat in the interior of the car to reach the inner end of the bolt, as is necessary in the ordinary construction shown in Fig. 4.

It will be understood that the lug *i* may be formed independent of the angle-strap and attached in any suitable manner thereto instead of being cast integral therewith; and the iron *p* may be secured directly to the angle-iron B, said parts being tongued and grooved to present a flush outer surface. (See Fig. 5.)

Having thus explained my invention, what I claim is—

1. A step-hanger for street-cars, comprising an angular strap attachable to the car-body and provided with a pendent lug and an angle-iron detachably secured to said lug, substantially as described.

2. A hanger for street-car steps, comprising an angle-strap attachable to the corner of the car-body and provided with a pendent bracket formed integral therewith and an angle-iron bolted to said bracket, substantially as described.

3. The car-body, in combination with the strap B, provided with the vertical lug *i*, hav-

ing bolt-holes *m* and formed integral with said strap, and the angle-iron *p*, detachably bolted to said lug, substantially as described.

4. A hanger for street-car steps, comprising the angle-strap B, provided with the lateral lug *h* and pendent lug *i*, and braces *k*, formed integral, in combination with the angle-iron *p*, detachably bolted to said lug *i*, substantially as and for the purpose set forth.

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