

(No Model.)

T. TONEY.

CAR STEP.

No. 323,236.

Patented July 28, 1885.

Fig. 1.

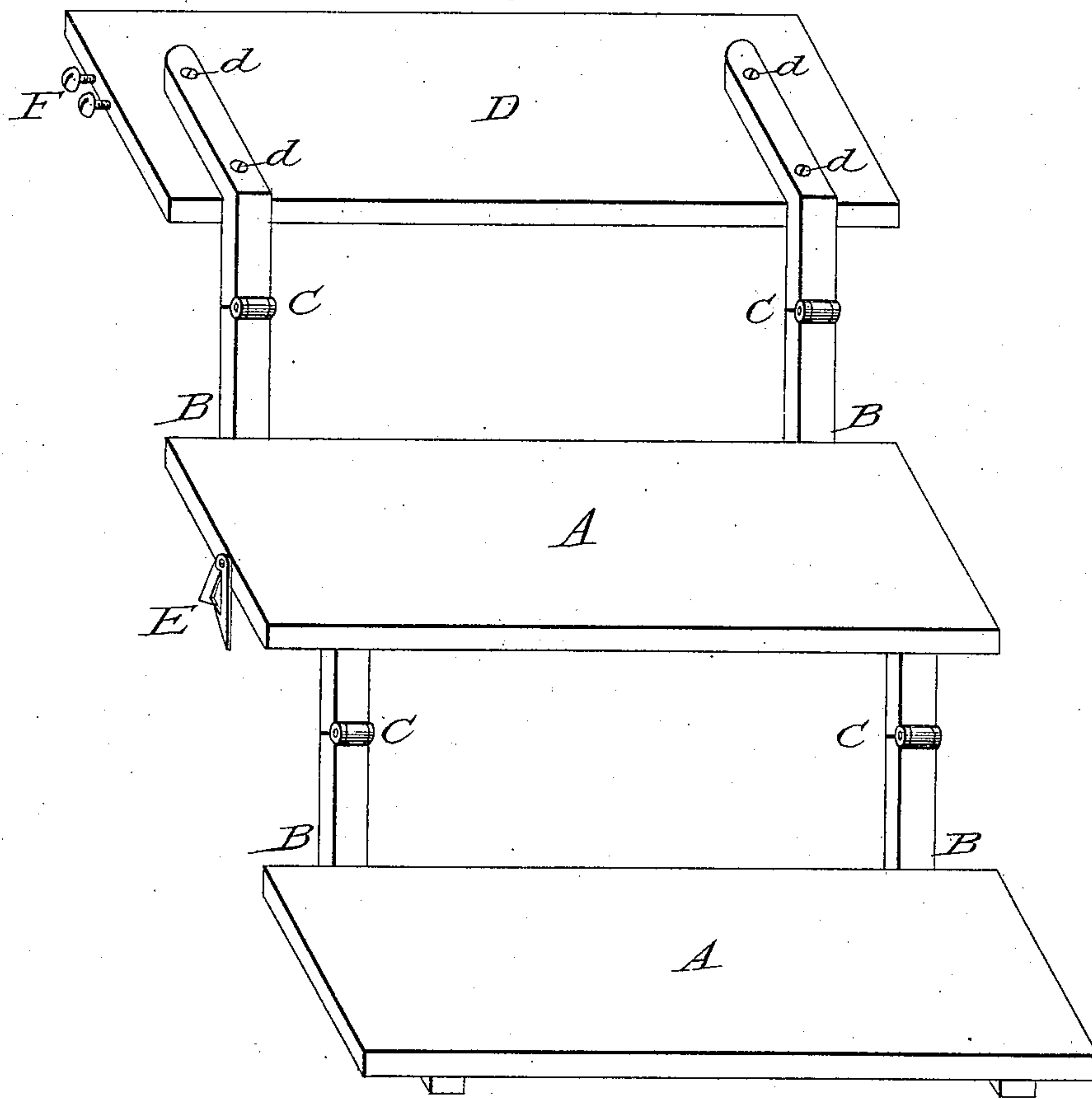
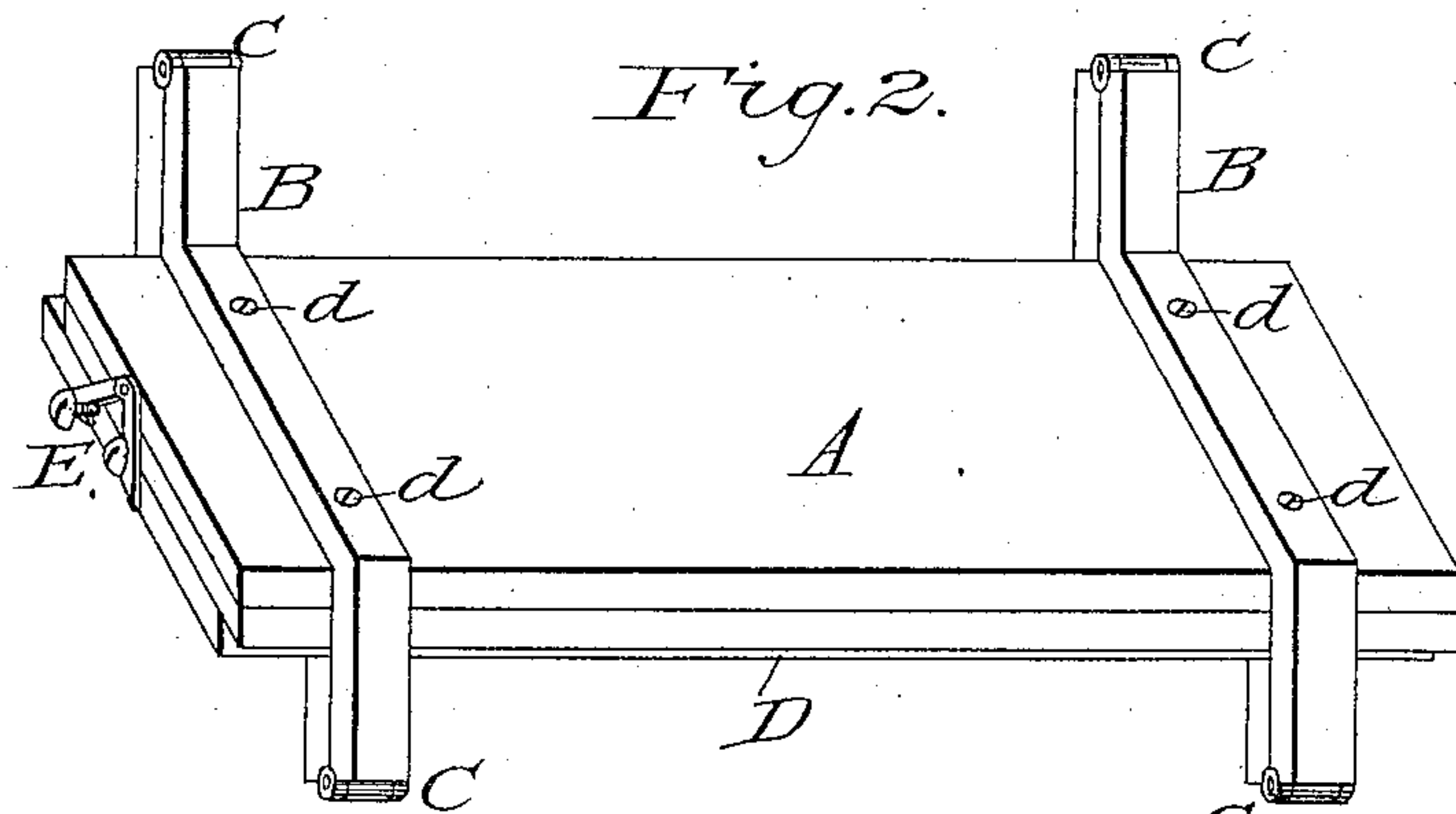


Fig. 2.



Witnesses:

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TENNILLE TONEY, OF UNION SPRINGS, ALABAMA.

CAR-STEP.

SPECIFICATION forming part of Letters Patent No. 323,236, dated July 28, 1885.

Application filed March 27, 1885. (No model.)

To all whom it may concern:

Be it known that I, TENNILLE TONEY, a citizen of the United States, residing at Union Springs, in the county of Bullock and State of Alabama, have invented a Railroad-Car-Step Extension, which, when attached to the permanent steps, gives them two more steps—a necessity at nearly all of our minor stopping-places, and therefore of great benefit to the traveling public, especially to ladies and old people, of which the following is a specification.

Heretofore conductors have resorted to chairs, small step-ladders, &c., to help aged people and ladies on *terra firma*, who, if not assisted, would frequently fall in trying to reach it.

The object of my invention is to supply to the railroad companies an extension-step they will adopt, easily constructed, durable, cheaper than anything heretofore used for accomplishing the desired result, and which can be attached to any car in a few minutes, and as the steps fold one on top of the other one or more may be used. I attain these objects by mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the steps open. Fig. 2 is a similar view of the steps folded.

A A are the wooden steps, secured by screws to iron frames B B. These iron frames are provided with strong hinges C, shouldered to keep the frames, when open, in an upright position, as if formed of one piece.

d d are the holes through the frames for fastening the same to the lower stationary car-step, D. These frames may be put on top or on the bottom of the stationary step. If on top, common screws will do to secure them in place; but if they are placed underneath, bolts or tap-screws must be used.

E shows an automatic iron locking-catch secured to the upper step of the extension by a screw and washers loose enough to turn and remain perpendicular, whatever the position the step may be in. The points of the catches overlapping the screws F in car-step D will spread and lock themselves when let down, as will be seen in Fig. 2, which represents the extension-steps closed. With one finger placed between both catches and moved upward toward the pivot-screw they spread readily, and the steps can be let down in a second.

I claim—

1. The combination, with permanent car-step D, of two extension-steps, A A, mounted on iron frames B B, provided with shouldered hinges C and holes *d d*, for the purpose specified.

2. The combination, with stationary step D and extension-step A, of automatic lock-catch E and screws F in car-step D, substantially as described.

TENNILLE TONEY.

Witnesses:

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