

(No Model.)

U. BEAUSÉJOUR.

CAR STEP.

No. 356,346.

Patented Jan. 18, 1887.

Fig. 1

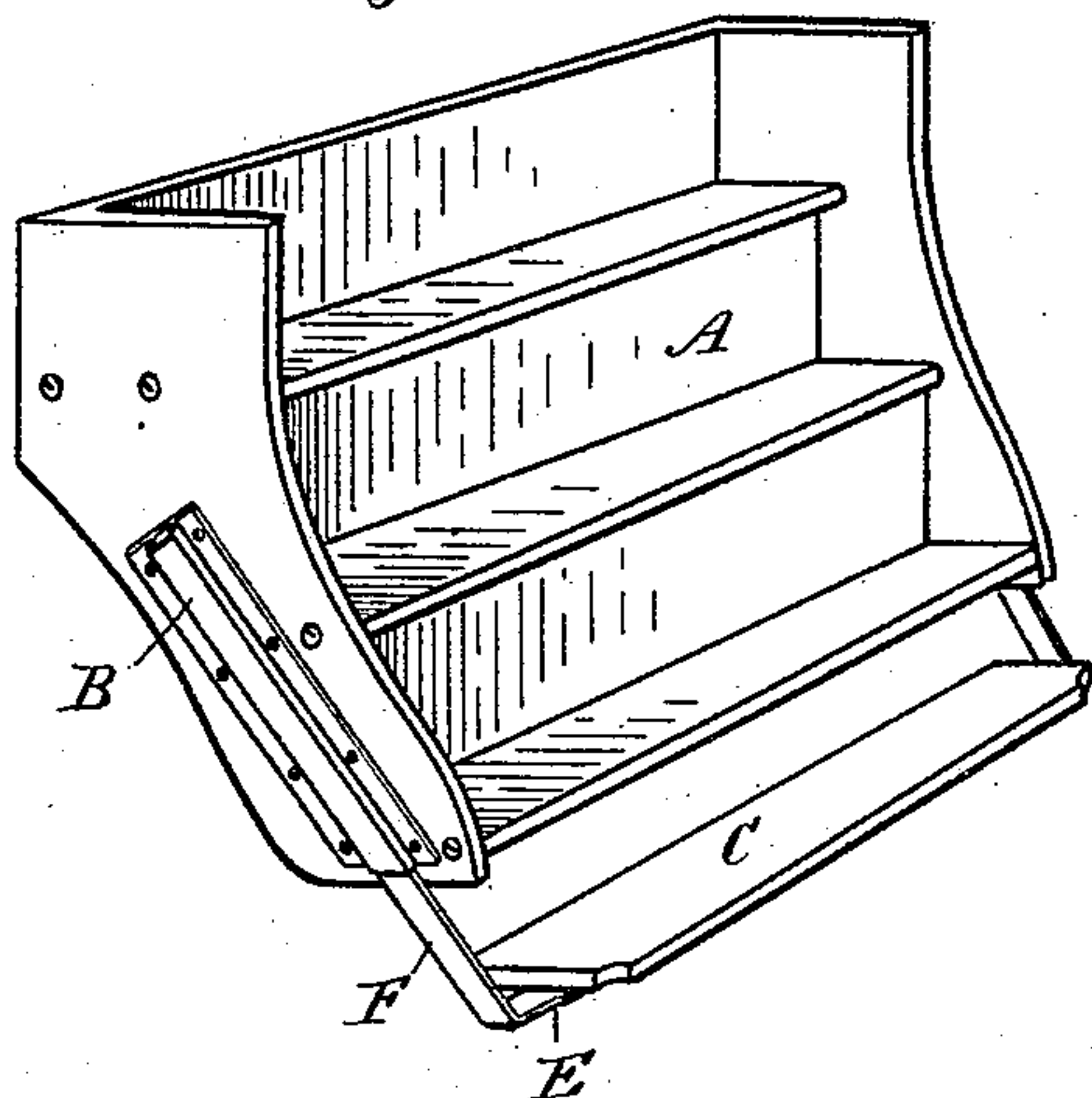
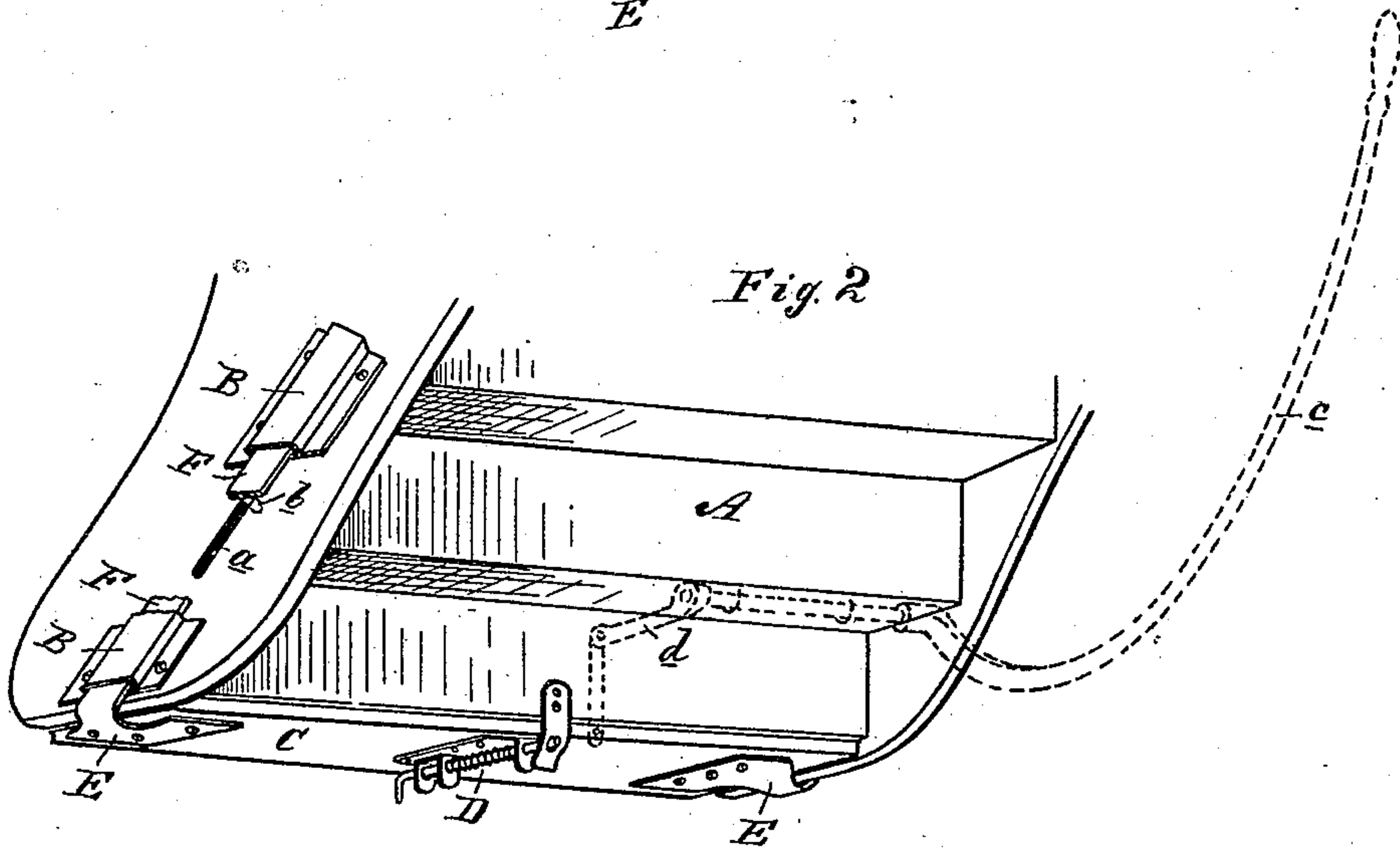


Fig. 2



Attest:

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by his Atty
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UNITED STATES PATENT OFFICE.

URGEL BEAUSÉJOUR, OF EAST SAGINAW, MICH., ASSIGNOR OF ONE-HALF TO
SANFORD KEELER AND HOWARD E. BARKER, BOTH OF SAME PLACE.

CAR-STEP.

SPECIFICATION forming part of Letters Patent No. 356,346, dated January 18, 1887.

Application filed November 24, 1886. Serial No. 219,827. (No model.)

To all whom it may concern:

Be it known that I, URGEL BEAUSÉJOUR, of East Saginaw, in the county of Saginaw and State of Michigan, have invented new and useful Improvements in Car-Steps; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to certain new and useful improvements in railway-car steps; and it consists in the peculiar combinations and the novel construction and arrangement of parts, all as more fully hereinafter described and claimed.

Figure 1 is a perspective view of my improved car-step with the supplemental step extended for use. Fig. 2 is a sectional perspective taken from the rear and under side, showing the detent by means of which the supplemental step is held in place when not in use.

In the drawings, A represents the steps of a car of the usual construction. Upon each side thereof, and each in the same plane and line of the other, and upon the same pitch with the steps, is secured a U-shaped guide, B.

C is a supplemental step, secured, when not extended for use, against the lower face of the lower fixed step by means of the spring-latch D. Secured to each end of this supplemental step are metal plates E, each having a slide or tongue, F, either attached to or forming an integral part of such plate and adapted to enter the guides B, these parts being so arranged that when the detent or spring-latch D is disengaged from its socket the supplemental step will fall by gravity to a suitable distance to form an additional step upon the same pitch as the fixed steps.

In Fig. 2 it will be noticed that a portion of the guide B is broken out to show the internal construction, by means of which a stop is secured to limit the drop of the supplemental seat when released from the detent. A slot, *a*, is formed in the rear wall of the guide or sleeve, and to the slide F there is secured a stop, *b*, which, entering such slot and traversing the same with the traverse of the supplementary step, limits the throw of the latter perfectly.

As the train stops at a station, the brakeman in charge of the car jumps off the same, and, withdrawing the detent, allows the supplementary step to drop. After the passengers have ascended to the car-platform, and as the train moves off, the brakeman, standing upon the lower fixed step, can readily, by means of one of his feet, raise the supplementary step into engagement with its detent; but as this means of raising the supplementary step may be found inconvenient at times, I provide means for accomplishing this purpose from a higher point, or even from the top of the platform of the car, by means of a lever, *c*, upon the end of a shaft running underneath the fixed step, such shaft having connected with it another lever, *d*, which is also attached to the supplemental step, so that a movement of the lever *c* in the proper direction will draw up the supplementary step to engagement with its detent.

A great many other simple and known devices may be employed for withdrawing this supplementary step; but the employment of any or either of them would come within the spirit of my invention.

What I claim as my invention is—

1. In combination with the fixed steps of a railway-car platform having the guides B secured to the sides thereof, a supplemental and adjustable step having plates E and slides or tongues F secured thereto, and a step formed in said guides and tongues, substantially as and for the purposes specified.

2. The combination, with the guides formed with slot *a*, of the supplemental step provided with plate E and tongue F, and a stop, *b*, on said tongue engaging said slot, substantially as and for the purpose specified.

3. The combination, with the fixed steps and the supplemental step, of a shaft journaled beneath one of said steps, lever *c* upon one end of said shaft, and the lever *d*, connecting the other end of said shaft with the supplemental step, substantially as described.

URGEL BEAUSÉJOUR.

Witnesses:

H. S. SPRAGUE,
J. PAUL MAYER.