(No Model.)

A. H. NICHOLAS.

STEP.

No. 368,896. Patented Aug. 23, 1887.

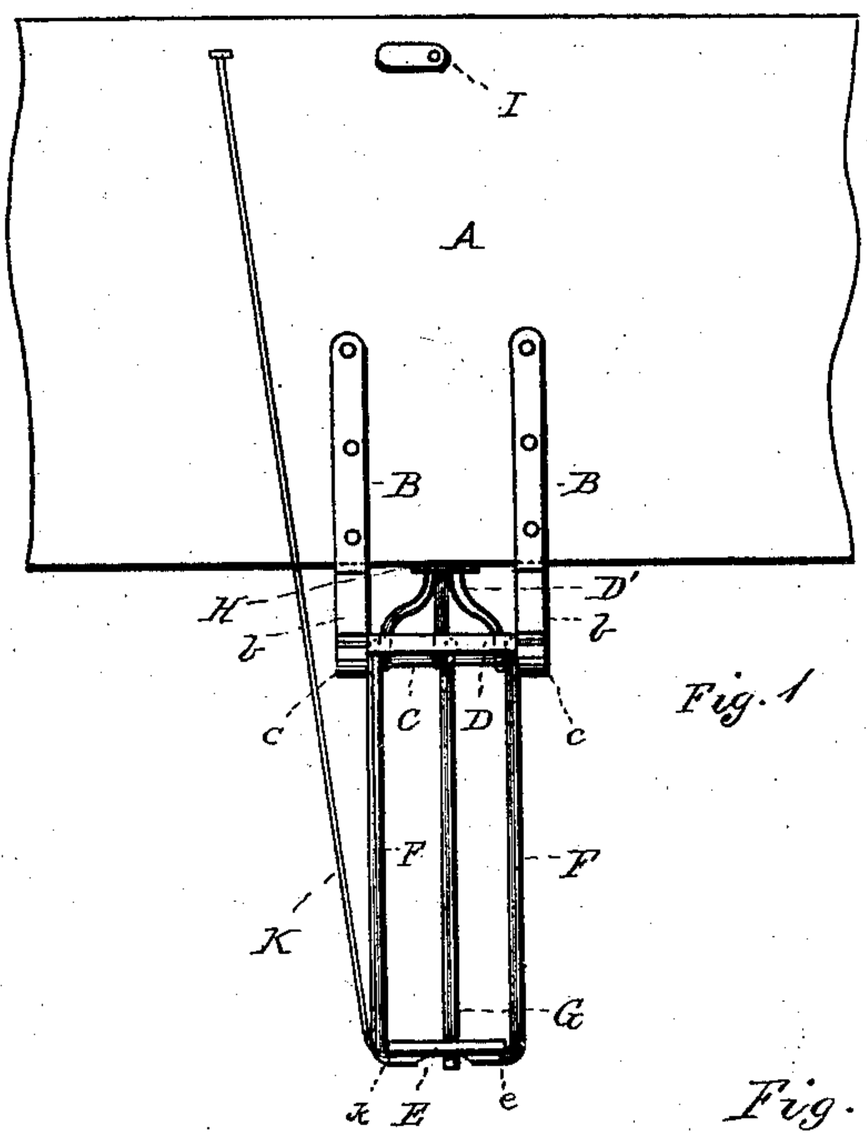

Fig. 1

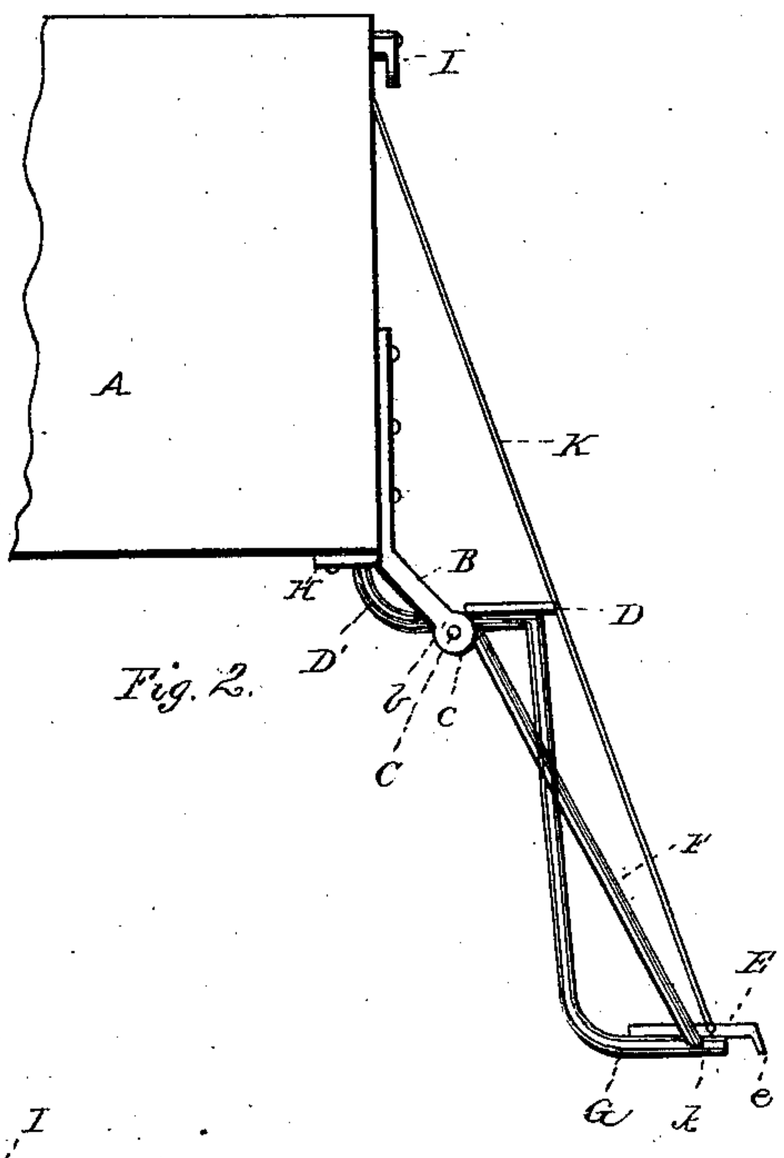

Fig. 2.

Fig. 3

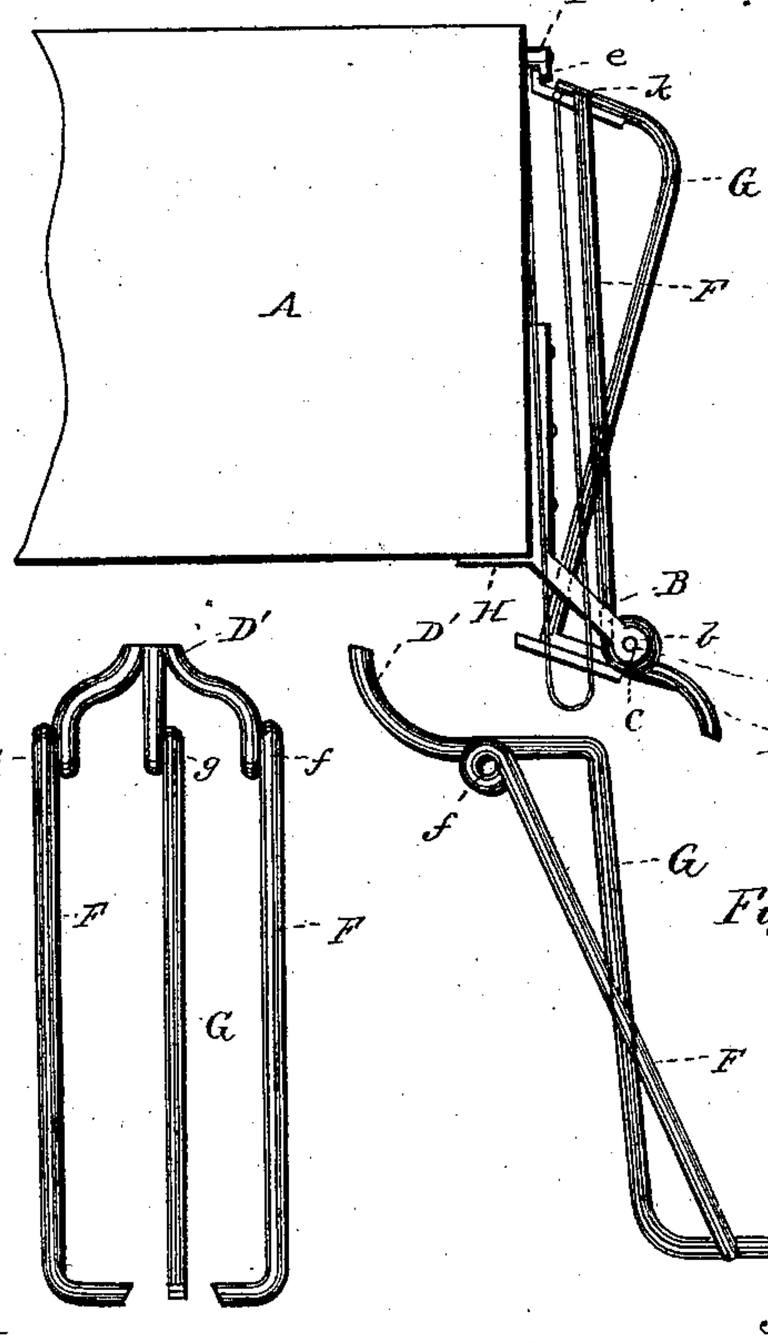

Fig. 4.

Fig. 5.

WITNESSES

M. B. Harris

C. R. Ferguson

INVENTOR

Alex. H. Nicholas,

by E. W. Anderson.

Attorney

UNITED STATES PATENT OFFICE.

ALEXANDER H. NICHOLAS, OF BRONSON, KANSAS.

STEP.

SPECIFICATION forming part of Letters Patent No. 368,896, dated August 23, 1887.

Application filed June 14, 1887. Serial No. 241,300. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER H. NICHOLAS, a citizen of the United States, residing at Bronson, in the county of Bourbon and State of Kansas, have invented certain new and useful Improvements in Folding Wagon-Steps; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a front view of my improved wagon-step. Fig. 2 is an end view of same. Fig. 3 is an end view with step closed up and fastened by button I; Figs. 4 and 5, detail views of rods F and G.

The invention relates to improvements in steps for wagons and other vehicles, being especially adapted for farm-wagons. It is made preferably of metal; and it consists in the construction and novel combination of parts, as hereinafter set forth.

Referring to the drawings by letter, A designates a wagon-body, having secured to its sides, between the wheels, the journal-bars B B. The said bars have their upright portions secured by bolts or otherwise to the wagon-body and their arms *b b*, which stand outward at a suitable angle from the wagon-body, provided at their ends with bearings *c c* for the pivotal shaft C.

D and E are the upper and lower steps, respectively, which steps are connected by the side rods, F F. The said rods have their lower ends bent at right angles under the side edges of the lower step, E, and riveted or otherwise secured thereto. The upper ends of the rods F are bent around the shaft C and continued beyond, to aid in forming the brace-frame D′.

G is a bar-rod, having its lower end secured to the under surface of the lower step, E, the rod lying against the step from front to rear between the points of the rods F F, and rising from the rear edge of the lower step to the front edge of the upper step, under which it runs centrally to the pivotal shaft C. The rod G then bends around said shaft and forms the central rod of the brace-frame D′.

The rods F and G by being bent have formed upon them the bearings *f* and *g* for the pivotal shaft C, and when the device is turned downward the squared end of the brace-frame D bears against the plate H, secured to the under surface of the floor of the vehicle.

The lower step, E, has its front edge, *e*, turned downward, forming a flange, which, when the device is turned, is engaged by the pivoted button I, attached to the side of the wagon, the edge of said step resting against the said side.

K is a chain or strong cord having one end secured to a suitable point on the side of the wagon, and the other end attached to a ring, *k*, secured to the lower seat near its outer edge. A person in the wagon can easily raise the device by means of said chain or cord.

When the device is turned down, the brace-frame D rests against the plate H and the rods F stand downwardly and outwardly at such an angle that the lower step is held sufficiently outward from the upper step to make the ascent into the wagon easy and convenient.

When the device is turned up, it is held out of the way by the button I.

The device is cheap, strong, and can be easily attached and detached, and will be a great convenience to those who travel in wagons.

Having described my invention, I claim—

1. The combination of the angular journal-bars secured to the side of the wagon, the shaft having its ends journaled in the lower and outer ends thereof, the upper and lower steps, the side rods, F, the rear rod, G, and the brace-frame D′, formed by the united ends of said rods, and impinging against the lower surface of the wagon-floor when the device is turned down, substantially as specified.

2. The combination of the angular journal-bars secured to the wagon, the shaft having its ends journaled in said bars, the upper and lower steps, the lower step being provided with the downturned front edge, the side rods, F, the rear rod, G, the brace-frame D, impinging on the plate H when the machine is turned down, and the button I, to engage the turned-down part *e* of the step E, substantially as specified.

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

ALEX. H. NICHOLAS.

Witnesses:

S. O. R. HARRIS,

H. L. HELMAN.