(No Model.)

S. R. BAILEY.

CARRIAGE END GATE.

No. 474,353. Patented May 10, 1892.

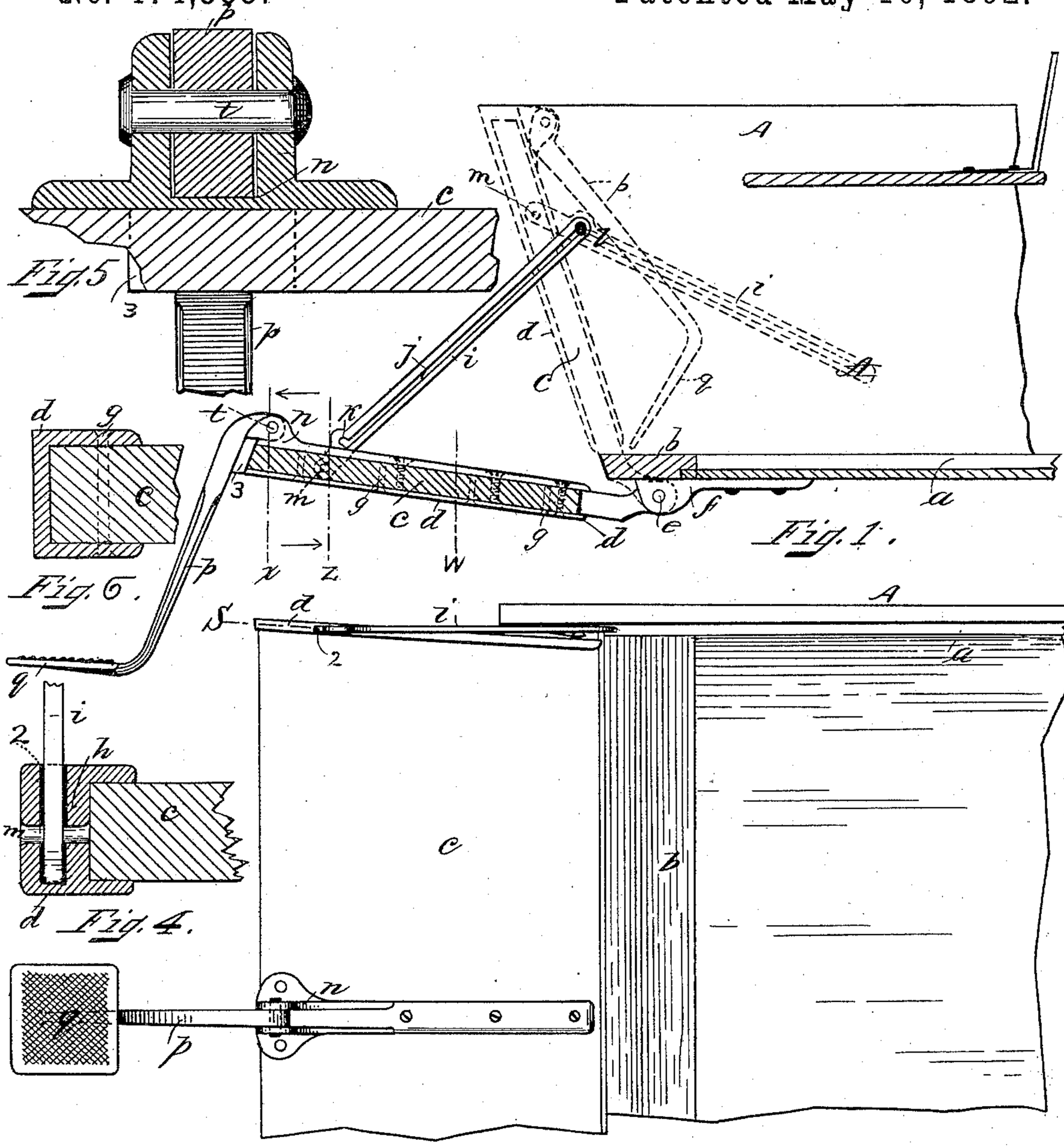

Fig. 1.

Fig. 5.

Fig. 6.

Fig. 4.

Fig. 2.

Fig. 3.

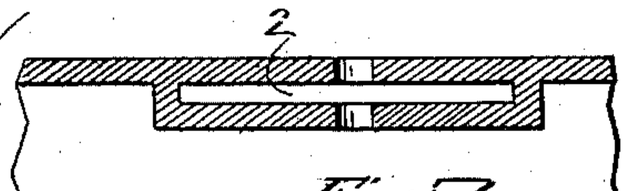

Fig. 7.

Witnesses:
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UNITED STATES PATENT OFFICE.

SAMUEL R. BAILEY, OF AMESBURY, MASSACHUSETTS.

CARRIAGE END-GATE.

SPECIFICATION forming part of Letters Patent No. 474,353, dated May 10, 1892.

Application filed July 15, 1891. Serial No. 399,657. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL R. BAILEY, of Amesbury, in the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Carriages, which will, in connection with the accompanying drawings, be hereinafter fully described, and specifically defined in the appended claim.

In said drawings, Figure 1 is a sectional elevation, the section being taken vertically through the body and tail-board, the latter being opened, as when serving as a foot-board, and the view being as from the right-hand or "off" side of the vehicle and with the forward portion of the body broken away, with the position of the tail-board and attachments (shown by dotted lines) as in the position they occupy when the tail-board is closed. Fig. 2 is a top plan view of Fig. 1. Fig. 3 is a side elevation of the slotted tail-board links. Fig. 4 is a section, as on line Z, Fig. 1, through the tail-board and its socketed and pivotal end-iron, and showing the connection of the links therewith. Fig. 5 is a section taken on line X, Fig. 1, and showing the means of attaching the hinged step to the tail-board. Fig. 6 is a section on line W through the tail-board and its socketed pivotal end-irons and the means of securing the two together. Fig. 7 is a section taken, as on line S, through that portion of that end-iron of the tail-board to which the slotted links are pivoted.

The object of my invention is to provide a step by which passengers occupying the rearward-facing rear seat of a two-seated vehicle may conveniently enter or leave such rear seat by the rear end of the body, so as not to disturb those occupying the front seat, and also to provide a tail-board of unusual strength without increase in its bulk, in order that it may resist the strain caused by attaching said step to the tail-board; and it consists, first, in pivoting a step to the tail-board, preferably at its lineal center, and so that when said board is lowered to serve as the foot-board for the occupants of the rear seat by turning the step outward it serves as a convenient means for entering or leaving said seat, and when the tail-board is closed said step may be turned down within the body, so as to be out of sight and out of the way.

It further consists in angle-irons in which each end of the tail-board is inserted and secured, said irons at their lower ends being formed so as to be pivoted to irons secured to the rear ends of the body-sills, and being also so formed that the stay-links which sustain the tail-board are pivoted thereto, as will be next fully described and then claimed.

Referring again to said drawings, A represents the side of the vehicle-body, which may be of a height and style to adapt it to the taste of the user. The side sills are shown at *a* and the end sill at *b*, while the tail-board is shown at *c* and the rear seat at *v*. To each end of the tail-board *c* the grooved or trough-like irons *d* are secured, the board being forced into the groove in the iron, and then the parts are secured together by rivets, as at *m*, Fig. 6. The lower ends of said irons are formed at a slight angle to the main portion, as shown in Fig. 1, and with a pintle *e*, which engages in ear-plate *f*, secured to sill *a*, thereby constituting a hinge for the tail-board.

For the purpose of adjusting and holding the tail-board in desired position, the links *i i*, formed with longitudinal slot *j*, is pivoted to iron *d*, it being inserted in longitudinal slot 2 therein and secured by a rivet, on which it is pivoted. Said link is attached to the body-side by a broad-headed stud *l*, secured to the body and having a neck that fits loosely in slot *j*, an offset or recess *k* receiving the stud *l* when the tail-board is closed, thereby holding it firmly in that position. The ear-plate *n* is preferably secured to the center of tail-board *c*, and the shank *p* of the step *q* is pivoted to said plate by pin *t*, a lip 3 of the plate serving as a fulcrum for the step. An inspection of the drawings will plainly show that if the tail-board is closed and it is desired to occupy the rear seat *v*, it is only necessary to raise link *i* so as to disengage studs *l* from recesses *k*, when the tail-board opens readily to the extent allowed by the links, when step *q* is opened outward and affords convenient access to seat *v*, while a reverse movement of the parts closes the tail-board and folds the step down inside the body, out of sight.

It will be obvious that with the ends of the tail-board inserted and secured in the end

irons *d* even the severe lever-like strain exerted thereon through the step and the weight of the passenger thereon when entering or leaving the vehicle cannot injure the tail-board, and that the channel form of said irons will enable them to resist the severe strain above specified. It will be obvious that step *q* may be rigidly secured to the tail-board and afford the desired facility for entering and leaving the carriage, but when the tail-board was raised and closed the step would be both unsightly and inconvenient, and hence a hinged step is of great utility.

I claim as my invention—

The combination of tail-board *c*, the channeled end-irons *d*, secured to the tail-board, pivoted to the body, and formed with a slot 2 to receive the links *i*, and said links formed with a longitudinal slot *j*, a seat *k* for stud *l*, and pivoted in said iron *d*, all substantially as specified.

SAMUEL R. BAILEY.

Witnesses:
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