

No. 610,697.

Patented Sept. 13, 1898.

R. H. & I. B. WOLFE.
VEHICLE STEP.

(Application filed Nov. 8, 1897.)

(No Model.)

Fig. 1.

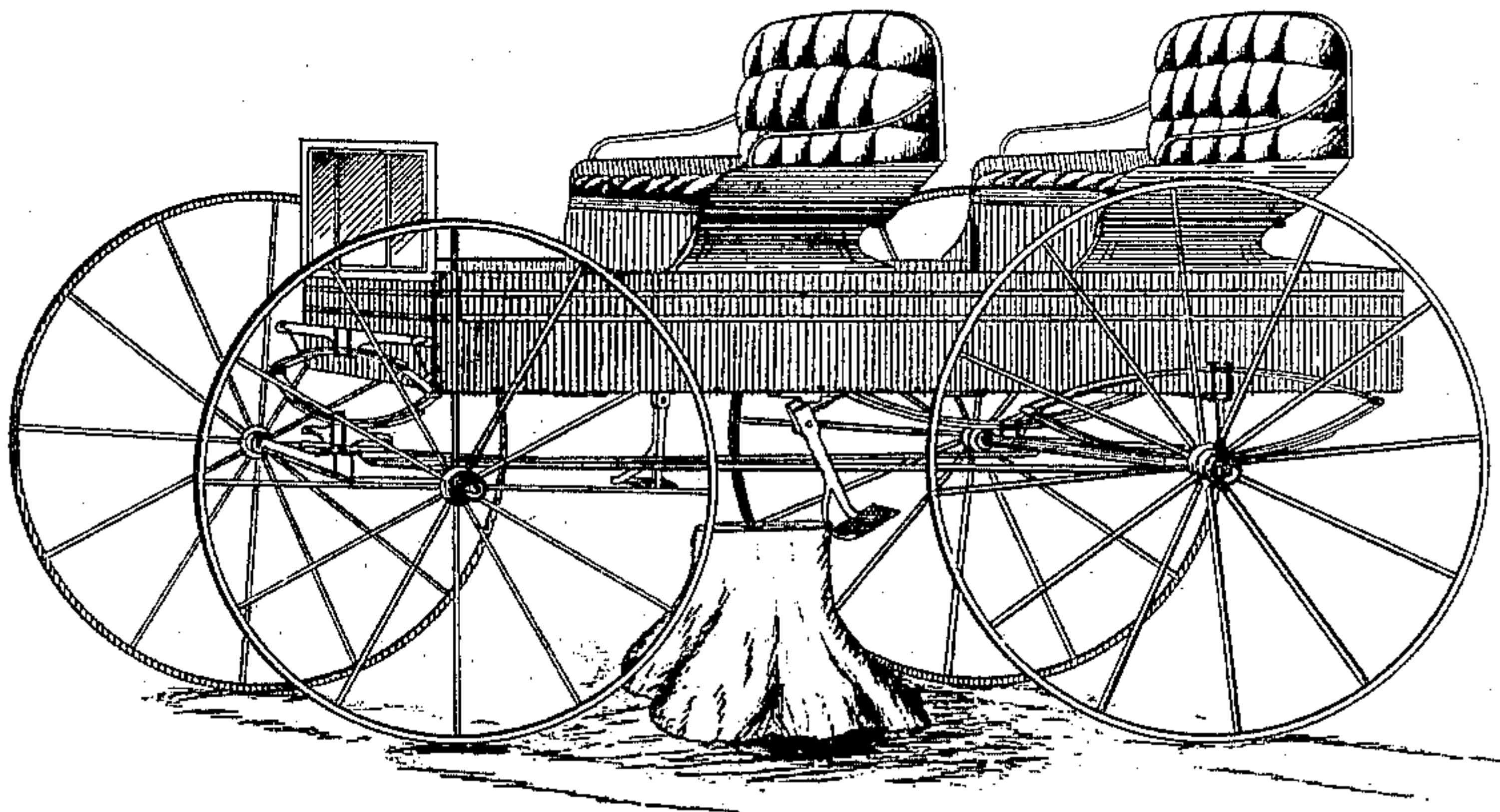


Fig. 2.

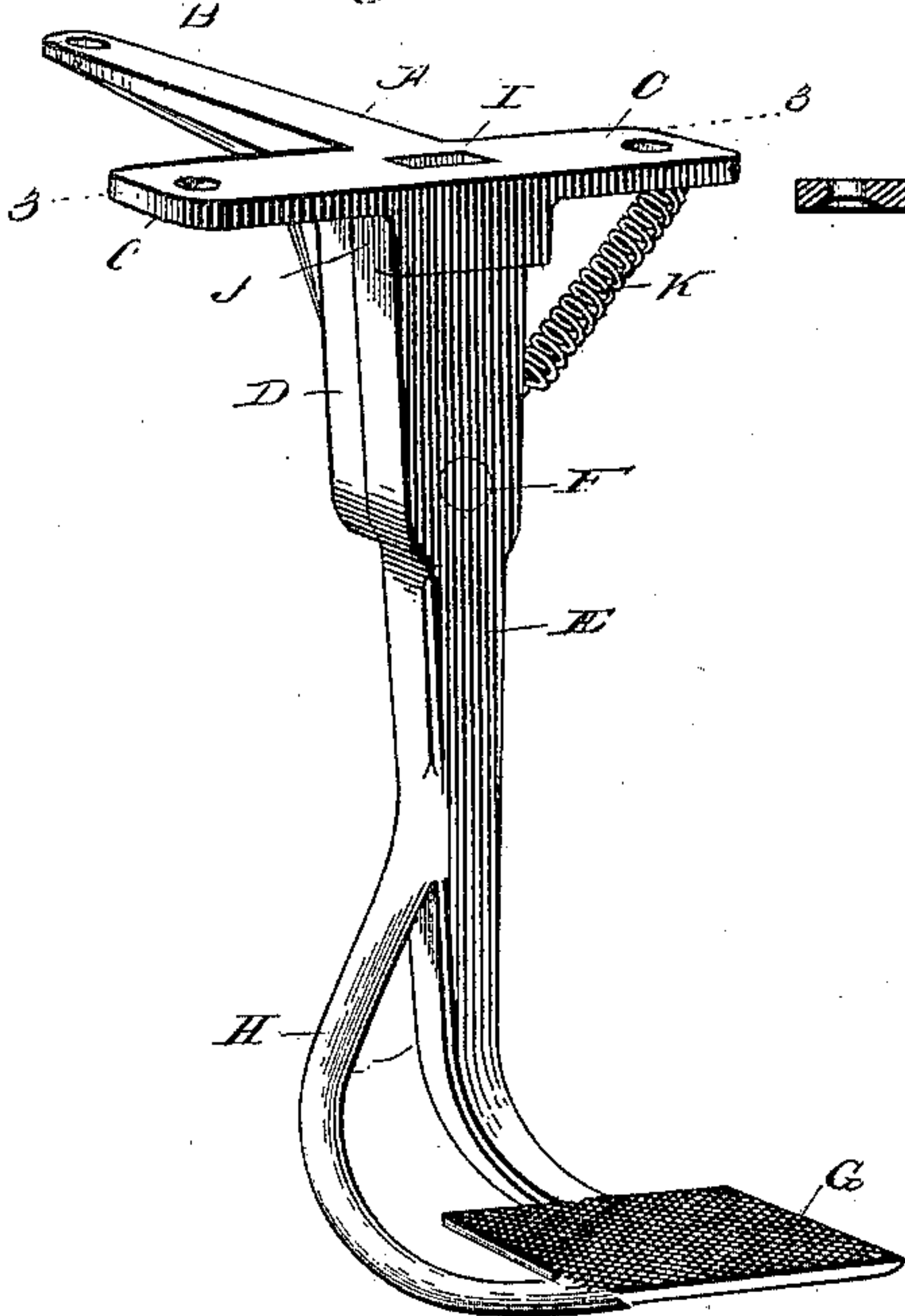


Fig. 3.

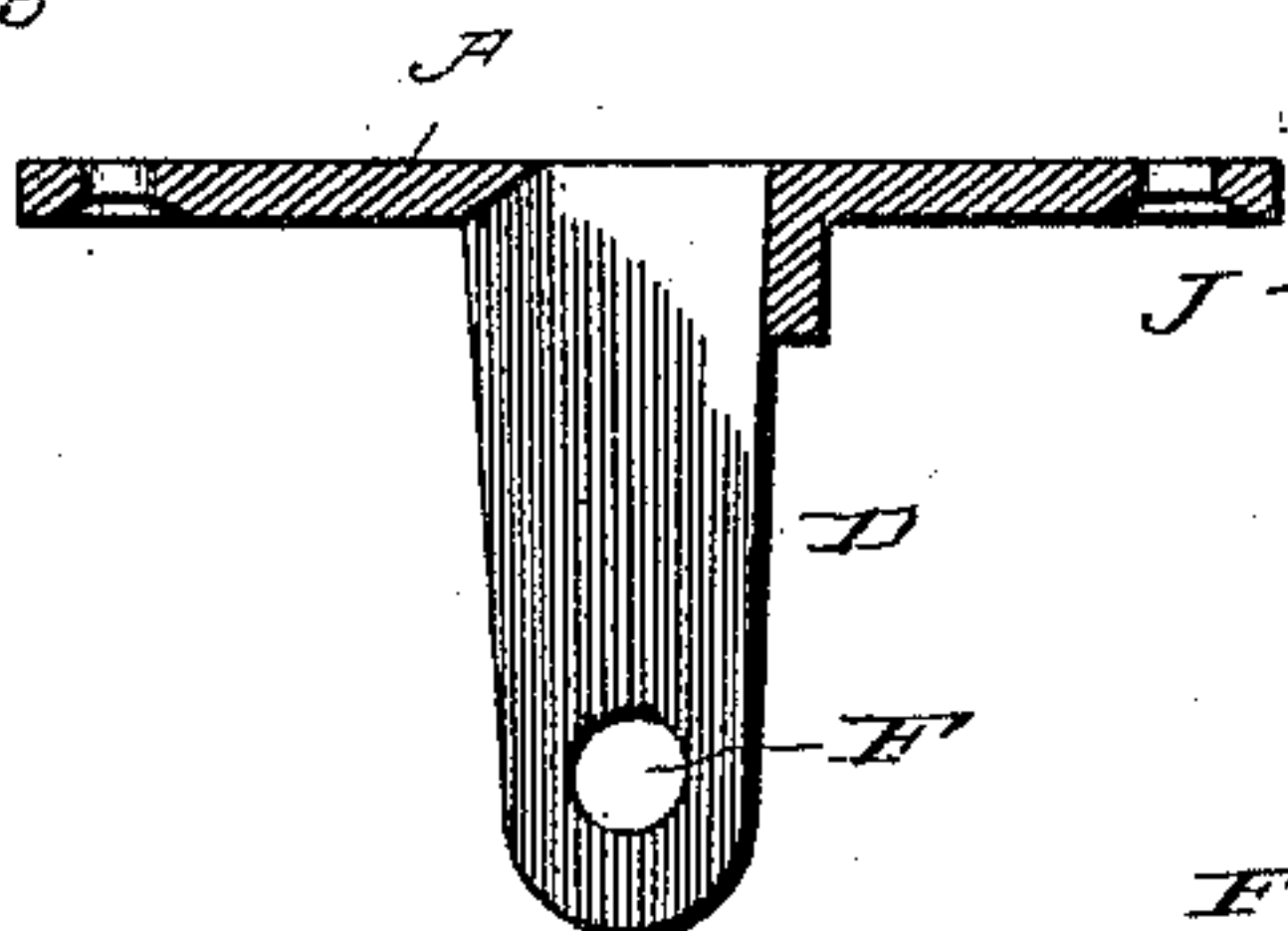
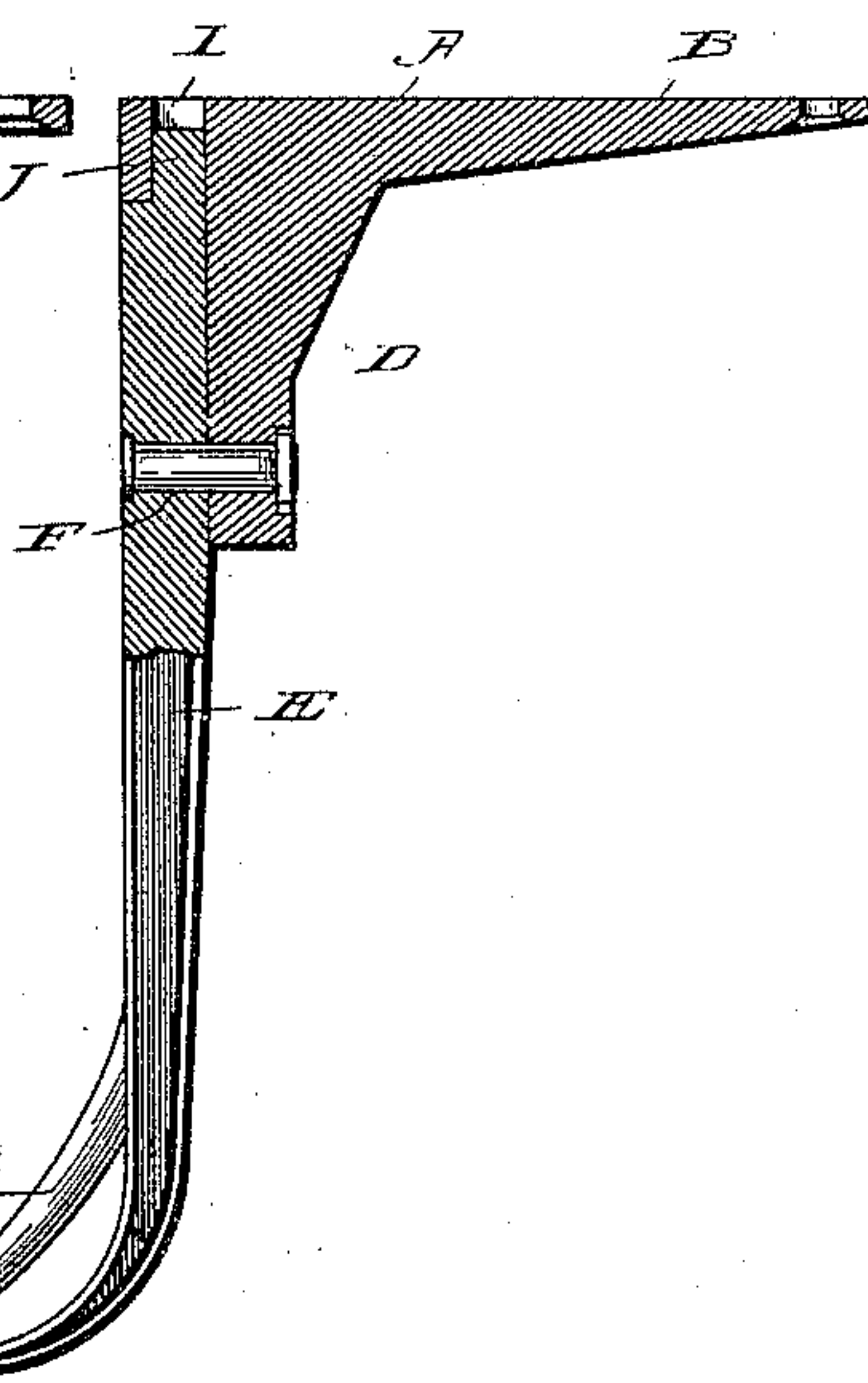


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

ROBERT H. WOLFE AND IRA B. WOLFE, OF TILLAR, ARKANSAS.

VEHICLE-STEP.

SPECIFICATION forming part of Letters Patent No. 610,697, dated September 13, 1898.

Application filed November 8, 1897. Serial No. 657,872. (No model.)

To all whom it may concern:

Be it known that we, ROBERT H. WOLFE and IRA B. WOLFE, residing at Tillar, in the county of Drew and State of Arkansas, have
5 invented a new and useful Vehicle-Step, of which the following is a specification.

This invention relates to an improved vehicle-step; and the object of the invention is to provide a step so constructed that it will
10 swing automatically when it comes in contact with an obstruction, so as to disengage the same and avoid the breaking or bending incident to a rigid step.

A further object is to provide a guard for
15 the step, so that when the latter comes in contact with the obstruction it will readily swing to disengage the same.

With the above objects in view the invention consists of a rearwardly-swinging step,
20 a curved guard therefor, and a spring for returning the step to its normal position when the obstruction has been passed.

In order to enable others skilled in the art to which our invention most nearly appertains to make and use the same, we will now
25 proceed to describe its construction and operation, reference being had to the accompanying drawings, forming part of this specification, in which—

30 Figure 1 is a perspective view of a vehicle with our step attached thereto, showing the operation of the invention. Fig. 2 is a perspective view of the step detached from the vehicle. Fig. 3 is a vertical section of the
35 bracket on the line 3 3 of Fig. 2. Fig. 4 is a vertical section of Fig. 2, taken at right angles to Fig. 3.

Referring to the drawings, A is the bracket, having the inwardly-extending attaching-arm
40 B and the laterally-extending arms C at the outer end thereof. Said bracket also has the downwardly-extending portion D, which is cut out on its outer face to receive the upper end of the step-standard E, which is pivoted thereto,
45 as illustrated at F. The lower end of the standard carries the step portion G, and secured at its upper end to the forward edge of the standard, adjacent its lower end or formed integrally therewith, is the guard-rod H, which
50 curves forwardly and downwardly and at its lower end is united to the step portion at its

forward end. This guard-rod serves to prevent the engagement of the step portion with the obstruction and holds the same therefrom until the latter has been passed by the
55 vehicle.

Formed in the bracket is the central vertical slot I, which opens through the upper end of the depending portion D, said slot being
60 open at its forward end to permit the upper reduced end J of the standard to swing thereinto, the rear end wall of the slot forming a stop against which said standard abuts when in normal position. A coiled spring K is secured at one end to the standard and at its
65 opposite end to the under side of one of the lateral arms C, said spring serving to return the standard and step to their normal positions after the obstruction has been passed.

In operation when the vehicle passes an
70 obstruction, such as a stump, the guard-rod of the step will engage the stump and prevent the step catching thereon, while said step will swing laterally through the medium of the pivoted standard. When the obstruction
75 has been passed, the step will be returned to its normal position by the spring.

From the above description it will be seen that we have produced a simple construction
80 of step which is adapted to automatically disengage an obstruction with which it may come in contact and which returns to its normal position when the obstruction has been passed.

While we have illustrated and described
85 the best means now known to us for carrying out our invention, we do not wish to be understood as restricting ourselves to the exact details of construction shown and described, but hold that any slight changes or variations
90 such as might suggest themselves to the ordinary mechanic would properly fall within the limit and scope of our invention.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—
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1. The combination with a vehicle, of a bracket adapted to be secured thereto, and formed with a vertical slot open at its forward
100 end, a standard pivoted to said bracket and carrying a step portion, said standard adapted at its upper end to swing within the slot, and

a spring secured at one end to the standard and adapted to hold the same normally abutting against the rear end wall of the slot, substantially as described.

- 5 2. The combination with a vehicle, of a standard pivoted thereto and carrying a step portion, and a guard curved forwardly and downwardly and attached at one end to the

standard, and at its opposite end to the step portion, substantially as described.

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Witnesses:

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