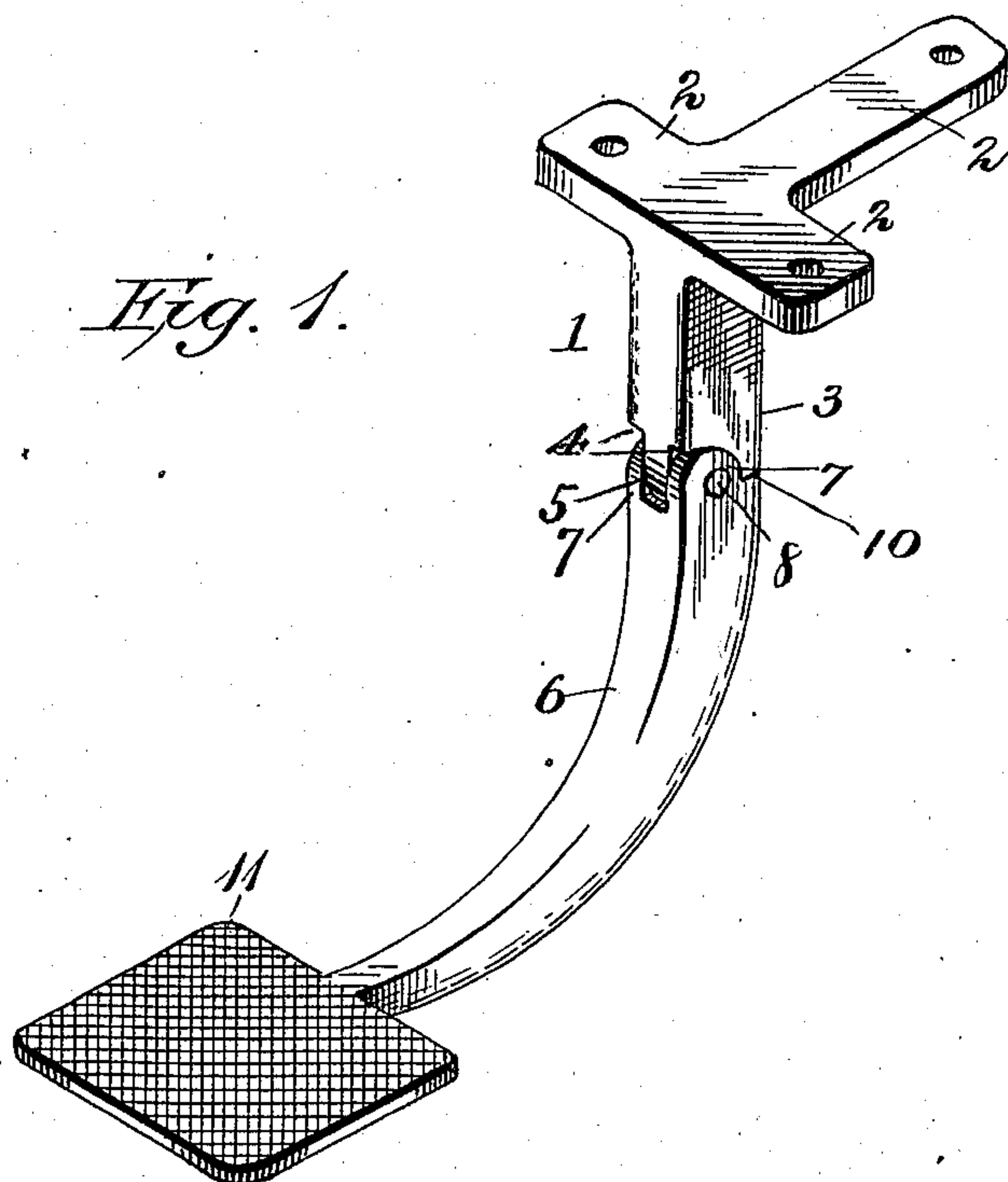


No. 724,155.

PATENTED MAR. 31, 1903.

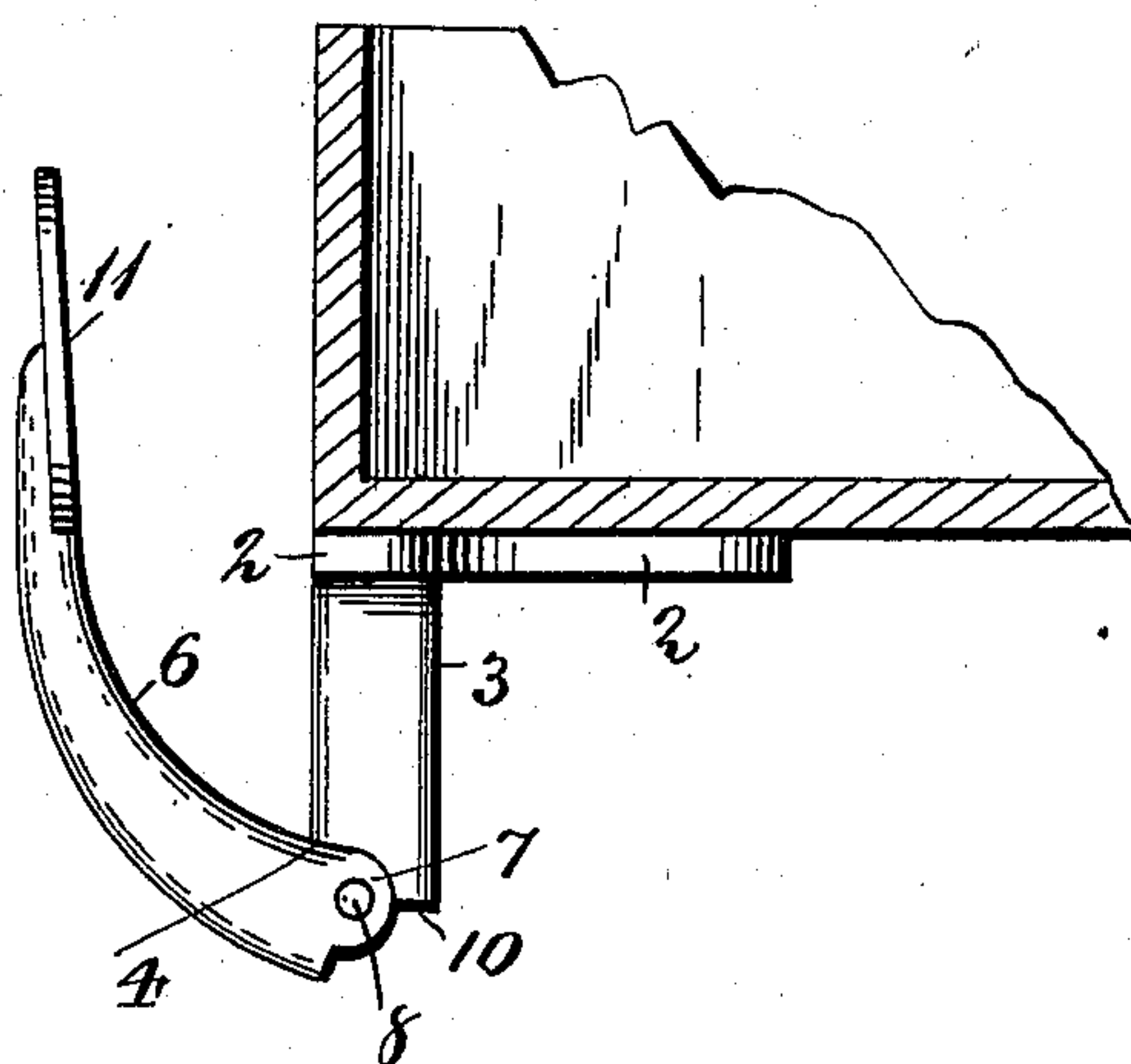
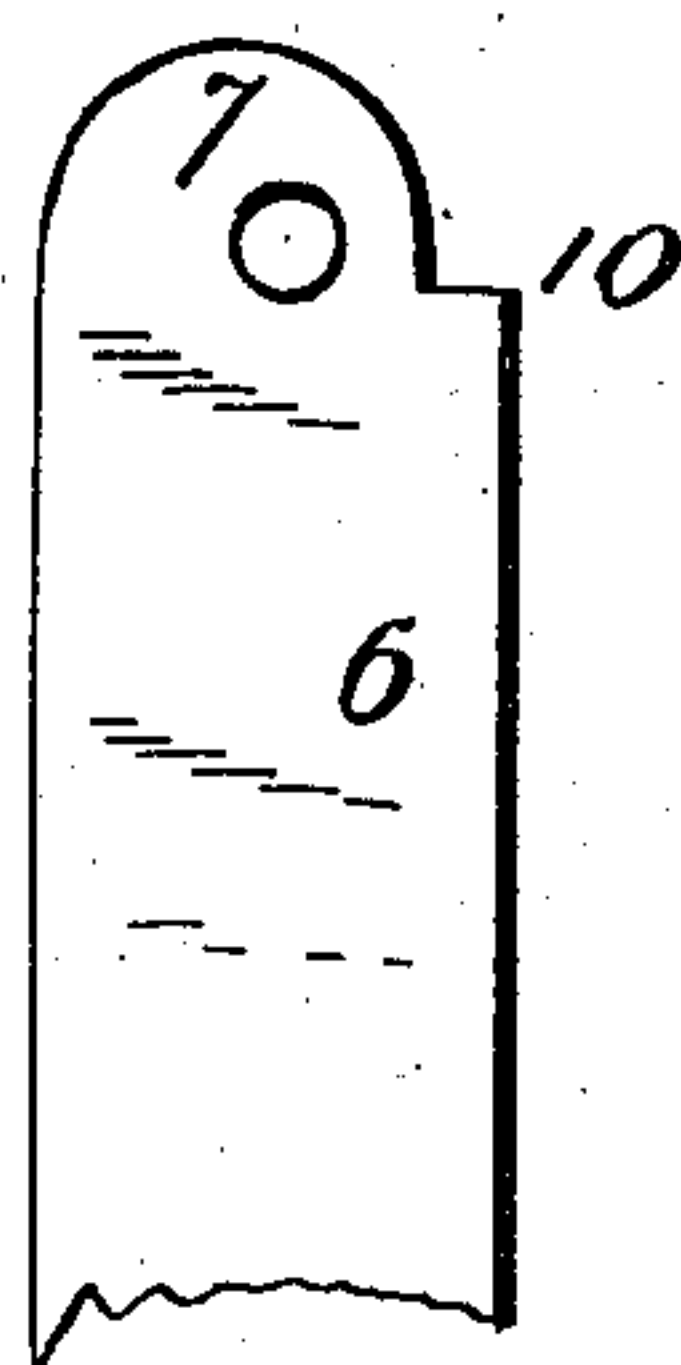
E. BESSE.  
BUGGY STEP.  
APPLICATION FILED JAN. 2, 1903.

NO MODEL.



*Fig. 2.*

*Fig. 3.*



Witnesses  
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Attorney



# UNITED STATES PATENT OFFICE.

ELMER BESSE, OF STROUD, OKLAHOMA TERRITORY.

## BUGGY-STEP.

SPECIFICATION forming part of Letters Patent No. 724,155, dated March 31, 1903.

Application filed January 2, 1903. Serial No. 137,597. (No model.)

*To all whom it may concern:*

Be it known that I, ELMER BESSE, a citizen of the United States, residing at Stroud, in the county of Lincoln and Territory of Oklahoma, have invented certain new and useful Improvements in Buggy-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 the figures of reference marked thereon, which form a part of this specification.

My invention has relation to carriage or buggy steps; and it consists in the novel construction and arrangement of its parts, as hereinafter described.

The object of the invention is to provide a step adapted to be swung up out of the way when not in use, and consequently the said step in the short turning of the vehicle cannot interfere with the spokes of the front wheels or engage stationary objects—such as rocks, trees, and shrubbery—on the ground while the vehicle is in motion, a simple and effective means being provided for offering a sufficient amount of friction at the pivotal point of the step to prevent the same from falling while the vehicle is in motion.

In the accompanying drawings, Figure 1 is a perspective view of the step. Fig. 2 is a side elevation of the step, showing it attached to the body of the vehicle. Fig. 3 is a side elevation of the upper end of the lower member of the step, showing the position of the pivotal point of the said member with relation to the center of the upper curved portion of said member.

The step consists of the member 1, having the lugs 2 2 extending in a horizontal plane, said lugs being adapted to be secured to the under side of the body of the vehicle, said member also having the downwardly-extending portion 3, having cut in the front of its sides the recesses 4 4 with curved edges, the intermediate portion 5 separating the said recesses and forming a tongue, to which the lower member is pivotally attached. The upper end of the lower member 6 is provided with the bifurcations 7 7, which receive between them the said tongue 5, the pivot 8 passing laterally through the said bifurcations 7 7 and the tongue 5, thus securing the members together. When the lower member 6 is in position as shown in Fig. 1, the rear

edges of the members 1 and 6 come together at the point 10, and thus the rearward movement of the said member 6 is limited. The member 6 is provided with the step 11. The upper edges of the bifurcations 7 7 are made on the arc of a circle; but the perforations receiving the pivot 8 are set slightly behind the center of the arc described by the upper edges of the said bifurcations, and consequently when the member 6 is swung up to the position as shown in Fig. 2 the forward portions of the upper edges of the bifurcations 7 will engage the surfaces of the recesses 4, thereby offering sufficient friction to hold the said member 6 in an elevated position and preventing the same from dropping while the vehicle is moving over the ground. The lower end of the member 1 being provided with the recesses 4 4, which receive the bifurcations 7 7, and the ends of the pivot 8 being flush with the sides of the member 6, no projections are offered which might engage the clothing of persons using the step, and consequently accident from this cause is avoided.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A step consisting of a member adapted to be attached to the body of a vehicle, said member having a downwardly-extending portion with recesses cut in the forward edges in its lower end, and a projecting tongue intermediate of said recesses, said recesses having curved edges, a second member having at its lower end a step, and at its upper end bifurcations adapted to enter the recesses of the first said member and receive between them said tongue, said bifurcations having their upper ends made on the arc of a circle, a pivot passing through the said tongue and the bifurcations behind the center of the arc of the circle of the upper ends thereof, and securing the members together, whereby when the lower member is swung up, the forward portions of the upper edges of the bifurcations will engage the curved edges of the recesses and offer sufficient friction to hold the lower member in an elevated position against the jarring of the vehicle.

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

ELMER BESSE.

Witnesses:

W. G. PARDOE,  
CHAS. MCLARTY.