

No. 814,687.

PATENTED MAR. 13, 1906.

F. M. GAULT.
JOINTED VEHICLE STEP.
APPLICATION FILED APR. 25, 1905.

Fig. 1.

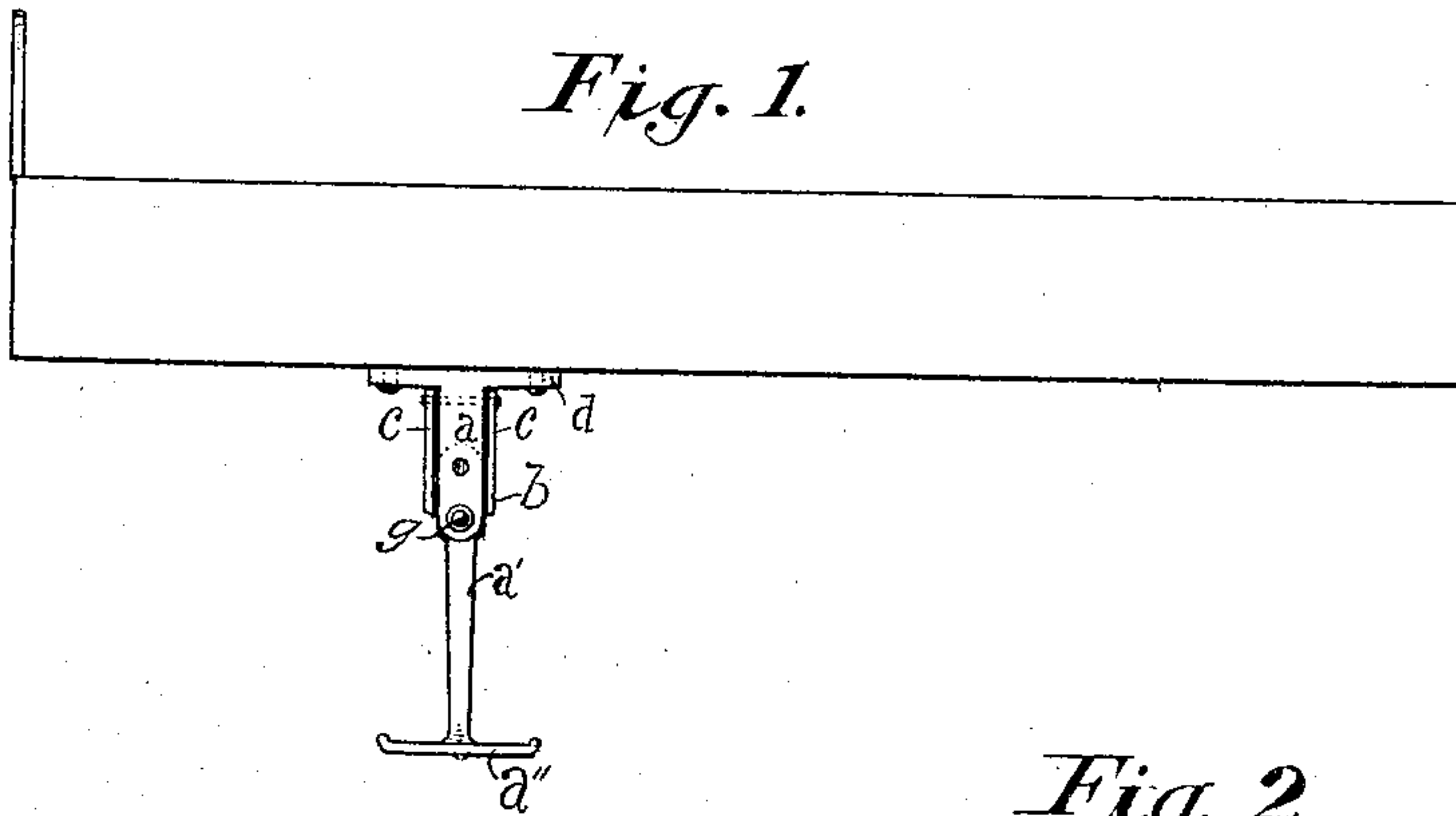


Fig. 2.

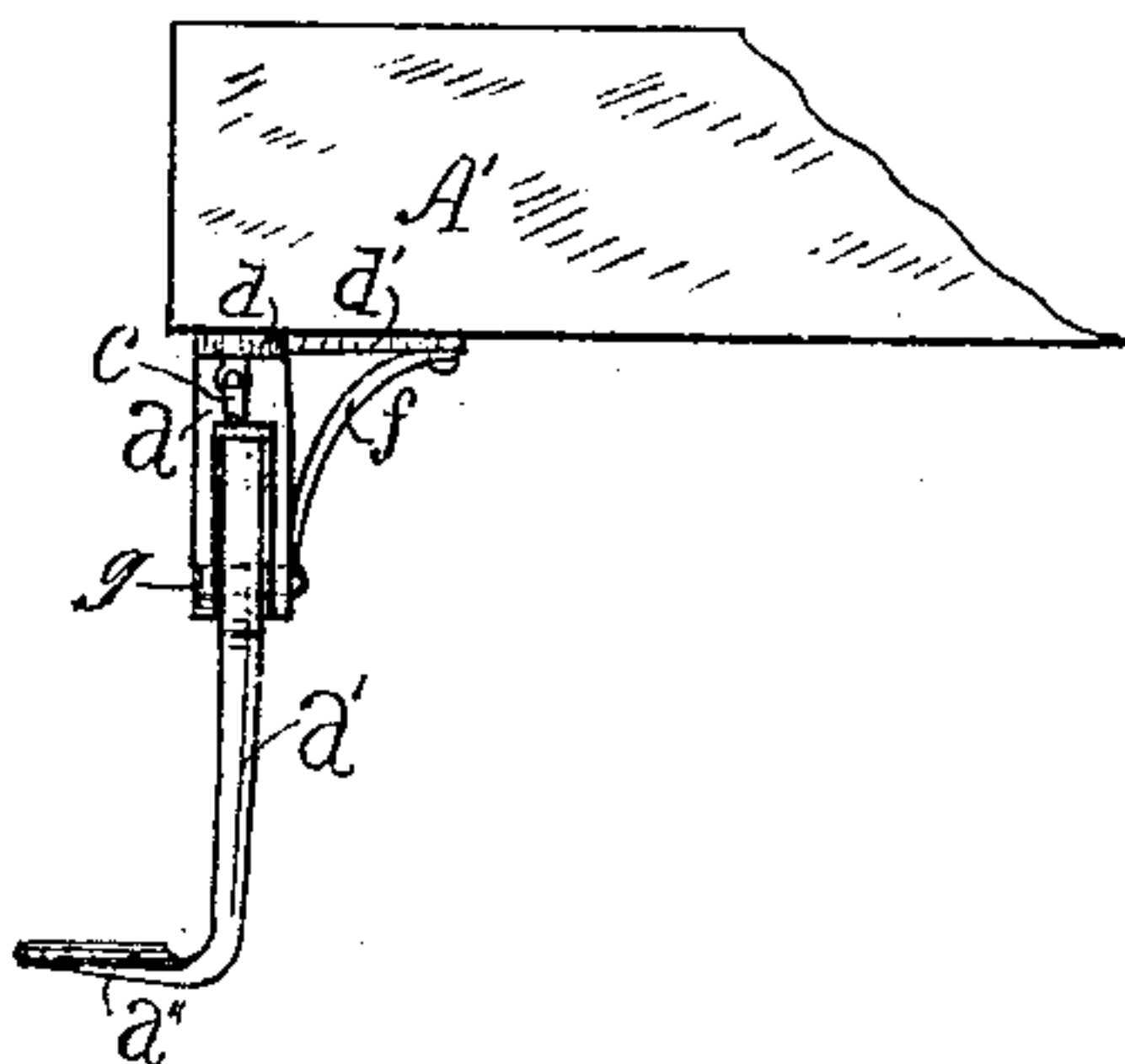


Fig. 3.

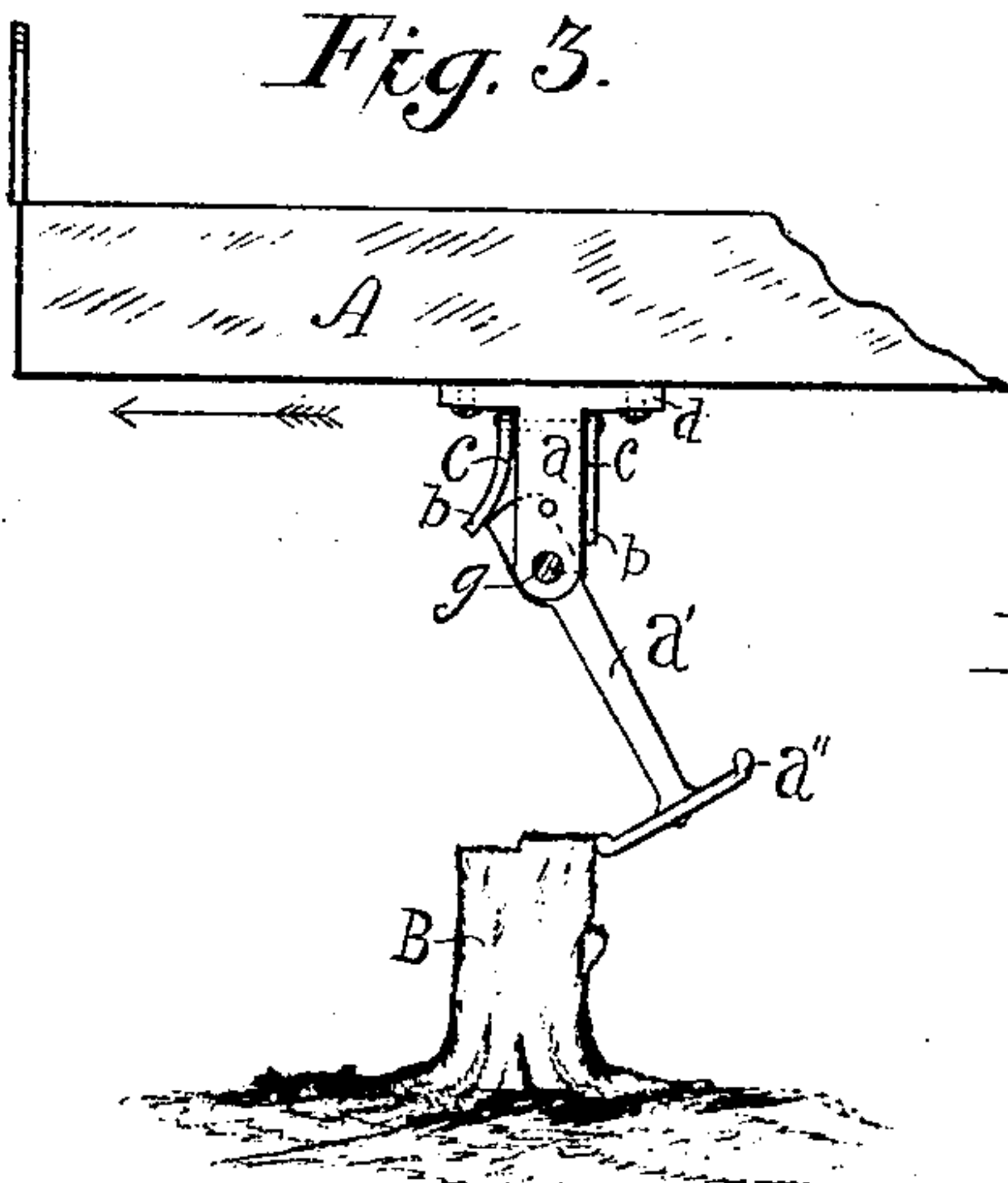


Fig. 4.

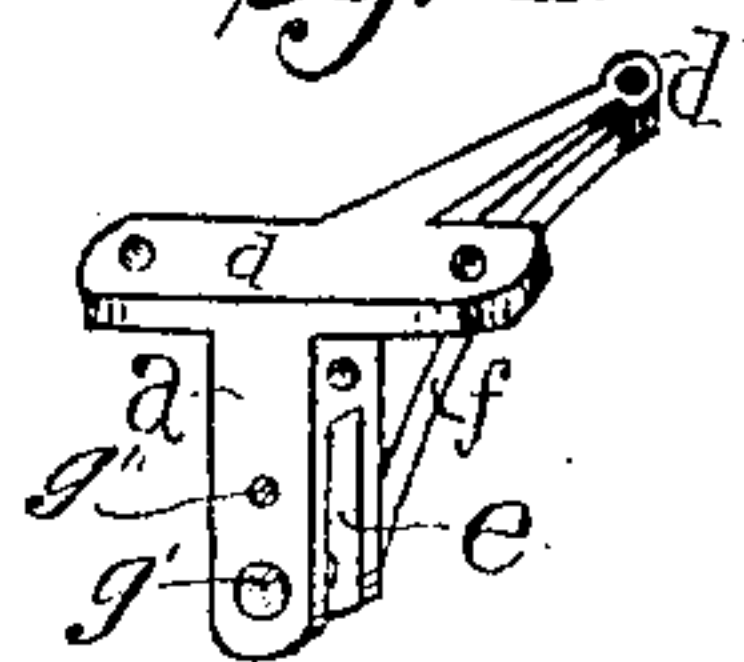
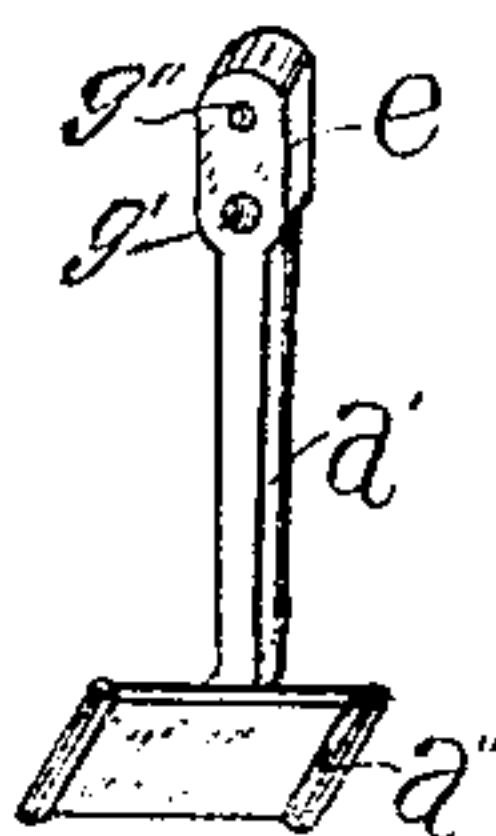


Fig. 5.



WITNESSES:

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JOINTED VEHICLE-STEP.

No. 814,687.

Specification of Letters Patent.

Patented March 13, 1906.

Application filed April 25, 1905. Serial No. 257,342.

To all whom it may concern:

Be it known that I, FRANK M. GAULT, a citizen of the United States, residing at Oklahoma city, in the county of Oklahoma and Territory of Oklahoma, have invented new and useful Improvements in Jointed Vehicle-Steps, of which the following is a specification.

My invention relates to jointed vehicle-steps in which a dependent portion adapted to sustain the weight and strain is bolted to the under surface and near one edge of the vehicle-box, the extended pendent portion having its lower end terminating in a horizontal foot-plate and its upper end being adapted to fit loosely into a vertical slot provided therefor in the dependent or bracket portion, a rivet, pin, or bolt passing through holes in both parts provided therefor, constituting a joint providing for a forward and backward swinging movement of the lower or foot portion of the vehicle-step, the said foot portion being secured normally in a rigid vertical position by means of flat steel springs secured to the front and rear side of the dependent member and extending downward, covering (or nearly covering) the slot in the said member and pressing against the edges of the upper end of the extended or foot member, and for greater security and rigidity a wooden pin may be driven into holes in the two members provided therefor, all of which will hereinafter be more fully explained.

The objects of my invention are, first, to provide a vehicle-step which will not be liable to break any portion thereof or of the vehicle when the step comes in contact with a firm rigid substance—such as rocks, stumps, ridges in prairie roads, &c.; second, to provide a step which shall possess the desirable features of a rigid step. I attain these objects by the mechanism illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of a vehicle-box having secured thereto a jointed step embodying the elements of my invention and in its normal position. Fig. 2 is a rear elevation of the step, a section only of the vehicle-box being shown. Fig. 3 is in substance Fig. 1, showing the position and operation of the step when engaged by an obstacle of great resistance. Fig. 4 is a view in perspective of the rigid dependent or supporting member of

the jointed step. Fig. 5 is a perspective view of the extended pendent or foot member of the jointed step.

Similar letters refer to similar parts in the several views.

Referring to the drawings, A is the vehicle-box, to which is firmly bolted the bracket or dependent member *a* of the jointed step, *a'* being the extended pendent member, its lower portion terminating in a foot-plate or step proper, the opposite end *e* of said member being enlarged and adapted to fit into the slot *e'* of the dependent member *a* and by a rivet, pin, or bolt *g* being secured in holes *g'* provided therefor. The two members are thereby securely joined together in a jointed or hinged manner, permitting the step portion *a''* to swing backward or forward when necessary on account of contact with obstructions. (See Fig. 3.)

For the purpose of maintaining the member *a'* in a normal vertical position flat elongated springs *c c* are secured to the front and rear surfaces of the dependent or bracket member *a*, the said springs being adapted to press against the edges of the upper end *e* of the pendent member *a'*, tending to maintain the said member in a vertical position, and additional rigidity may be secured by inserting a wood pin in the hole *g''*.

In Fig. 2 A' represents the rear end of a vehicle-box, the bracket member *a* being bolted thereto by means of holes provided therefor in the extended portions *d d'* of the said member, the brace *f* being deemed necessary as affording additional strength, and it may be a part of the member *a* or it may be loose and attached thereto. In Fig. 2 the spring *c* is broken away to expose the slot *e'* and the end *e* of the member *a'*.

In operation the small hole *g''* has therein a wood pin, securing to the step the qualities of a rigid jointless step, and in case the step at any time comes in contact with a rigid obstruction—such as a rock or a stump, as shown in Fig. 3—the said wood pin immediately breaks and the spring *c* permits the foot-plate *a''* to incline backward until the obstruction is passed, the spring *c* tending to return the pendent member *a'* to its normal position.

It will be observed that this step is equally adapted to the right and the left side of the vehicle.

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

1. The combination in a jointed vehicle-
5 step of a pendent and dependent or bracket member *a* adapted to be secured to the vehicle-body, the said member having in its downward projection a vertical slot, each jaw being perforated for a pin or bolt adapted
10 to pass through the jaws and the upper enlarged end *e* of the pendent member; *a'* joining the two members loosely in a hinge-like manner; both members having holes *g''* in line and adapted to a wood pin; the bracket
15 member *a* having secured thereto, on the front and rear surfaces compared to the vehicle, vertical, elongated springs *c c* in a manner that they normally press against the edges of the upper end of the pendent member *a*,
20 the bracket member *a* being provided with a reinforcing-brace *f'*, all substantially as described and for the purposes set forth.

2. In combination with a vehicle-body, a bracket secured thereto, an arm carrying a
25 step pivoted to the bracket; said arm being

pivoted at a point between its ends, said arm depending vertically normally and springs secured at one end to opposite sides of the bracket, the free portions of the springs bearing against opposite sides of the arm to hold
30 it in its normal position.

3. In combination with a vehicle-body, a bracket secured thereto, an arm carrying a step pivoted to the bracket; said arm being pivoted at a point between its ends, said arm
35 depending vertically normally and springs secured at one end to opposite sides of the bracket, the free portions of the springs bearing against opposite sides of the arm to hold it in its normal position and breakable means
40 carried by the bracket, engaging the arm to hold the arm normally against movement on its pivot.

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

FRANK M. GAULT.

Witnesses:

J. R. JONES,
JOE HESS.