

No. 826,926.

PATENTED JULY 24, 1906.

D. A. FAUT.

CAR STEP.

APPLICATION FILED JAN. 23, 1906.

2 SHEETS—SHEET 2.

Fig. 3.

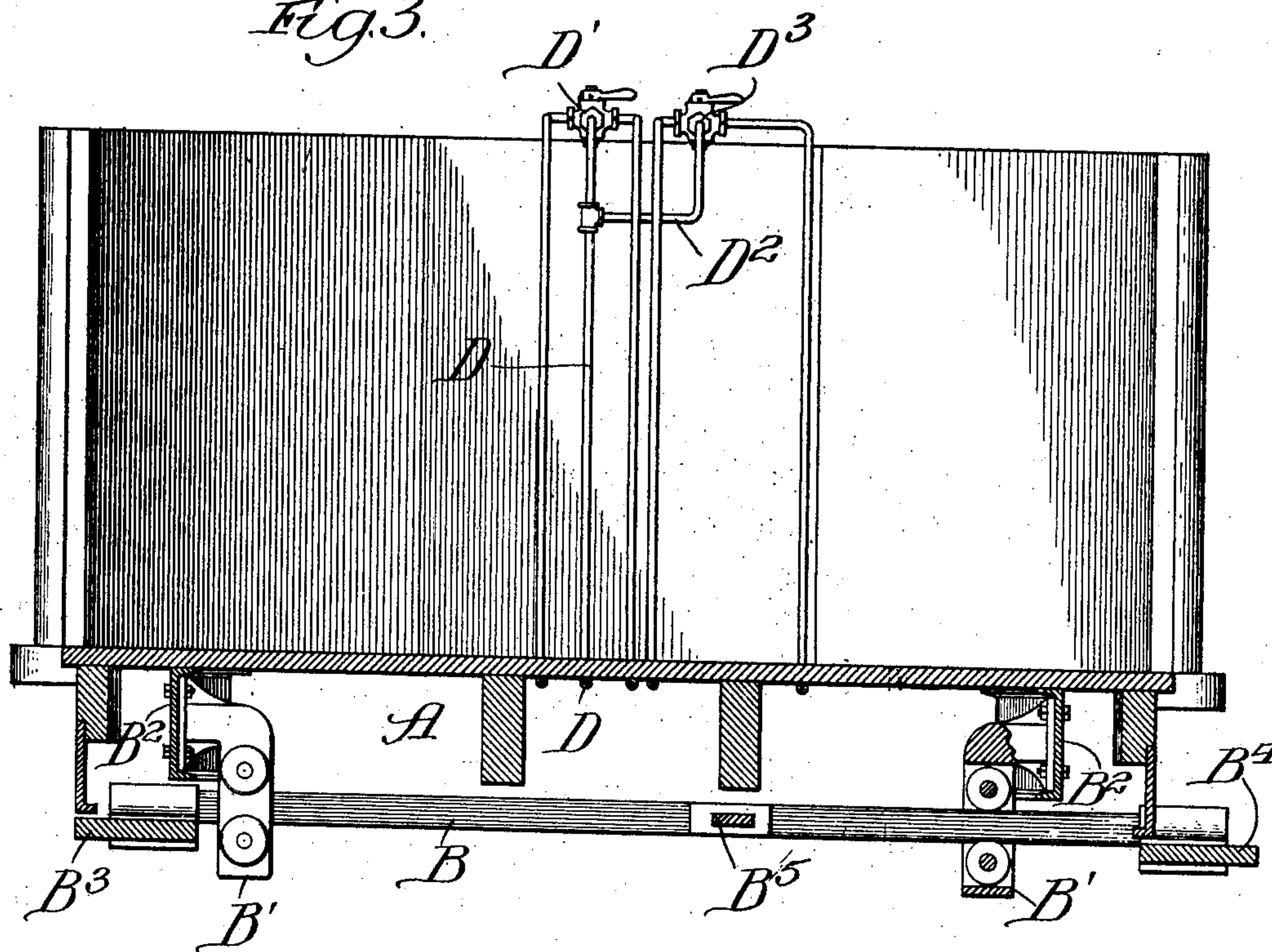
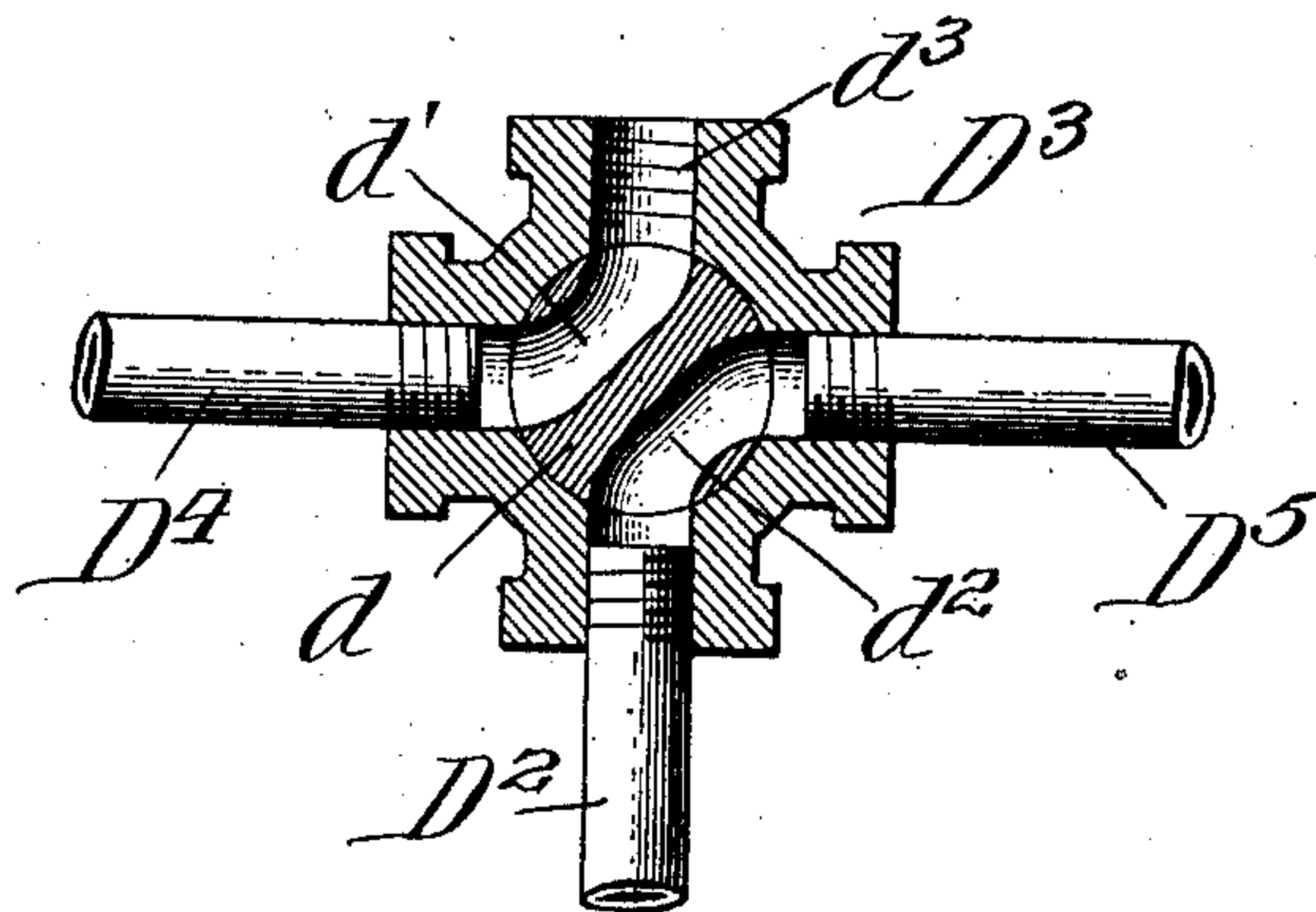


Fig. 4.



Witnesses,

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CAR-STEP.

No. 826,926.

Specification of Letters Patent.

Patented July 24, 1906.

Application filed January 23, 1906. Serial No. 297,434.

To all whom it may concern:

Be it known that I, DELBERT A. FAUT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Car-Steps, of which the following is a specification.

My present invention constitutes an improvement upon the shiftable car-step shown in my allowed application, Serial No. 245,214, filed February 11, 1905; and my primary object is to provide a simple and easily-operated shiftable car-step of durable construction, whereby the step at one side of the car may be projected and the step at the other side thereof retracted for reasons which will be obvious to those skilled in the art.

The invention is illustrated in its preferred embodiment in the accompanying drawings, in which—

Figure 1 represents a broken view of the substructure of a car with my improvement applied thereto, the substructure being indicated in the main by dotted lines; Fig. 2, a broken side elevational view of the same, the substructure of the car-body being shown in full lines; Fig. 3, a transverse vertical section taken as indicated at line 3 of Fig. 1, one of the combination guides and supports for the sliding frame which carries the car-steps being shown in section, however; and Fig. 4, a broken sectional view showing a valve employed for controlling the admission and exhaust to the cylinder which operates the frame carrying the car-steps.

In the construction illustrated, A represents the substructure of a car-body having the usual dash or end guard A' applied thereto; B, a transversely-slidable frame mounted in guides B', connected with beams B², which may constitute either a portion of the regular substructure of the car or may be provided for the special purpose of sustaining the members B'; B³ B⁴, steps rigidly carried by the ends of the frame B; B⁵, an intermediate cross-bar constituting a portion of the frame B; C, a horizontally-disposed transversely-extending cylinder located in the plane of the frame B and provided with a piston C', having a stem C² rigidly joined to the cross-bar B⁵ of the frame B; D, the usual service-pipe of a car, which connects with an air-tank (not shown) and which is equipped adjacent to the upper central portion of the guard A' with a valve D', controlling the car-brakes in a well-understood manner, and D² a branch

pipe connected with the pipe D and equipped with a valve, from which lead pipes D⁴ D⁵, communicating with the ends of the cylinder C. The cock *d* of the valve D³ is provided with passages *d'* *d*², and the valve is provided with an exhaust-passage *d*³. The cock may be turned to connect the pipe D² with either of the pipes D⁴ D⁵. When the pipe D² is connected with either of the pipes D⁴ D⁵, the other of said pipes will be connected with the exhaust-passage *d*³.

The details of construction of the frame B and its supports are unimportant for the purpose of the present application. It is sufficient to say that the frame B is free to move longitudinally within certain limits, the arrangement being such that when the step B³ is sheathed the step B⁴ will be projected, and vice versa. Assuming the pipe D to be in connection with the source of compressed air, the steps may be actuated at will by turning the manually-controlled cock *b* of the valve D³ in the appropriate direction. It is to be understood that ordinarily the mechanism shown in the drawings is duplicated at each end of the car, the pair of steps at each end of the car being provided with independent actuating mechanism of the character shown and described herein.

The construction illustrated is simple, cheap, durable, and easily operated.

What I regard as new, and desire to secure by Letters Patent, is—

1. The combination with a car-body having a chamber for the operator, of a transversely-slidable frame, a step fixedly mounted upon each end thereof, one of said steps being normally sheathed and the other normally projected, a cylinder equipped with a piston connected with said slidable frame, a valve supported at a point accessible to the operator in said chamber, a service-pipe connected with said valve, pipes leading from said valve to the opposite ends of said cylinder, and an exhaust-passage for the valve, said valve operating to connect the service-pipe with either one of the pipes leading to said cylinder and to connect the other one of said pipes with the external atmosphere, for the purpose set forth.

2. The combination of a car-body, of a transversely-slidable frame located beneath the body, a step fixedly mounted upon each end thereof, one of said steps being normally sheathed and the other normally projected, a transversely-disposed cylinder located in the

plane of said frame and having a piston connected with said frame, pipes leading to opposite ends of said cylinder, a service-pipe, and a valve connected with said pipes and
5 having an exhaust-passage, and having also a cock with ways for connecting the service-pipe with either one of the cylinder-pipes and

the other of the cylinder-pipes with the exhaust-passage of the valve, for the purpose set forth.

DELBERT A. FAUT.

In presence of—

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