

No. 890,639.

PATENTED JUNE 16, 1908.

J. GEPPNER.
MOVABLE CAR STEP.
APPLICATION FILED FEB. 7, 1908.

2 SHEETS—SHEET 2.

Fig. 2.

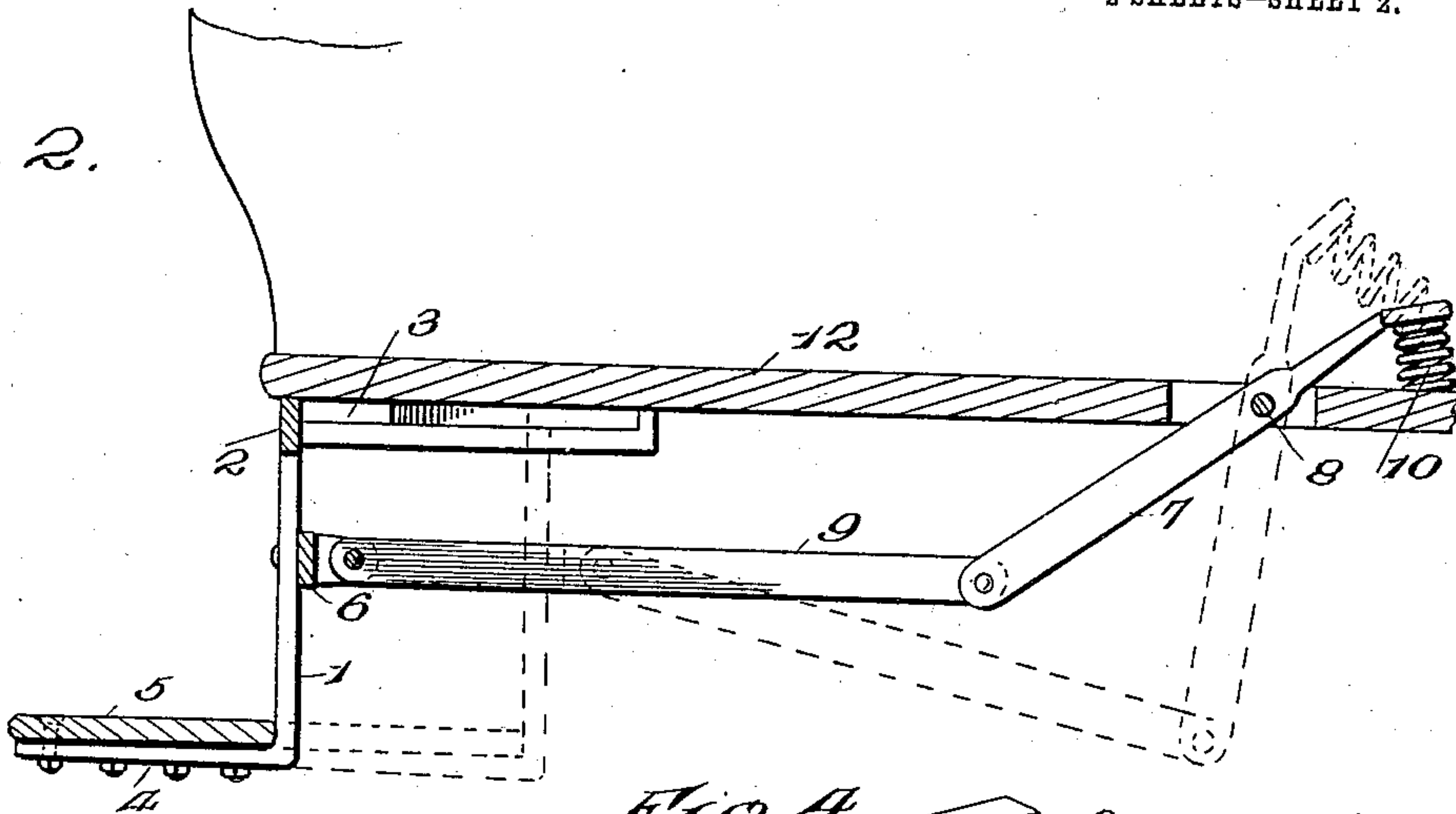


Fig. 4.

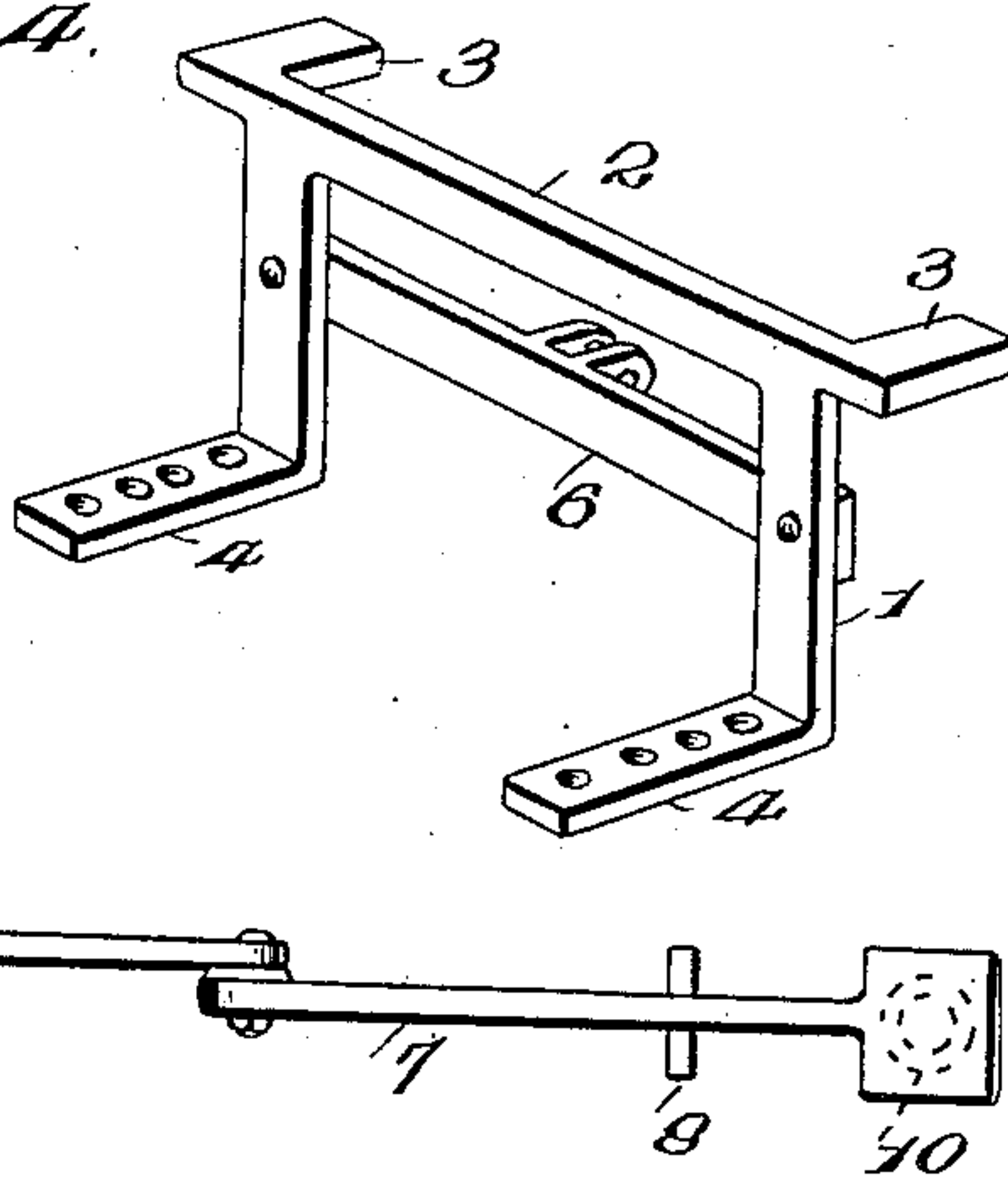


Fig. 5.

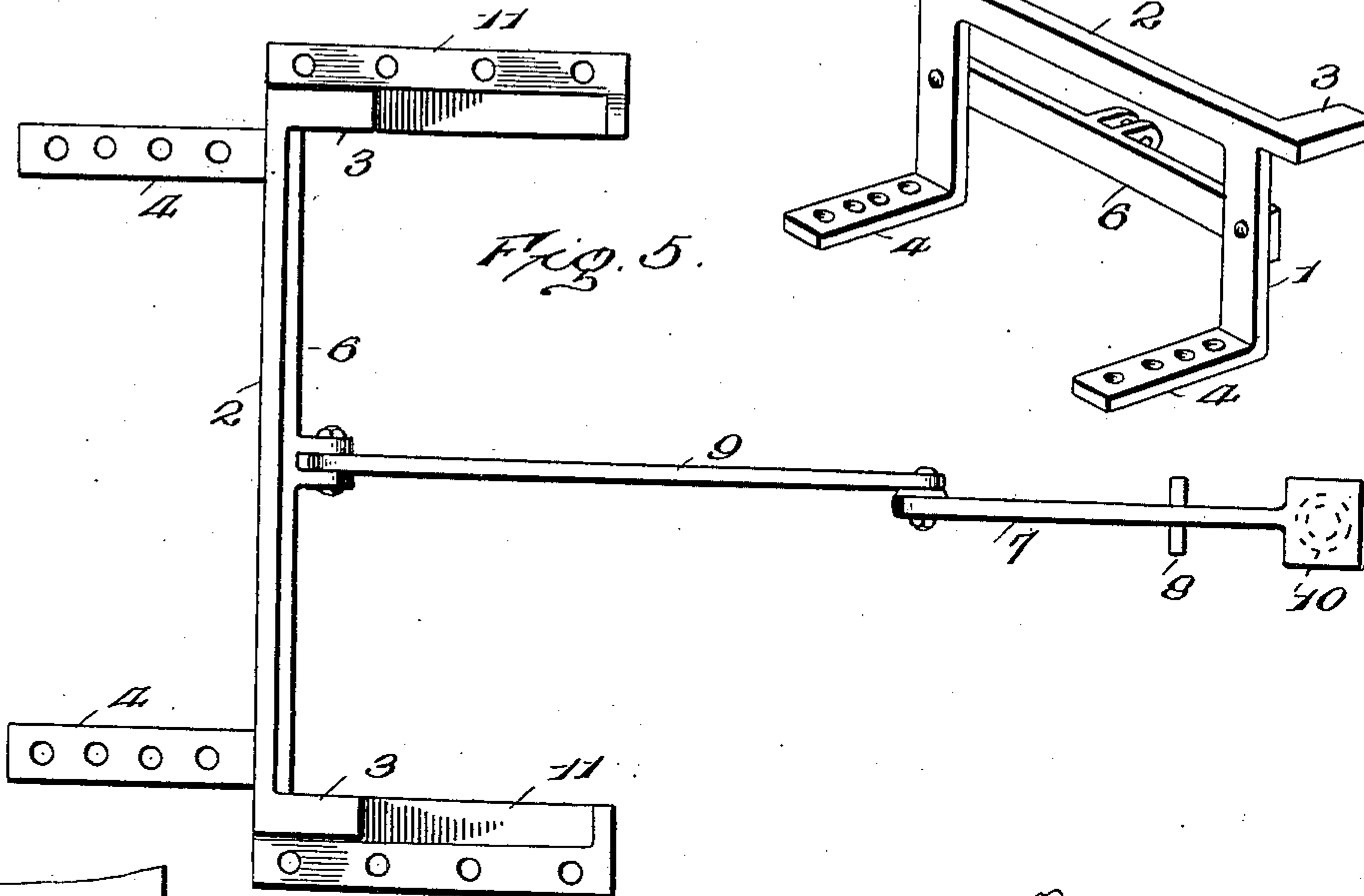
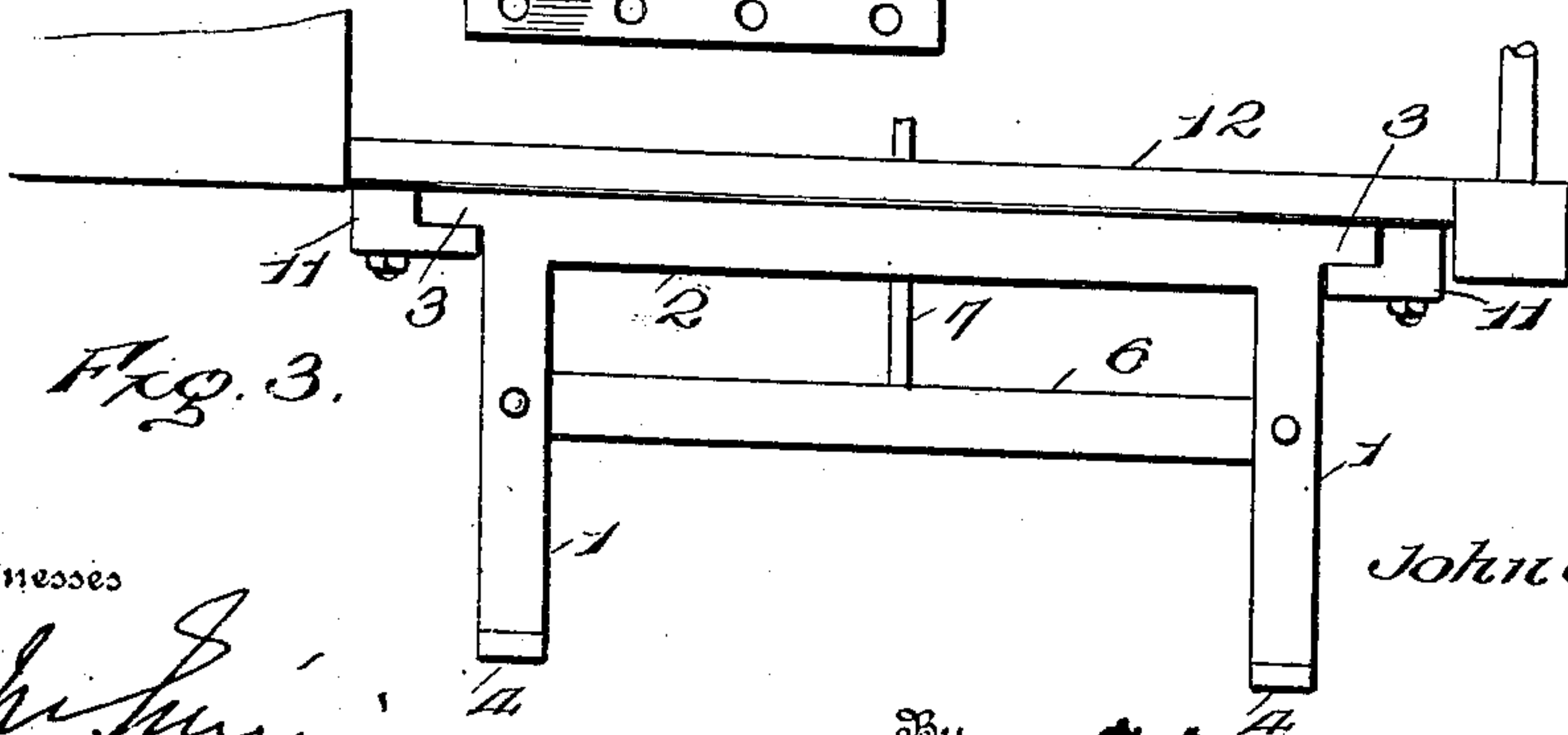


Fig. 3.



Witnesses

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MOVABLE CAR-STEP.

No. 890,639.

Specification of Letters Patent.

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Application filed February 7, 1908. Serial No. 414,745.

To all whom it may concern:

Be it known that I, JOHN GEPPNER, citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have
5 invented certain new and useful Improvements in Movable Car-Steps, of which the following is a specification.

The present invention has relation to extension steps for street cars or public conveyances, the purpose being to provide a
10 step which is at all times under control of the conductor or other person in charge of the car or conveyance, so as to be projected when the car is at rest to admit of persons
15 entering or leaving the car and to be retracted when the car is in motion to prevent anyone from entering or leaving the same.

The invention is peculiarly adapted for street cars or systems requiring the conductor to collect fares as the passengers enter, thereby insuring the collection of all fares, since no one can enter the car after the same
20 has started or while the same is in motion, the step being withdrawn so as not to be accessible from the outside.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference
30 is to be had to the following description and accompanying drawings.

While the invention may be adapted to different forms and conditions by changes in the structure and minor details without
35 departing from the spirit or essential features thereof, still the preferred embodiment is shown in the accompanying drawings, in which:

Figure 1 is a perspective view of the end
40 portion of a street car provided with a step embodying the invention. Fig. 2 is a sectional view of the step and platform, showing the position of the step when withdrawn or retracted. Fig. 3 is a front view. Fig. 4
45 is a perspective view of the step carrying frame. Fig. 5 is a top plan view of the step carrying frame, the foot lever and the bar connecting the foot lever with the frame.

Corresponding and like parts are referred
50 to in the following description and indicated in all the views of the drawings by the same reference characters.

The step carrying frame consists of two
55 uprights 1, a tie 2 connecting the upper ends of the uprights 1 and projecting beyond the same and provided with heads 3, and rests 4

projected outward from the lower ends of the uprights 1 and receiving the step 5 which is placed thereon and secured thereto. A cross piece 6 connects the uprights 1 intermediate of their upper and lower ends. A
60 foot lever 7 pivoted at 8 has its lower end connected by means of a rod or bar 9 with the cross piece 6. The upper end of the foot lever 7 projects above the platform of the
65 car so as to be engaged by the foot of the conductor or other person in charge of the car or public conveyance. A spring 10 coöperates with the foot lever 7 to normally hold the step retracted or out of operative
70 position. The parts 1, 2, 3 and 4 are of integral formation, although they may be separate and rigidly connected in any substantial way. Guides 11 are secured to the under-
75 side of the platform 12 and receive the heads 3 and support and direct the step carrying frame in its movements.

The upper inner corners of the guides 11 are rabbeted to receive the heads 3, the rabbets terminating short of the inner or rear
80 ends of the guides so as to form stops to limit the inward or rearward movement of the step. The step carrying frame and adjunctive parts are located beneath the platform of the car or like carrier so as to be out of the
85 way, the end of the lever 7 projecting so as to be engaged readily by the foot of the conductor when it is required to project the step into operative position. When the step is
90 projected, the spring 10 is under tension, and when the conductor removes the pressure from the projecting end of the lever 7, the step is automatically withdrawn by the action of the spring 10. When the step is
95 withdrawn, ingress to or egress from the car is prevented, and when the car is at rest and the conductor operates the lever 7, the step is projected, thereby admitting of passengers entering or leaving the car, and as soon as the
100 latter starts and pressure is removed from the lever 7, the step 5 is moved inward beneath the platform so as to be out of the way and prevent anyone from entering or leaving the car.

Having thus described the invention, what
105 is claimed as new is:

1. In an extension step for cars and the like, the combination of uprights provided at their lower ends with a step, a tie connecting the upper ends of the uprights and provided
110 at its ends with heads, guides applied to the platform of the car and receiving the heads

of the said tie to support and direct the step in its movements, and means for throwing the step into operative position or withdrawing the same so as not to be in the way.

5 2. In an extension step for cars and the like, the combination of a step carrying frame comprising uprights having outer rests at their lower ends to receive and support the step, a tie connecting the upper ends of the
10 uprights and extended beyond the latter and terminating in heads, guides secured to the underside of the platform and receiving the said heads, a lever, connecting means between said lever and the step carrying frame
15 for projecting the latter, and a spring for retracting the step and holding the same out of the way when the lever is not actuated.

3. In an extension step, a step carrying frame comprising uprights provided at their

lower ends with rests which project outward, 20
a tie connecting the upper ends of the uprights and projecting beyond the same and terminating in heads, all of said parts being of integral formation, a cross piece connecting the uprights intermediate of their ends, 25
an operating lever, a connecting rod or bar between said operating lever and the cross piece, and guides secured to the platform of the car and receiving the heads at the ends of the tie forming a part of the step carrying 30
frame.

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

JOHN GEPPNER. [L. s.]

Witnesses:

JERRY FILIPPI,
GEORGE DALEVBERG.