

W. W. BROWN.
 DEVICE FOR RAISING CAR STEPS.
 APPLICATION FILED SEPT. 30, 1908.

Patented June 22, 1909.
 2 SHEETS—SHEET 1.

925,453.
 Fig. 1

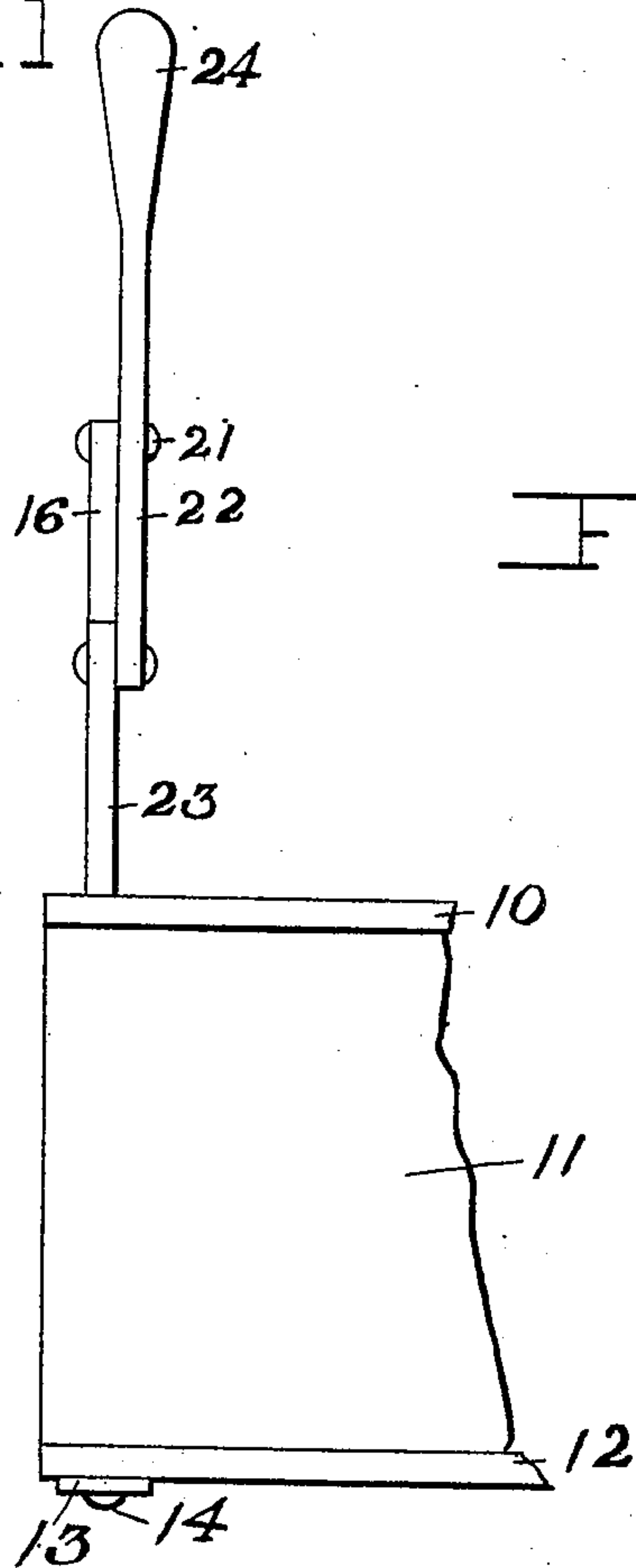
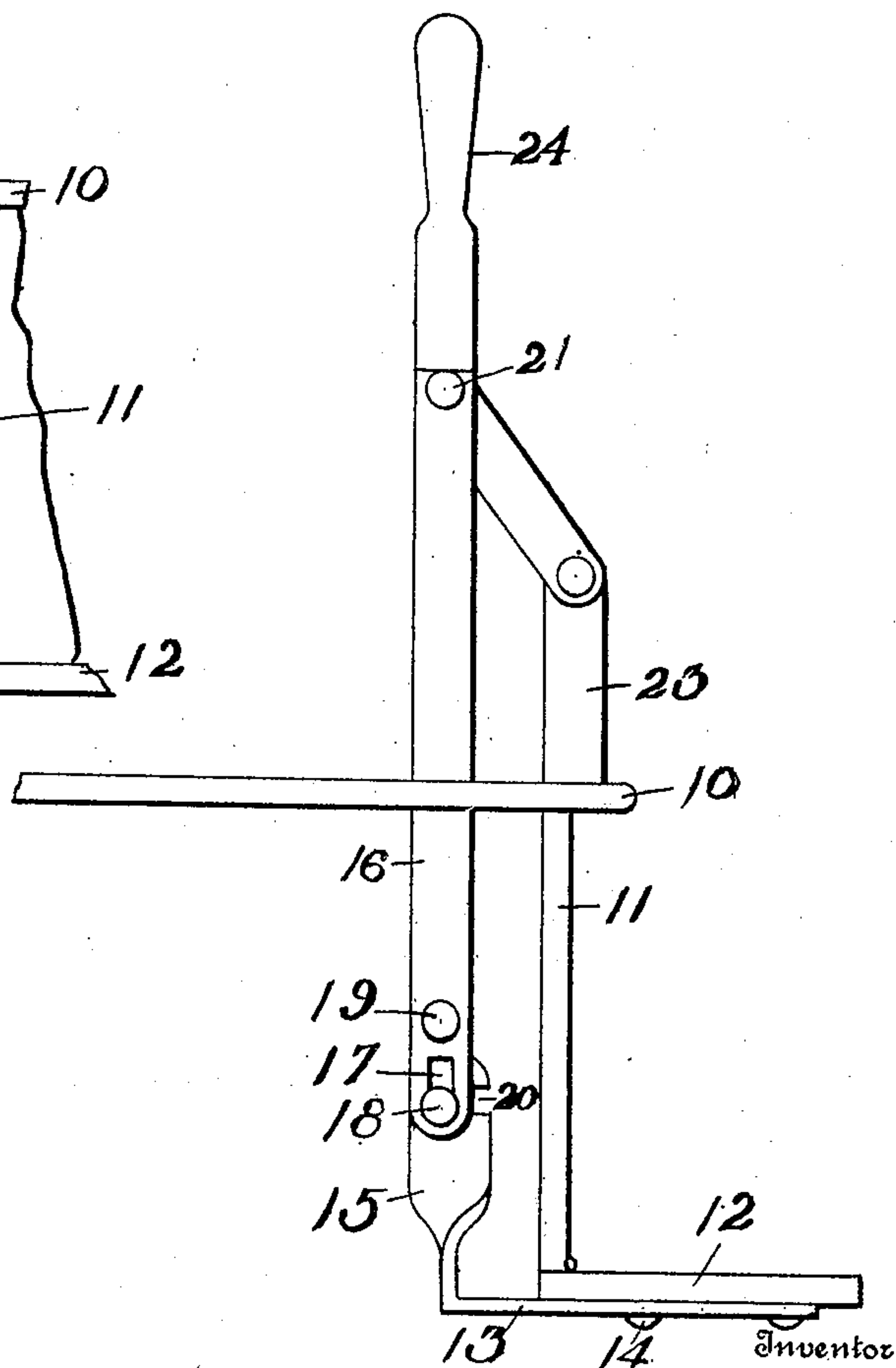


Fig. 2



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Witnesses

May Noel.
 E. L. Chandler

By Woodward & Chandler

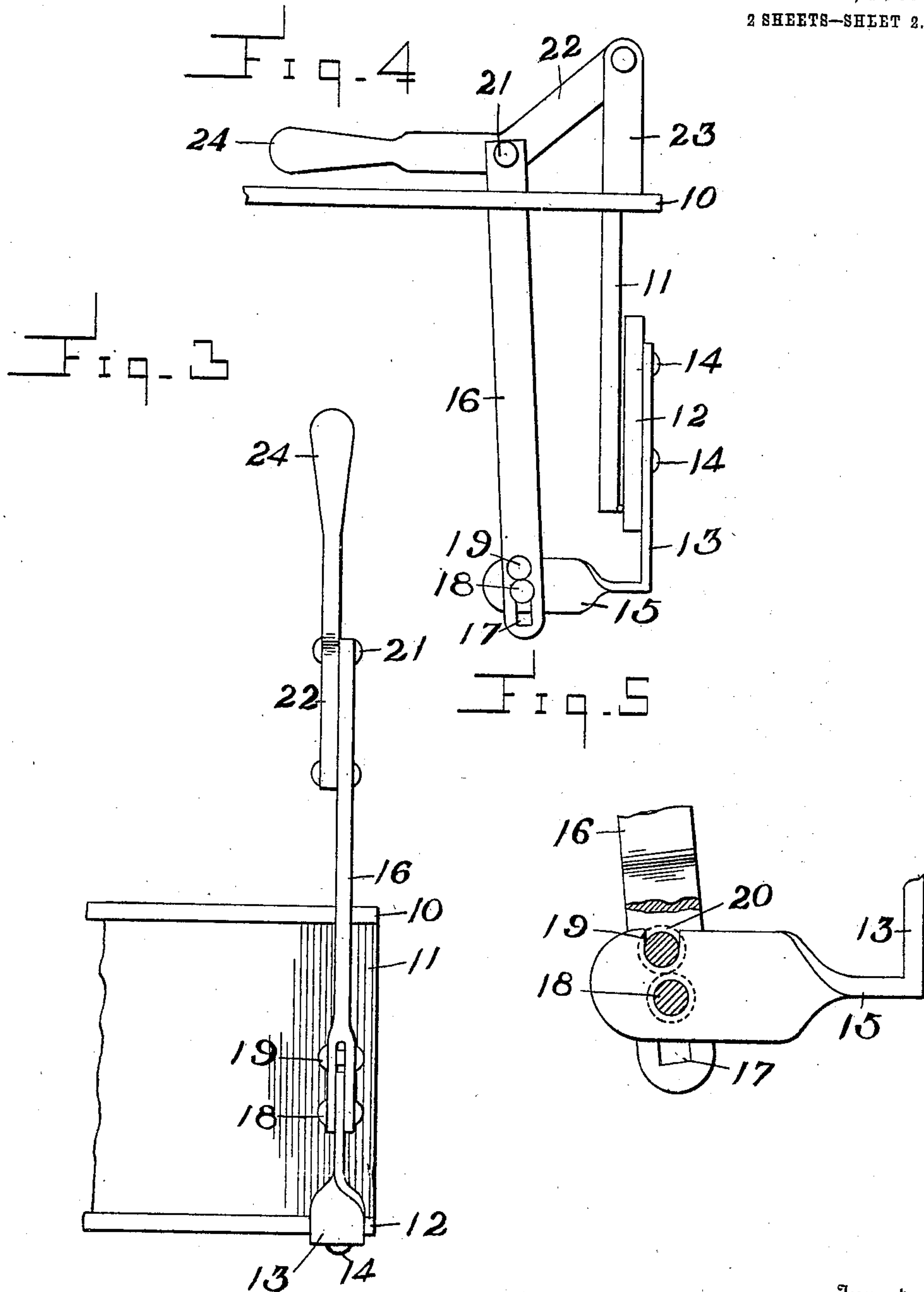
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Inventor

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Witnesses

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UNITED STATES PATENT OFFICE

WILLIAM W. BROWN, OF FORT SMITH, ARKANSAS.

DEVICE FOR RAISING CAR-STEPS.

No. 925,453.

Specification of Letters Patent.

Patented June 22, 1909.

Application filed September 30, 1908. Serial No. 455,444.

To all whom it may concern:

Be it known that I, WILLIAM W. BROWN, a citizen of the United States, residing at Fort Smith, in the county of Sebastian and State of Arkansas, have invented certain new and useful Improvements in Devices for Raising Car-Steps, of which the following is a specification.

This invention relates to street cars and has special reference to a device for raising the steps or running board of the same.

An object of this invention is to produce an extremely simple device whereby the running board of a car may be raised or lowered and secured in either position.

A further object of the invention is the provision of a device of this character which will be automatically locked when positioned and which is of simple operation.

Other objects and advantages will be apparent from the following description and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a side elevation of a fragmentary view of a car having the improved running board applied thereto, Fig. 2 is an end elevation of the same, Fig. 3 is a detailed and enlarged view of the lever operating means for raising and lowering the running board, Fig. 4 is a view of the running board and lever mechanism in a raised position, and Fig. 5 is a detailed view of the automatic lock or catch employed.

Referring to the drawings, 10 designates the platform of the car which is provided with a guard 11 extending downwardly from the under face of the platform 10 near its outer edge which hingedly supports at its lower extremity a running board 12 which extends the entire length of the platform. The running board 12 is provided upon its under face with a bracket 13 which is secured thereto by bolts or screws 14 and which extends inwardly where it is curved at right angles to form an arm 15 to which is loosely connected a bar 16. The bar 16 is forked at its lower extremity and longitudinally slotted as at 17 to receive the opposite enlarged extremities of a pivot pin 18 rigidly secured through the outer extremity of the arm 15. The forked extremity of the bar 16 is pro-

vided with a bolt 19 extended therethrough for engagement in a recess 20 formed in the inner edge of the arm 15. The bar 16 extends upwardly where it is pivotally connected by a bolt 21 to a lever 22 which is hingedly supported in the upper extremity of a standard 23 mounted upon the platform 10 directly over the guard 11. The lever 22 is bent edgewise at an angle at its lower extremity and supports the bar 16 at the curved portion thereof. The arm 22 extends a considerable distance beyond the pivot pin 21 where a handle 24 is formed by means of which the operator is enabled to actuate the lever 22.

The operation of the device is as follows: The operator grasps the handle 24 and raises the same swinging the lever 22 upon the pivot point in the upper extremity of the standard 23. By this action the bar 16 is drawn upwardly to disengage the bolt 19 from the recess 20 formed in the arm 15. When the lost motion has been taken up, which is due to the fact that the slot 17 is formed through the lower extremity of the bar 16, the pivot pin 18 abuts against the lower extremity of the bar 16 and raises the arm 15 to swing the running board 12 downwardly into the horizontal position. When in this position the weight of the running board 12 securely holds the mechanism from accidental movement. When in this position and it is desired to raise the running board 12 the lever 22 is drawn downwardly and by reason of the bolt 19 engaging the outer extremity of the arm 15 the arm 15 is forced downwardly to swing the running board 12 upwardly against the guard 11. When the bolt 19 travels about the end of the arm 15 until the recess 20 is reached the bolt 19 drops into the recess and by reason of the slot 17 the bar 16 drops downwardly to engage the bolt 19 in the recess 20 and the running board 12 is secured in an upward or closed position.

What is claimed is:—

1. In a device of the class described the combination with a platform of a car and a guard carried by the same, of a running board hingedly supported upon said guard, a bracket disposed on said running board, an arm on said bracket having a recess formed therein, a bar pivotally and loosely mounted upon the end of said arm, a bolt carried by said bar and a lever carried by said platform, said lever being pivotally connected to said bar for raising the same.

2. A device of the class described comprising a running board hingedly supported upon a car, a bracket carried by said running board, an arm inwardly extended from said
5 bracket, said arm having a recess formed in its outer edge, a bar connected to said arm, said bar having a pivot pin disposed there-
through, a longitudinal slot being formed
10 through the lower extremity of said arm, said pivot pin engaged in said slot, a bolt carried by said bar for engagement in a recess in said arm and a lever pivotally carried
by said car and attached to said bar for the
purpose of raising the same.

15 3. A device of the character described

comprising a running board pivotally mounted upon a car, a bracket on said running board, a bar hingedly supported to said bracket, a lever carried by said car pivoted to the upper extremity of said bar and
20 means mounted on said bracket and said bar for automatically locking said running board in rigid position.

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

WILLIAM W. BROWN.

Witnesses:

F. W. CHAMBERS,

J. R. McLEOD.