

W. LEWIS.
 VEHICLE STEP.
 APPLICATION FILED SEPT. 20, 1910.

991,625.

Patented May 9, 1911.

Fig. 1.

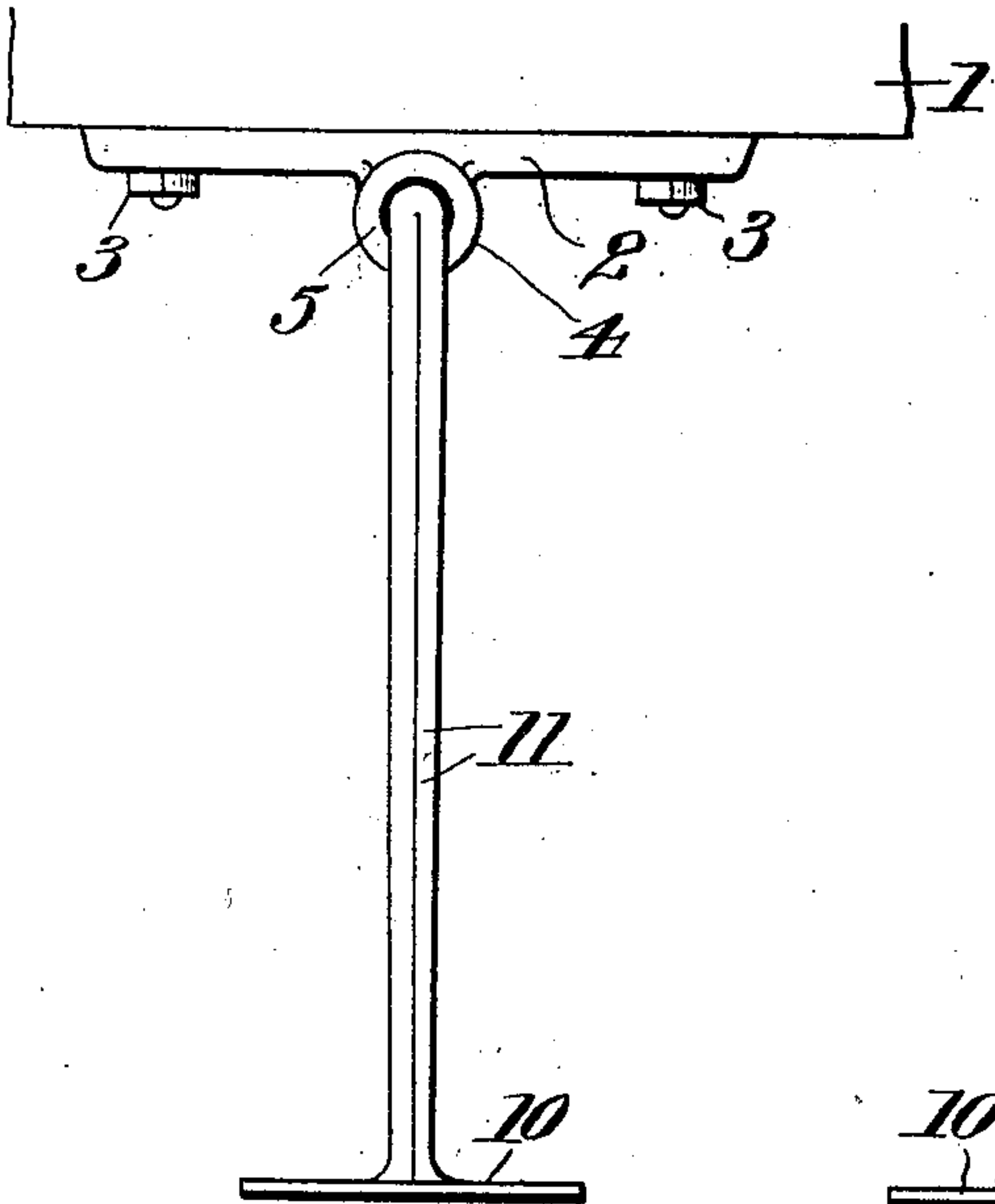


Fig. 2.

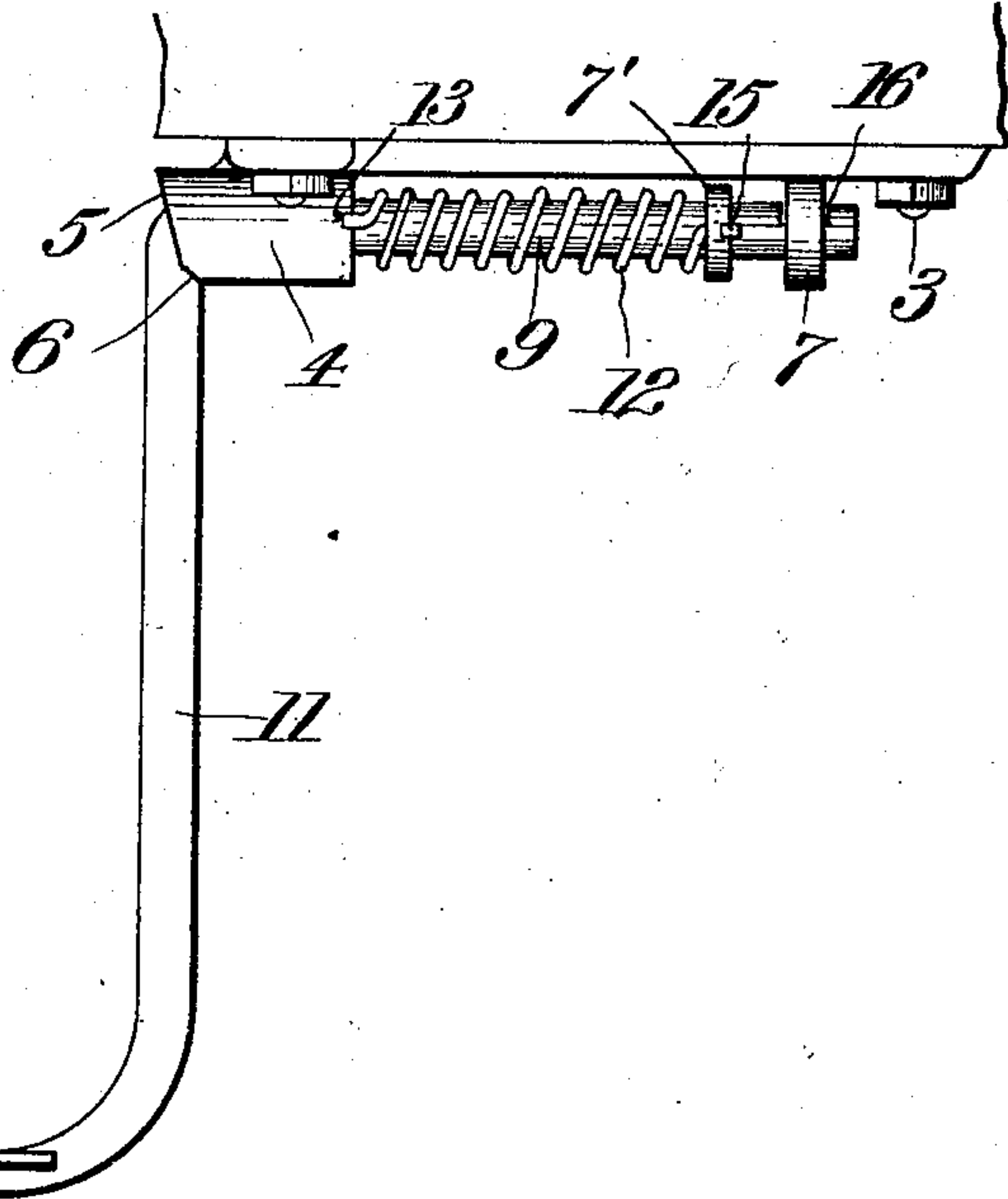


Fig. 3.

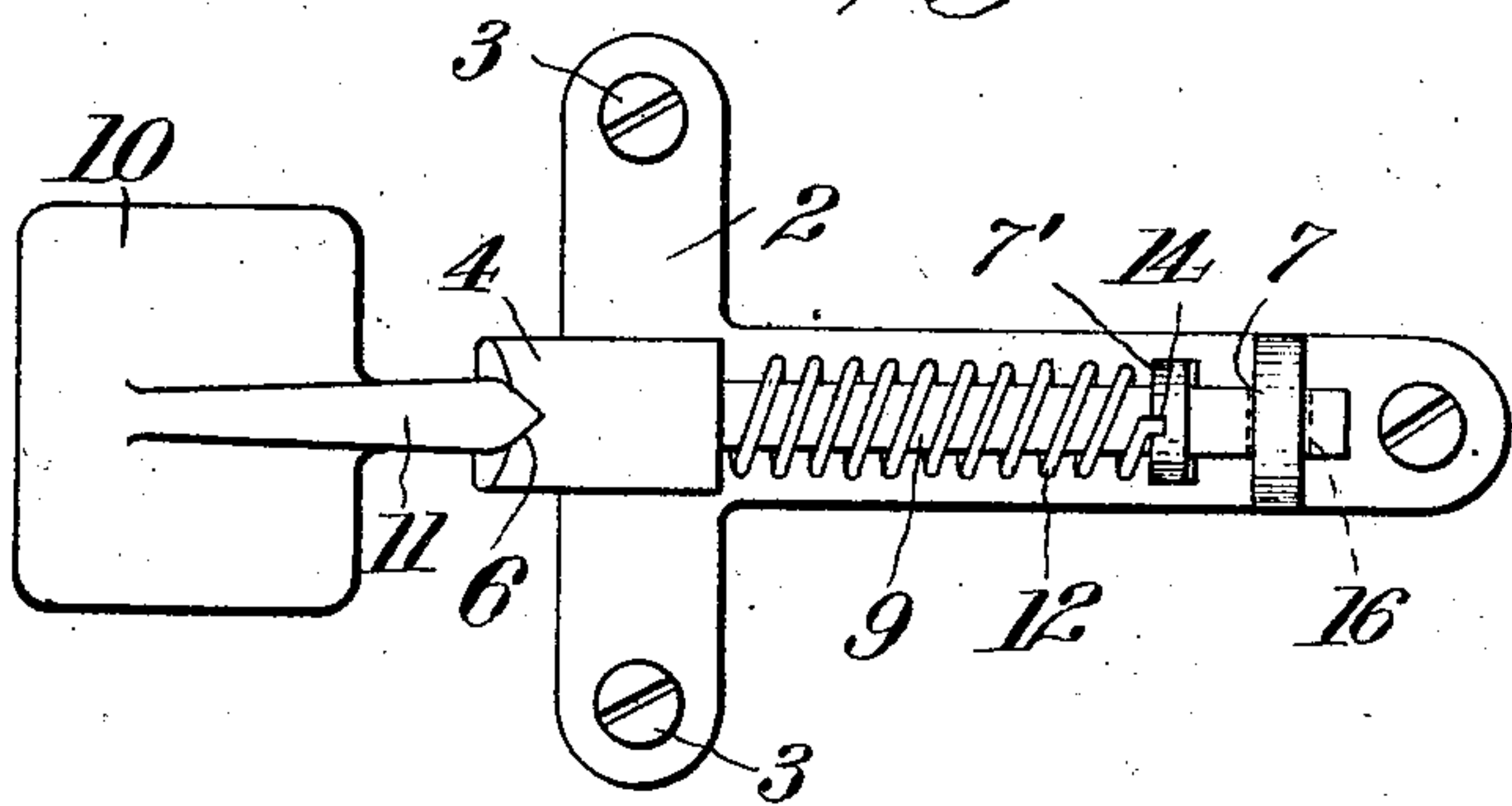


Fig. 4. Fig. 5.

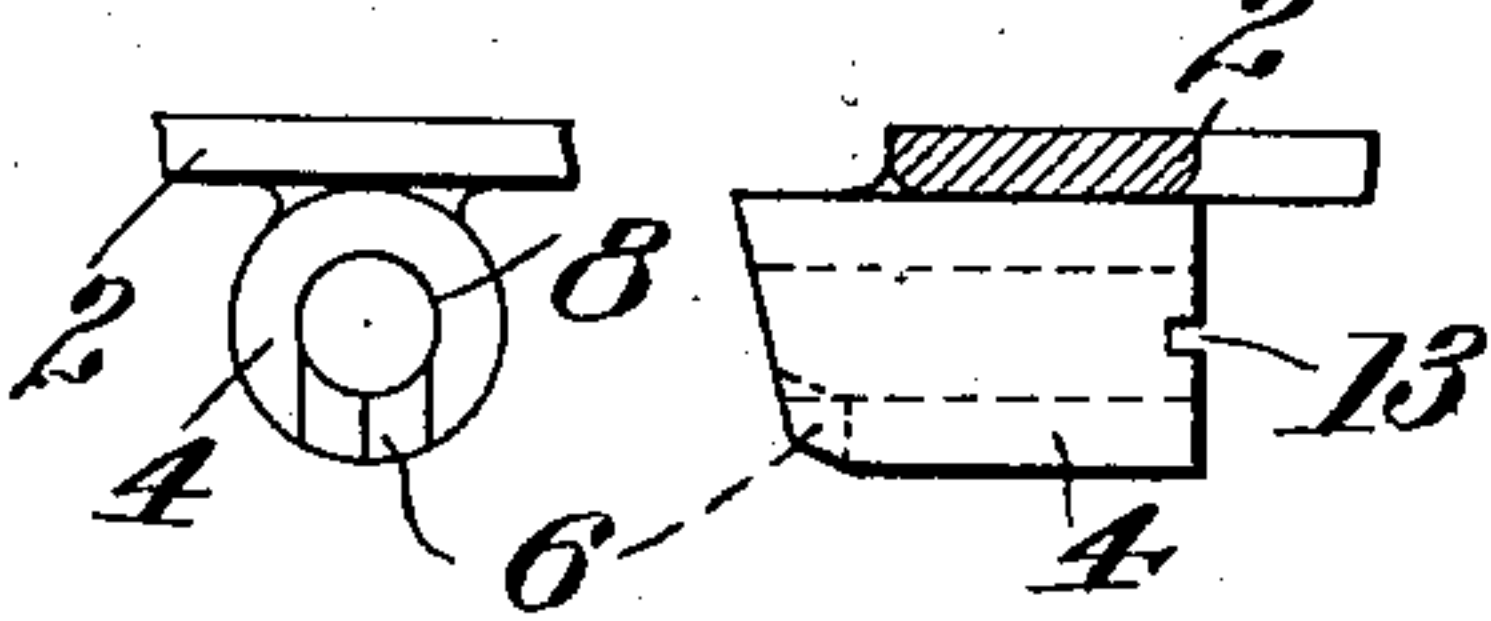
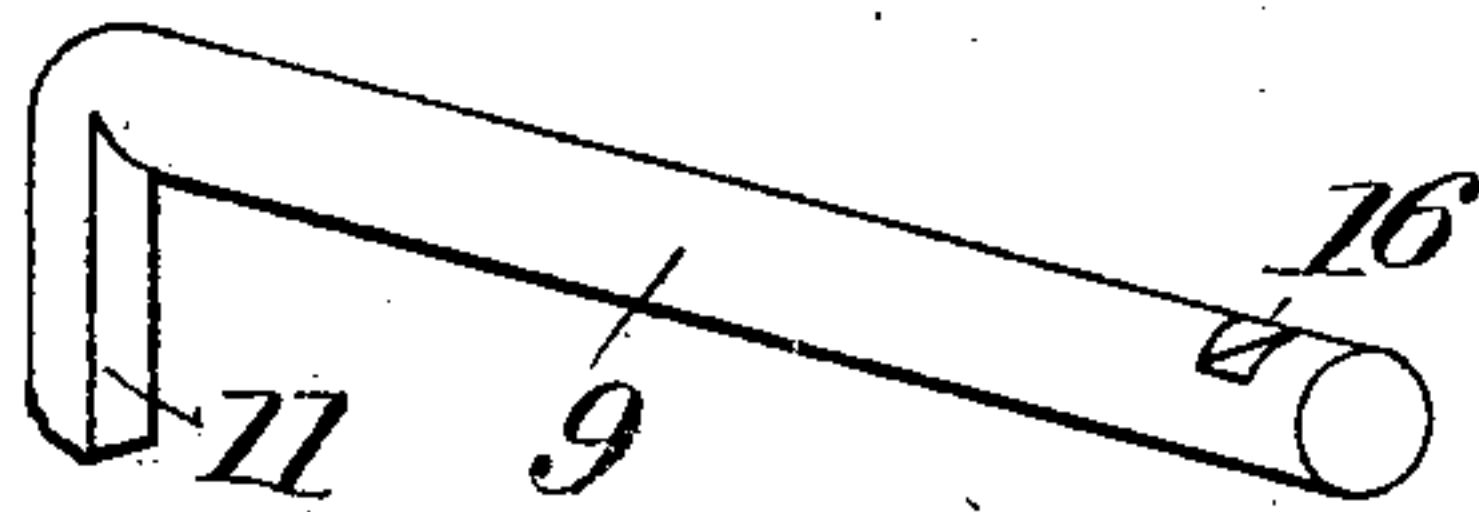


Fig. 6.



Witnesses

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WILSON LEWIS, OF ONVIL, LOUISIANA.

VEHICLE-STEP.

991,625.

Specification of Letters Patent.

Patented May 9, 1911.

Application filed September 20, 1910. Serial No. 583,254.

To all whom it may concern:

Be it known that I, WILSON LEWIS, a citizen of the United States, residing at Onvil, in the parish of St. Tammany and State of Louisiana, have invented certain new and useful Improvements in Vehicle-Steps, of which the following is a specification.

This invention relates to vehicle steps.

One object is to provide a step for carriages or other vehicles embodying such characteristics that if it strikes an obstruction in the field or roadway it will yield so as to obviate breaking off of the step or a part of the body of the vehicle to which the step is secured.

Another object resides in the provision of a step which is so constructed and secured to the body of the vehicle that it normally assumes its operative position and will yield in the event of coming into contact with an obstruction.

With the above and other objects in view, the present invention consists in the combination and arrangement of parts herein-after more fully described, illustrated in the accompanying drawings, and particularly pointed out in the appended claim, it being understood that changes may be made in the form, proportion, size and minor details, without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings: Figure 1 is a side elevation of a portion of a vehicle body showing my step applied thereto. Fig. 2 is a detail plan view of the step disconnected from the vehicle. Fig. 3 is an inverted plan view of the device. Fig. 4 is a fragmentary view showing the beveled end of the beveled lug in which the outer end of the journal of the step is mounted. Fig. 5 is a detail fragmentary view showing the said beveled lug in side elevation. Fig. 6 is a detail perspective view of the journal of the step.

Referring now more particularly to the accompanying drawings the reference character 1 indicates a portion of a vehicle and 2 a bracket which is adapted to be secured to the bottom of the vehicle body in any suitable manner preferably through the instrumentality of the screws 3. Secured to the bracket 2 is a lug 4 whose outer end is beveled as indicated at 5 and which has also at its outer end a notch 6 for a purpose which

will also be explained. Secured to the hanger in spaced relation to the lug 4 is a second lug 7 whose bore is adapted to align with the bore 8 of the lug 4. These lugs 4 and 7 serve as hangers for the rotatable support of the journal 9 of the step 10 which latter is carried at the lower end of the shank 11 in which latter the journal 9 terminates.

The character 12 indicates a helical spring adapted to encircle the journal 9 and which has one end fitted in the notch 13 of the lug 4 with its opposite end fitted in the notch 14 of the collar 7 which latter is fixedly secured by means of a suitable key 15 to the journal 9.

If the step 10 contacts with an obstruction it yields and through its yielding function the shank 11 is lifted out of the notch 6 of the lug 4 and rides upon the beveled forward end 5 of the lug 4 with the result that the journal 9 is shifted longitudinally against the tension of the spring 12 which latter, when the step 10 or shank 11 disengages the construction, causes the step to assume its normal position and reverse the longitudinal movement of the journal 9 to present the notch 16 of the latter with relation to the lug 7 so that the notch 16 may embrace opposite faces of the lug 7 when weight is brought to bear upon the step 10 and thereby positively lock the step against swinging movement when weight of a person entering or leaving the vehicle is upon the step.

From the foregoing it will be seen that I provide an exceedingly simple, inexpensive, durable step for vehicles embodying such characteristics that in the event of the step coming into contact with stumps or other obstructions of roadways or in the event of its engaging a wall, fence, stone or the like it yields and thereby does not present a rigid part of the vehicle to the obstruction which would cause breakage either of the step or of the vehicle body.

What is claimed is:

A device of the character described comprising a bracket provided with spaced lugs, one lug having its outer end beveled with its beveled portion provided with a notch, the rear end of said beveled lug having a notch, a step including a journal which is rotatably and slidably mounted in said lugs and also including a shank and a step portion,

the journal having a notch disposed normally for engagement with opposite faces of one of said sleeves to prevent sliding movement of the journal when pressure is placed upon the step, a collar fixedly secured to the journal and having a notch, a spring encircling the journal and having one end fitted in the second mentioned notch of the

beveled lug and having its opposite end in the notch of said collar. 10

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

WILSON LEWIS.

Witnesses:

AARON MURRAY,
JESSE LADNER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
