

M. E. SKERRITT.  
Car-Step.

No. 221,111.

Patented Oct. 28, 1879.

Fig: 1.

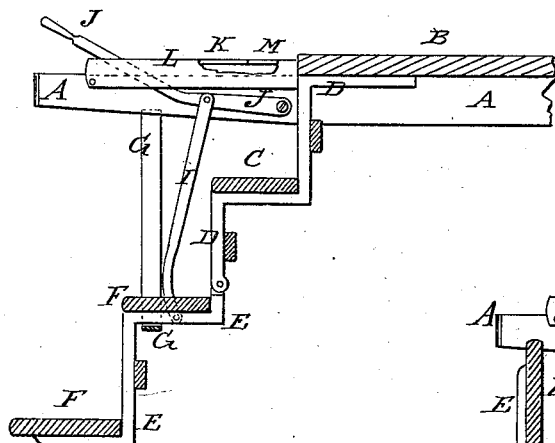


Fig: 2.

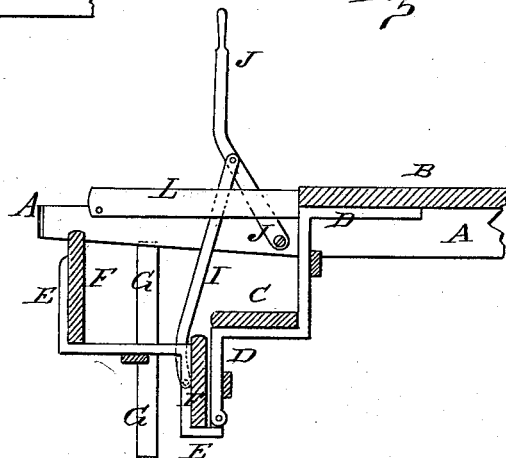


Fig: 3.

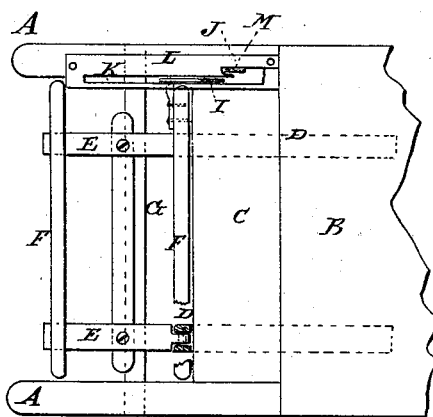
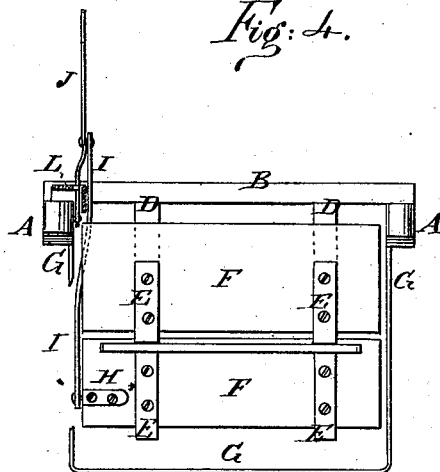


Fig: 4.



WITNESSES:

*Chas. Nida*  
*C. Seagwick*

INVENTOR:

*M. E. Skerritt*

BY

*Munn & Co.*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

MARGARET E. SKERRITT, OF ALBANY, NEW YORK.

## IMPROVEMENT IN CAR-STEPS.

Specification forming part of Letters Patent No. **221,111**, dated October 28, 1879; application filed September 18, 1879.

### *To all whom it may concern:*

Be it known that I, Miss MARGARET E. SKERRITT, of Albany, in the county of Albany and State of New York, have invented a new and Improved Step for Railroad-Cars, of which the following is a specification.

Figure 1 is a sectional side elevation of my improvement arranged as a step. Fig. 2 is a sectional side elevation of the improvement arranged as a barrier. Fig. 3 is a plan view of the improvement arranged as a barrier. Fig. 4 is a front elevation of the improvement arranged as a barrier.

Similar letters of reference indicate corresponding parts.

The object of this invention is to enable passengers to get on and off railroad-cars more easily than is possible with the usual construction, and also to prevent accidents from the attempts of passengers to get on and off while the cars are in motion.

The invention consists in the combination, with the hinged steps, of appliances for supporting and adjusting the steps, as will be hereinafter fully described.

A represents the frame; B, the platform, and C the ordinary step or steps of a railroad-car. To the bars D, that support the steps C, are hinged the ends of bars E, which have one or more steps, F, attached to them.

The bars E and steps F are so arranged that when turned down the lower step, F, may be at a suitable distance from the ground to enable passengers to get on and off the car readily.

The hinged steps E F are supported when turned down by a looped bar, G, the ends of which are attached to the platform-frame A in such a position that the upper bends of the hinged bars E may rest upon the horizontal part of the bar G.

With this construction, when the hinged

steps E F are turned up, the lower step, F, takes a vertical position, as shown in Figs. 2, 3, and 4, and serves as a barrier to prevent passengers from getting on and off the cars while the cars are in motion.

To a support, H, attached to the bar E or step F, is pivoted the lower end of a rod or bar, I, the upper end of which is pivoted to the lever J. The lever J projects into such a position that it may be readily reached and operated by the brakeman to raise and lower the steps E F as may be required.

The lever J passes up through a slot, K, in a bar or plate, L, attached to the frame A, and is passed into a notch, M, in the plate L, at the side of the slot K, to lock the strips E F in place when raised.

The fastening herein shown and described is simple, convenient, and reliable, holding the lever securely from being thrown out of place by the shaking and jarring of the cars.

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

1. The combination, in railroad-cars, of the supporting-bar G with the hinged steps E F, substantially as herein shown and described, to support the hinged steps E F when lowered, as set forth.

2. The combination, in railroad-cars, of the connecting-bar I and the lever J with the hinged steps E F, substantially as herein shown and described.

3. The combination of the bar L, made with a guide-slot, K, and a notch, M, with the lever J, substantially as herein shown and described, for locking the hinged steps E F in place, as set forth.

MARGARET E. SKERRITT.

Witnesses:

JAMES T. GRAHAM,  
C. SEDGWICK.