(No Model.)

B. L. WRIGHT.

BRAKE HANDLE.

No. 391,004. Patented Oct. 9, 1888.

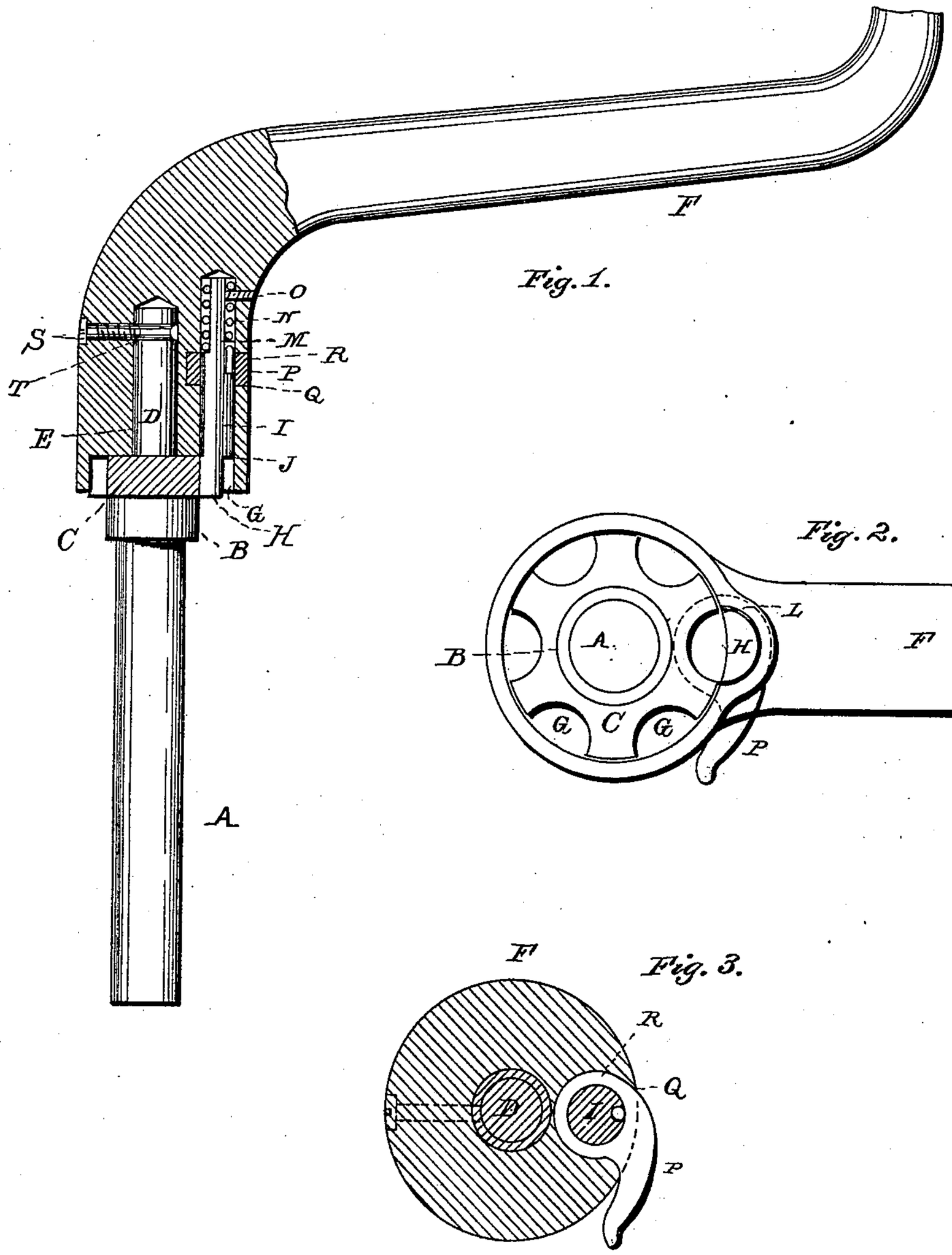

Fig. 1.

Fig. 2.

Fig. 3.

WITNESSES.

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BERTON L. WRIGHT, OF BRIDGEPORT, CONNECTICUT.

BRAKE-HANDLE.

SPECIFICATION forming part of Letters Patent No. 391,004, dated October 9, 1888.

Application filed June 28, 1888. Serial No. 278,442. (No model.)

To all whom it may concern:

Be it known that I, BERTON L. WRIGHT, a citizen of the United States, and a resident of Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Adjustable Brake-Handles; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of my brake-handle, partially in section. Figs. 2 and 3 are detail views.

The invention relates to improvements in car-brake handles or cranks; and it consists in the construction and novel combination of parts, as hereinafter set forth.

In brake-handles heretofore patented having a ratchet-wheel and a vertical spring-controlled pawl to engage therewith, objection is found in the fact that the pawl has a tendency to lift the handle and cause a binding thereof upon a screw. The object of my invention is to overcome this difficulty, which I accomplish by the mechanism hereinafter fully explained.

Referring to the drawings, A designates the vertical brake-shaft, having near its upper end the enlarged portion B and the disk C, from which the stem or journal D extends upwardly into the socket E of the crank or handle F. The disk C is provided in its periphery with the semicircular notches G to engage the semicircular stud H on the pin I, which is seated in the socket J in the crank. The stud H is slightly concave, K, on its face, so that when the pin and stud are turned, by means hereinafter explained, the concavity completes the circle of flange L and allows said handle to be turned in either direction without turning the brake-shaft. The reduced portion, M, of the pin I is surrounded by a spiral spring, N, which is secured at its lower end to the pin and to the crank at its upper by means of the screw O.

P is a lever projecting outwardly through the transverse slot Q in the crank and having a rigid collar-connection, R, with the pin I. The said lever is curved so as to normally lie against the outer surface of the crank, as shown, and by turning the lever away from the crank the pin is thereby turned, carrying the stud out of engagement with the notch. By releasing the lever the spring returns the lug into engagement with the notch.

A screw, S, engaging a threaded opening in the crank, projects into the annular groove T in the stem D and serves to hold the crank on the shaft.

Having described my invention, what I claim is—

1. The combination, with the brake-shaft, of the disk thereon provided with the semicircular notches and the spring-controlled pin having the semicircular lug and the lever, substantially as specified.

2. In a car-brake handle, the combination of the shaft having the disk thereon provided with the semicircular notches and the stem, the pin having the semicircular lug provided with the concave side, the spiral spring on the reduced portion, the curved lever projecting through the slot and having the rigid connection with the pin, the handle having the sockets, and the screws, substantially as specified.

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

BERTON L. WRIGHT.

Witnesses:
JNO. W. WRIGHT,
GEO. A. SANFORD.