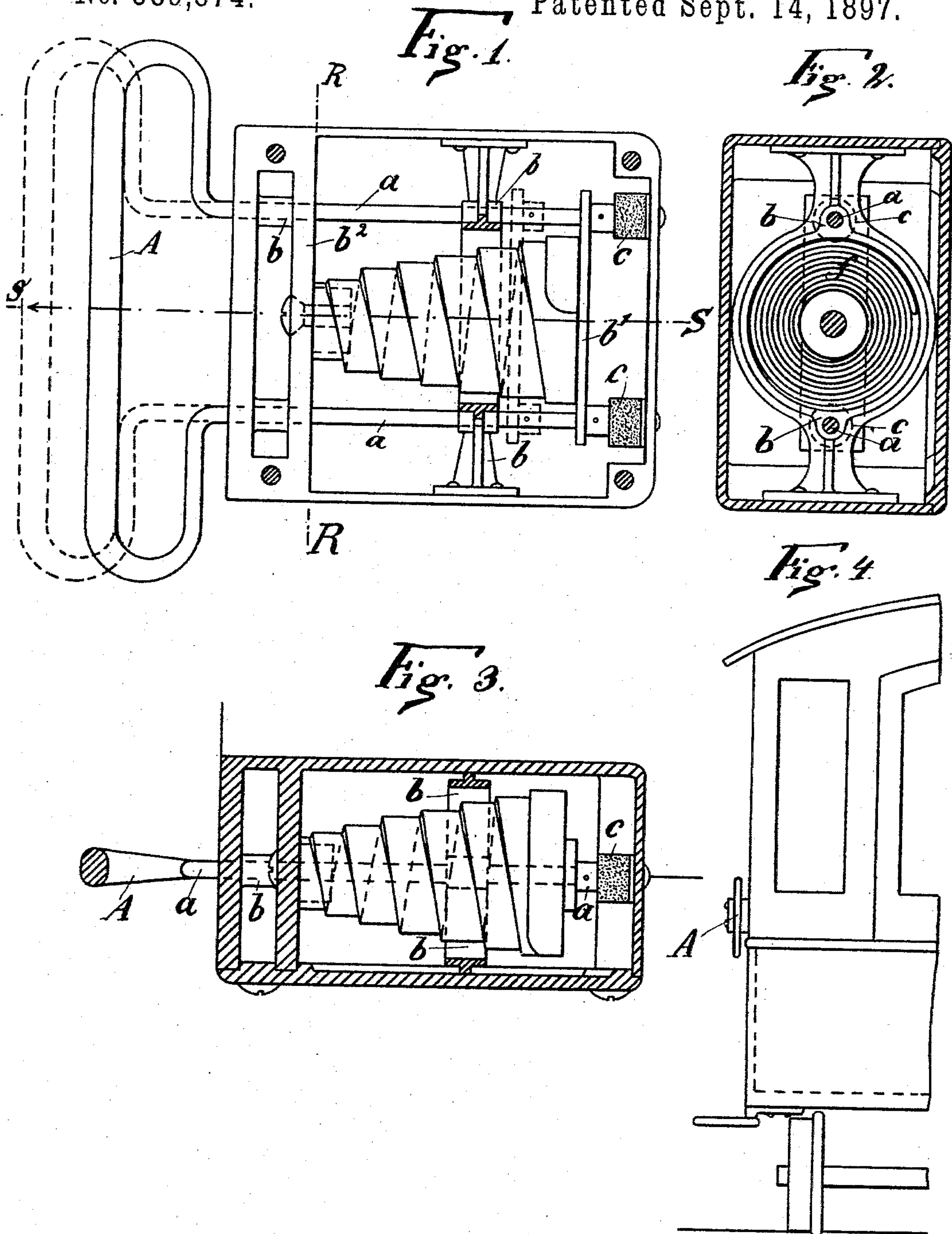


(No Model.)

B. THEREMIN.
ELASTIC HANDHOLD FOR VEHICLES.

No. 589,874.

Patented Sept. 14, 1897.



Witnesses:
Harl Ories.
Richard Hunt.

Inventor:
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UNITED STATES PATENT OFFICE.

BERNHARD THEREMIN, OF LEIPSIC, GERMANY.

ELASTIC HANDHOLD FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 589,874, dated September 14, 1897.

Application filed October 31, 1896. Serial No. 610,693. (No model.)

To all whom it may concern:

Be it known that I, BERNHARD THEREMIN, a subject of the King of Saxony, and a resident of Leipsic, in the Kingdom of Saxony, German Empire, have invented a certain new and useful Improvement in Elastic Handholds for Vehicles, of which the following is a full, clear, and exact description.

The present invention consists of a handle as applied to vehicles to assist mounting or getting off the same, said handle being adapted to slide against the pressure of a spring or other suitable elastic medium when caught hold of to assist a person getting on or off the vehicle.

The present handle is particularly constructed to assist persons getting on or off the car or other vehicle while the same is in motion. It is a well-known fact that a sudden pull is exercised on the body when mounting or getting off a car in motion by the handle of the same as soon as the same is gripped. This unpleasant pull is avoided or lessened to a very great extent by means of the present handle, which is adapted to slide out when gripped and thus to form a means of elastically receiving the shock which would otherwise be communicated to the person gripping the said handle.

In order to render the present specification more easily intelligible, reference is had to the accompanying drawings, in which similar letters of reference denote similar parts throughout the several views.

Figure 1 is a side elevation of the housing with the cover of the casing removed; Fig. 2, a section on the line R R of Fig. 1; Fig. 3, a section along the line S S of Fig. 1; and Fig. 4, a part general elevation of the rear of a car, showing the application of the handle to the same.

The handle A is of any of the usual forms

and provided with two horizontally-extending arms *a a*, which are guided in suitable guide-holes *b b* of the casing, which is attached to the vehicle at any desired point. A transverse bar *b'* may connect the ends of the two guide-bars *a a*, and between this and the front bar-like formation *b²* of the housing a spring *f* is supported. Obviously, on gripping the handle A the same will, when a pull is exercised thereon, be extended out of its housing against the pressure of its spring *f*, which when the handle is released will be returned to its normal position, pushing the handle back with it. In order to avoid any unpleasant concussion by the spring returning the handle to its position of rest, buffers *c c* are provided at the ends of the guide-bars *a a*, which rest against the end wall of the housing.

The construction of the handle may be modified in any desired manner, and I wish it to be clearly understood that I do not confine myself to the particular form of carrying out the invention as hereinbefore described, reserving to myself the right of modifying the construction in any suitable manner.

I claim as my invention—

The combination of a handle A having extending guide-arms *a a*, a housing in which said arms are guided and a transverse bar to connect said arms, a spring mounted between said bar and one end of the housing and adapted to be compressed when the handle is pulled out and means for preventing noise when the handle is returned by its spring substantially as described.

In witness whereof I have hereunto set my hand in presence of two witnesses.

BERNHARD THEREMIN.

Witnesses:

MAX MATTHÄI,
RUDOLPH FRICKE.