No. 629,208. Patented July 18, 1899.

G. J. RIBLET, SR.

LOCK LEVER.

(Application filed Jan. 12, 1899.)

(No Model.)

Fig. 1.

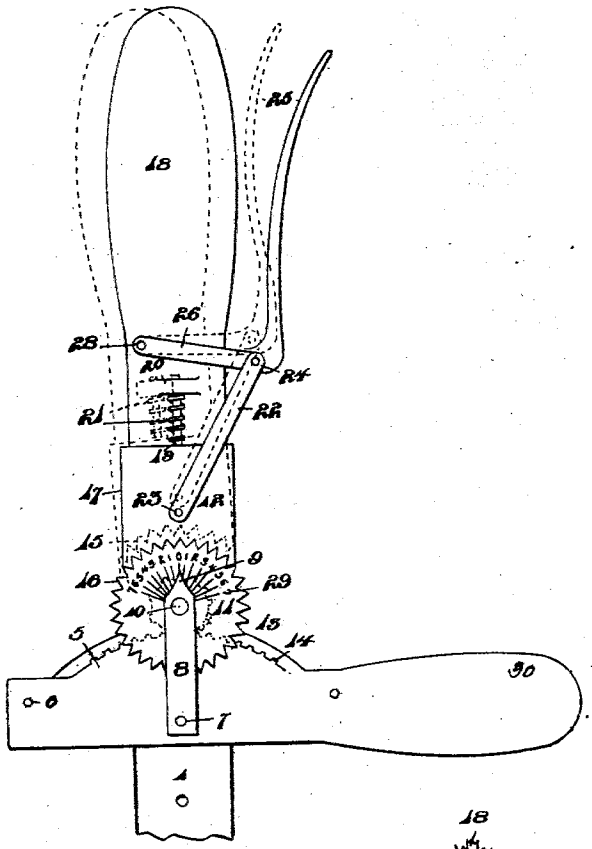


Fig. 2.

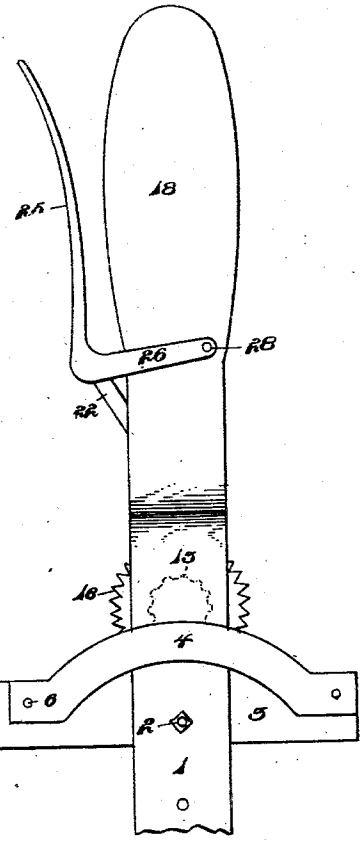


Fig. 3.

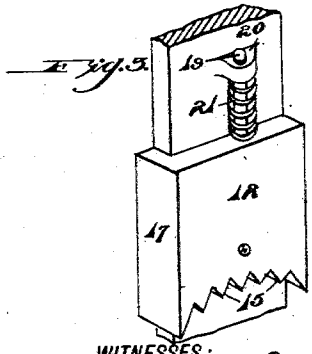


Fig. 4.

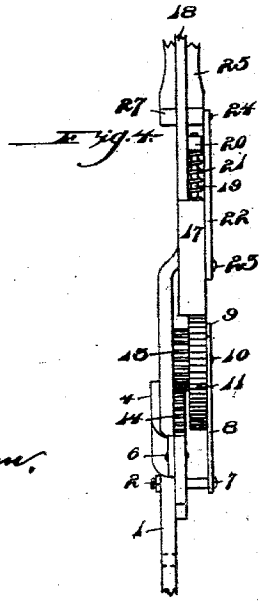
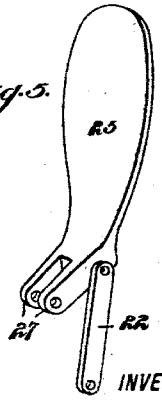


Fig. 5.



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GEORGE J. RIBLET, SR., OF SHINNSTON, WEST VIRGINIA.

LOCK-LEVER.

SPECIFICATION forming part of Letters Patent No. 629,208, dated July 18, 1899.

Application filed January 12, 1899. Serial No. 701,944. (No model.)

To all whom it may concern:

Be it known that I, GEORGE J. RIBLET, Sr., a citizen of the United States of America, residing at Shinnston, in the county of Harrison and State of West Virginia, have invented certain new and useful Improvements in Lock-Levers, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to certain new and useful improvements in lock-levers.

My invention is particularly adapted for use in connection with throttle-valves in locomotives.

A further object of my invention is to construct a lever of this character which will be adapted for use in vehicles as well as all kinds of machinery.

A further object of my invention is to construct a device of this kind by which the same can be locked in the position desired.

A further object of my invention is to provide a lever of this description which can be locked in the forward or reverse motion.

A further object of my invention is to provide a series of indicating-numerals upon the locking-wheel for indicating the speed desired when used in connection with locomotives.

My invention finally consists in the novel combination and arrangement of parts, hereinafter more fully described and particularly pointed out in the claim.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, wherein like numerals of reference indicate corresponding parts throughout the several views thereof, and in which—

Figure 1 is a front view of my improved locking-lever. Fig. 2 is a rear view thereof. Fig. 3 is a perspective view of the spring-actuated segmental fastening-block. Fig. 4 is an edge view thereof. Fig. 5 is a perspective view of the operating-lever for the segmental fastening-block.

Referring to the drawings by reference-numerals, 1 indicates a brake or throttle lever which is pivotally secured, as at 2, to a supporting-bar 3 and operates between the curved guide-bar 4 and the rack 5. The rack 5 is formed integral with the supporting-bar 3, while the guide-bar 4 is secured to the supporting-bar 3 by any suitable means, as at 6.

Secured to the supporting-bar 3 by any suitable means, as at 7, is an upright 8, the upper end thereof tapering, as at 9, forming the indicating-point, and mounted between the said upright 8 and the lever 1 upon the shaft 10 is a locking-wheel 11 for the fastening-block 12 and the operating-wheel 13, which is adapted to mesh with the teeth 14, formed on the rack. The shaft 10 is secured in the upright 8 and the lever 1 in any desirable manner. The fastening-block 12 has its lower end formed substantially segmental shape and is provided with a series of teeth 15, which are to mesh with the teeth 16, formed on the periphery of the locking-wheel. The sides of the fastening-block are bent at right angles, as at 17, for the purpose of guiding the same as it is operated upon the handle 18 of the lever. The fastening-block 12 has formed integral with its top an upwardly-extending pin 19, which operates through the keeper 20, formed on the outer face of the handle. The pin 19 has a spiral or resistance spring 21 arranged thereon. The fastening-block 12 is operated by means of the link 22, which is connected thereto, as at 23, at one end and at the other end, as at 24, to the operating-lever 25. This operating-lever has its lower end, as at 26, bent at right angles, which is bifurcated, as at 27. The bifurcated end thereof is adapted to be secured to the handle 18, as at 28.

29 indicates a series of figures arranged on a portion of the locking-wheel for indicating purposes that the operator may desire.

The locking-wheel 11 and operating-wheel 13 being secured together and revolubly mounted on the shaft 10, which is secured to lever 1, when the same is moved laterally it will carry the wheels therewith, and the locking-wheel 11, meshing with the teeth 15, will revolve the wheel and transmit the same motion to the operating-wheel 13.

30 indicates a handle or grip which is secured to or formed integral with the supporting-bar.

The operation of my improved lever is as follows: By forcing the operating-lever 25 inwardly, as shown in dotted lines in Fig. 1, it will draw the lever-rod 22 upwardly, thereby

carrying the fastening-block upwardly, releasing the segmental-shaped portion thereof from the locking-wheel 11, and allow the movement of the brake-lever in either direction. When the brake-lever is moved in either direction, owing to the same being pivotally connected to the upright, the same will carry the locking as well as the operating wheel therewith to the position desired, and when the operating-lever is released the spring 21 will force the fastening-block into contact with the locking-wheel and securely hold the same in the desired position.

It will be noted that various changes may be made in the details of construction without departing from the general spirit of my invention.

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

In combination, a supporting-bar provided on its upper edge with a series of teeth, a guide-bar suitably connected thereto, a brake-lever pivotally secured to the said supporting-bar and operating between the same and the guide-bar, an upright secured to one side of the said supporting-bar and extending above the same, a shaft secured at one end to the said upright and at its opposite end to the said brake-lever, a locking-wheel mounted on the said shaft, an operating-wheel mounted on the said shaft adapted to engage the said teeth, a fastening-block having its lower edge made concavo-convexo and formed with a series of teeth adapted to engage the said locking-wheel, guides formed integral with the fastening-block at each side thereof adapted to engage the sides of the brake-lever for keeping the block in position, an upwardly-extending pin formed integral with the top of the said block, a coiled resistance-spring mounted thereon, a keeper formed integral with one side of the said brake-lever adapted to receive the free end of the said pin for keeping the same in position and to abut against the upper end of the said spring, an operating-lever having its lower end bent at right angles, bifurcated, and pivotally secured to the said brake-lever, and a link connection pivotally secured at one end to the said operating-lever and at its opposite end to the fastening-block for operating the same, substantially as set forth.

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

GEORGE J. RIBLET, SR.

Witnesses:
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