

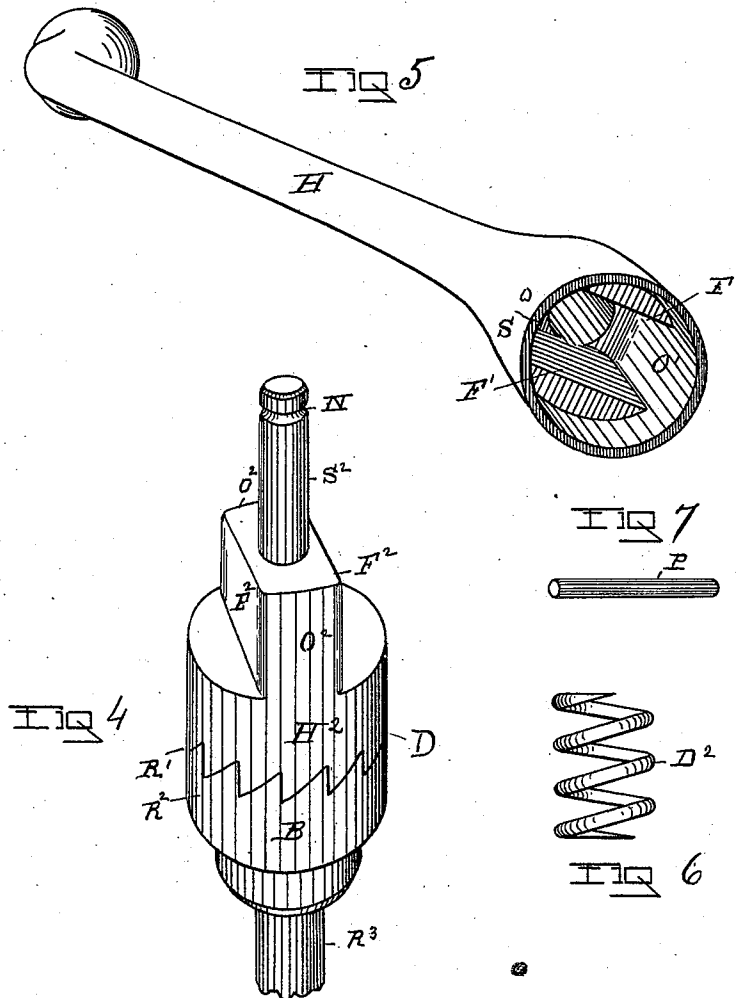
(No Model.)

2 Sheets—Sheet 1.

J. SEEBERGER.
CAR BRAKE RATCHET HANDLE.

No. 528,492.

Patented Oct. 30, 1894.



WITNESSES

William A. Lott

Charles S. Brintnell

INVENTOR

John Seeburger
by W. E. Hogan atty

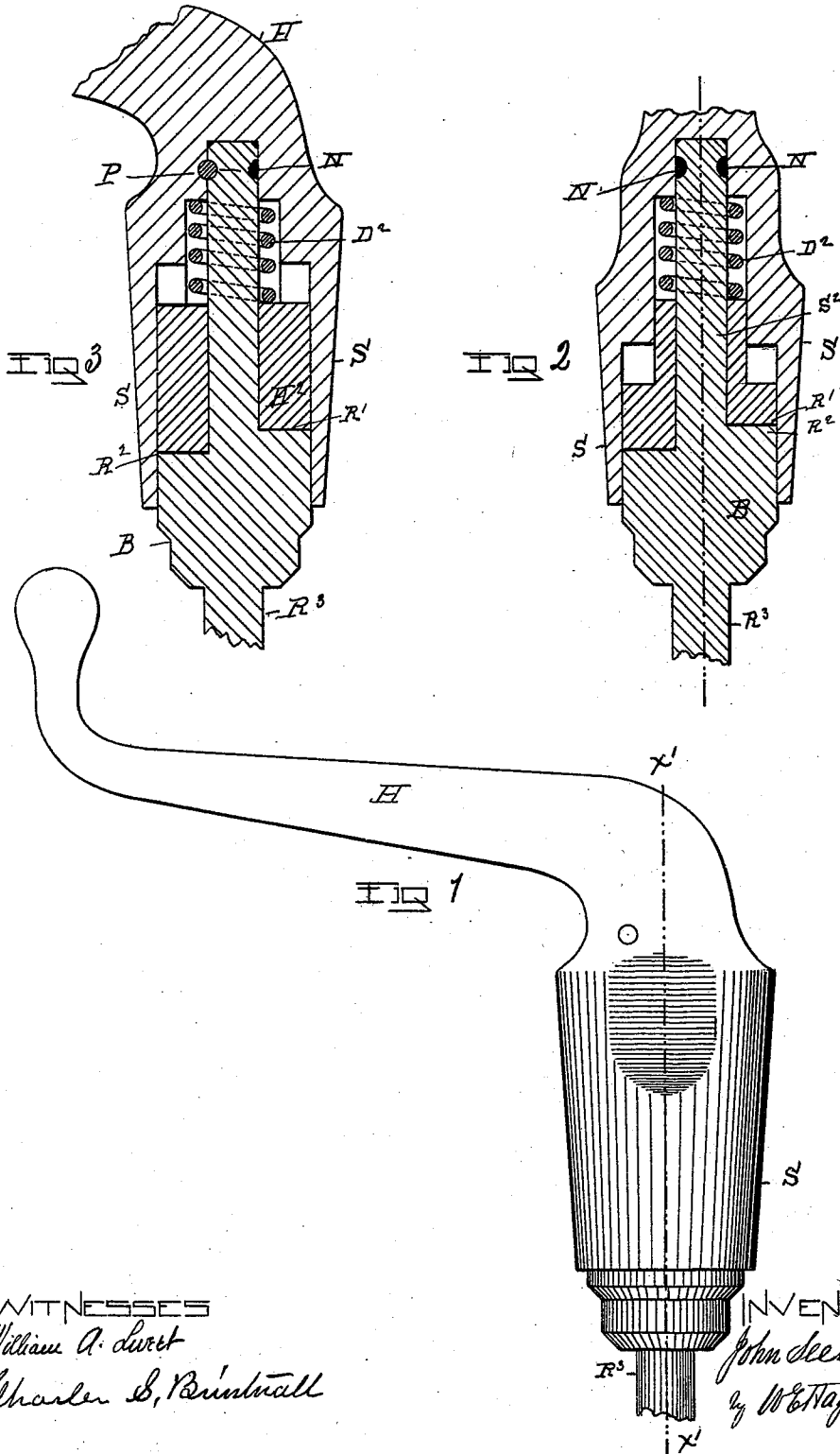
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UNITED STATES PATENT OFFICE,

JOHN SEEBERGER, OF WEST TROY, NEW YORK.

CAR-BRAKE-RATCHET HANDLE.

SPECIFICATION forming part of Letters Patent No. 528,492, dated October 30, 1894.

Application filed April 18, 1894. Serial No. 507,973. (No model.)

To all whom it may concern:

Be it known that I, JOHN SEEBERGER, of the village of West Troy, county of Albany, and State of New York, have invented new and useful Improvements in Car-Brake-Ratchet Handles, of which the following is a specification.

My invention relates to improvements in car brake ratchet handles, and the object and purpose of my invention is to better adapt this class of devices to the uses for which they are designed.

My improvement in the main relates to the manner of making the socket connection between the handle and the movable parts of the ratchet. As heretofore produced this connection has been made with a rectangular head formed on the ratchet part, and a recessed socket part made in the handle corresponding on its inner faces to receive the rectangular surfaces of the ratchet head. Pins have also been used which projected downwardly from the handle socket to enter holes or grooves in the ratchet head, and vertical ribs have been cast on the ratchet head to enter vertical grooves made in the socket.

By my improvement I combine with two rectangular faces vertically arranged on the ratchet head, two rounded surfaces at each side of the head oppositely placed with one of the rounded journaling faces between each two of the rectangular faces, and then making the socket to receive the ratchet head with two vertically placed rectangular faces and a rounded journaling face between each of the latter.

This improvement increases the journaling surface of the ratchet handle when reversing and makes its operation more reliable.

Accompanying this specification to form a part of it there are two plates of drawings containing seven figures illustrating my invention, with the same designation of parts by letter reference used in all of them.

Of the illustrations Figure 1 is a perspective of my improved brake ratchet handle. Fig. 2 is a section taken on the line x', x' , of Fig. 1. Fig. 3 is a section taken on the line $x^2 x^2$, of Fig. 2. Fig. 4 is a perspective of the ratchet with the handle socket removed. Fig. 5 is a perspective of the brake handle shown

as removed. Fig. 6 is a view of the socket spring, and Fig. 7 of the pin by which the handle and socket parts are connected.

The several parts thus illustrated are designated by letter reference and the function of the parts is described as follows:

The letter H designates the handle made with the socket S. The interior of this socket has two vertically placed angular surfaces F', F' , making an arc-form division of the socket interior and one of the rounded surfaces O' between each of the angular surfaces.

The letter D designates the ratchet made with the head H^2 , and R' designates the ratchet part formed on the bottom of the head adapted to engage with the ratchet part R^2 , formed on the ratchet-body B. The head of the ratchet is cut away upon each side in arc-form lineation with the head to form the angular surfaces F^2, F^2 , having the intermediately rounded surfaces O^2 .

The letter S^2 designates a stem that is upwardly projected from the head to receive a spiral spring D^2 , that encircles it between the top of the head and upper end of the socket.

The letter P designates a pin adapted to be passed through the handle socket and key into an annular recess N, made in the spindle head as shown at Fig. 2.

As thus made when the handle is turned in the direction of the interlocking socket parts, it rotates the brake rod R^3 , and when reversed it rises over and descends on the incident bevels of the ratchet parts. When made with a short or limited journaling area, the handle socket wears irregularly so as to become loose, and this difficulty I avoid by using only the two angular surfaces to engage with the head and leaving the rounded journaling surfaces between the angular surfaces of the head and socket intact.

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

In a ratchet brake handle the combination with the handle H, made with the socket S, having the two interior angular surfaces F', F' , and intermediately rounded journaling surfaces O', O' ; of the ratchet D, made with the ratchet parts R', R^2 , connecting brake-rod R^3 ,

and having the ratchet head made with the
angular surfaces F^1 , F^2 , and intermediately ar-
ranged rounded journaling surfaces O^1 , O^2 ,
and having the stem S^2 ; and the spiral spring
5 D^2 , encircling said stem between the head
and top of the socket interior, substantially
in the manner as and for the purposes set
forth.

Signed at Troy, New York, this 8th day of
April, 1893, and in the presence of the two
witnesses whose names are hereto written.

JOHN SEEBERGER.

Witnesses:

W. E. HAGAN,

CHARLES S. BRINTNALL.