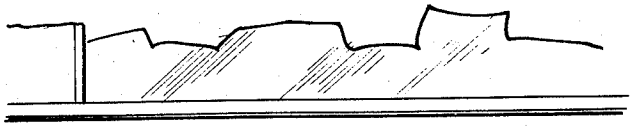
Oct. 27, 1925.

1,558,772

T. P. ARCHER

CRANK HANDLE ASSEMBLY

Filed March 26, 1924



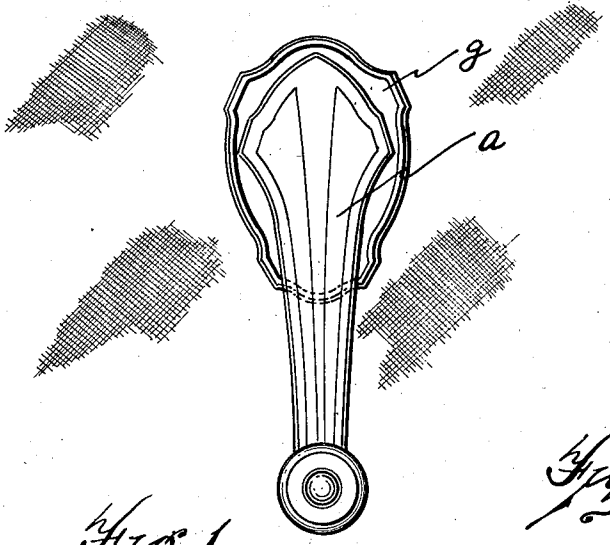


Fig. 1

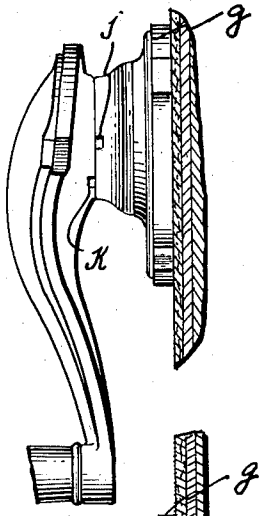


Fig. 4

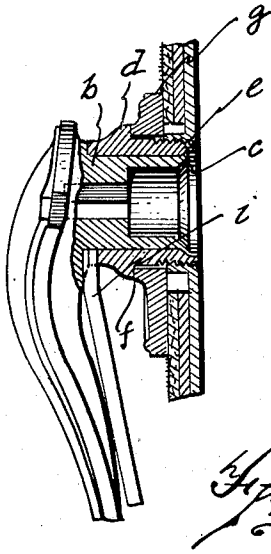


Fig. 3

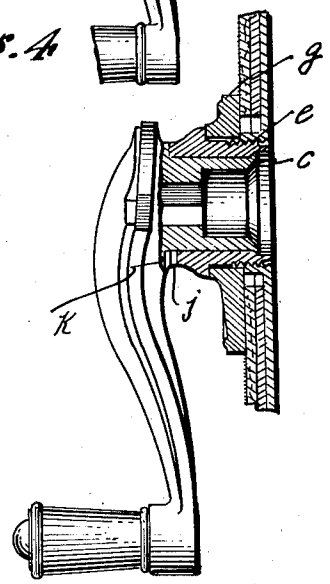


Fig. 2

INVENTOR.

Thomas Porter Archer

BY

Stuart C. Barnes

ATTORNEY.

Patented Oct. 27, 1925. 1,558,772

UNITED STATES PATENT OFFICE.

THOMAS PORTER ARCHER, OF DETROIT, MICHIGAN, ASSIGNOR TO TERNSTEDT MANUFACTURING CO., OF DETROIT, MICHIGAN, A CORPORATION OF MICHIGAN.

CRANK-HANDLE ASSEMBLY.

Application filed March 26, 1924. Serial No. 701,996.

To all whom it may concern:

Be it known that I, THOMAS PORTER ARCHER, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Crank-Handle Assemblies, of which the following is a specification.

This invention relates to crank handles and has for its object a crank handle assembly of such a character that the escutcheon may have an eccentric configuration.

The invention is particularly designed in connection with the ornamental handles used for operating window regulators in closed automobile bodies. It is the object of the invention to provide a crank handle assembly which includes the escutcheon which may be secured to the window regulator case simply by a turning movement, preferably by screwing. However, the escutcheon is so arranged with this assembly that the same may be positioned at any point in the 360 degrees that is required by the special configuration of the escutcheon. This will be more fully explained hereinafter.

In the drawings:

Fig. 1 is an elevation of the crank handle.

Fig. 2 is an elevation partly in section taken at a 90 degree point from the showing in Fig. 1.

Fig. 3 is a view similar to Fig. 2 showing how the crank handle can be connected up with the escutcheon thimble to screw into the threaded socket of the regulator casing.

Fig. 4 is a side elevation of the crank handle.

The ornamental crank handle is designated *a*. This is provided with a hub *b* and where the handle is made of brass, the end of the hub may be feathered as at *c* and spun over against the shoulder in the escutcheon thimble *d*. Or the thimble might be cast upon the hub of the handle with an intervening coating of plumbago and sour milk or other binder. The inner end of the escutcheon thimble is externally threaded as at *e* while the outer end is shouldered as at *f* to receive the escutcheon plate *g*, which is preferably provided with an ornamental pattern. This escutcheon plate is not symmetrical in the sense that all parts have a definite symmetrical position with respect to the center of the plate. As here shown, it is more in the form of a shield. The consequence is that in order to give a proper appearance this escutcheon plate must always occupy a definite position in the interior of the car. For instance, in such a pattern as is here shown it is desirable to have the shield in correct vertical position. Now, obviously were the shield and escutcheon thimble one single piece, this would not be possible because when the threads on the inner end of the escutcheon thimble turn in the socket, the escutcheon plate might not stop in the correct vertical position, at least if the threads are turned home to bring the escutcheon plate down against the upholstery with the correct tightness.

This difficulty is overcome by the construction that I have enumerated in which the escutcheon and thimble are joined by a shoulder *f*; yet when the assembly is made in the car the shoulder and the contacting portion of the face of the escutcheon join in one substantial continuous place so as to almost obscure any appearance of division here.

This is made possible by a special form of wrench hold that is part of my invention. If the escutcheon thimble were provided with the usual hexagon wrench hold the fixture would have more of the appearance of a mechanical structure rather than an ornamental one, such as intended. The thimble and face of the escutcheon is provided with a surface that is plated with an ornamental plating which is often buffed and polished. It is therefore desirable that this be in no way marred by gripping the same with a wrench or providing an unornamental wrench hold for the purpose. I have succeeded in turning the escutcheon thimble into the socket by providing half a key-hole *j* in the escutcheon thimble and half a key-hole *k* in the underside of the crank handle near the point where it merges into the hub. These two holes maybe lined up and a pin or tool *i* placed in the holes. This serves to temporarily key the crank handle to the escutcheon thimble. Thereupon the crank handle can be used as a wrench to turn the thimble in its socket. The tool may then be removed and the crank handle can then be revolved freely in the thimble.

What I claim is:

1. A crank handle assembly, having in combination with a base provided with a

socket, an escutcheon thimble, a crank provided with a hub permanently locked rotatably into the escutcheon thimble before assembly onto the support, and an escutcheon plate having an irregular configuration requiring a predetermined location in rotation and rotatably mounted upon the escutcheon thimble.

2. A crank handle assembly, having in combination with a base provided with a socket having internal threads, an escutcheon thimble provided with external threads adapted to screw into the threads of the socket, a crank handle provided with a hub permanently locked rotatably in the thimble before assembly onto the support, and an irregular escutcheon plate having a design requiring a predetermined location in its rotation and rotatably supported on the outside of the thimble.

3. A crank handle assembly, the combination with a base provided with an internally threaded socket, of a thimble having external threads on its inner ends, a crank handle and hub locked rotatably in the thimble, the said crank handle and outer end of the thimble provided with holes that may be brought in to registry for the insertion of a tool to key the handle and the thimble together to rotate the thimble into its socket.

4. A handle assembly, having in combination a base provided with a socket, an externally shouldered thimble adapted to turn into said socket for support, an escutcheon plate rotatably supported on said thimble behind said shoulder, a crank handle and hub locked rotatably in said thimble, the outer end of the thimble and the crank handle being provided with registerable holes by which a tool may be inserted to turn the thimble into its socket.

In testimony whereof I have affixed my signature.

THOMAS PORTER ARCHER.