

Jan. 20, 1925.

1,523,495

S. G. SILBERMAN

DOOR HANDLE

Filed Dec. 5, 1923

FIG. I.

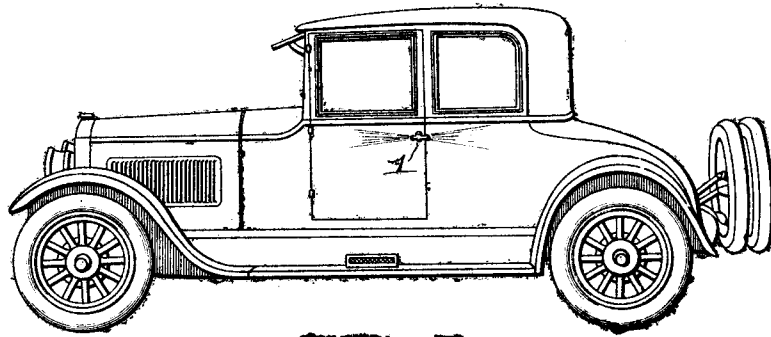


FIG. II.

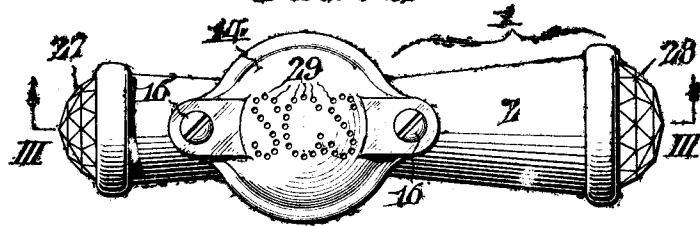


FIG. III.

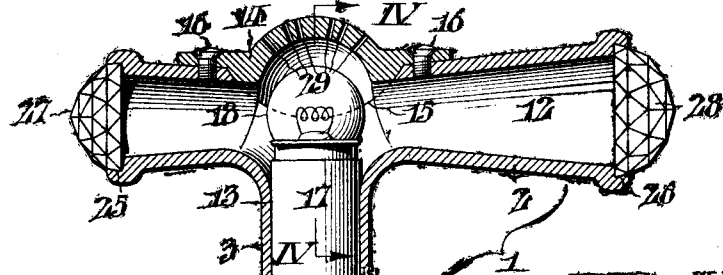


FIG. IV.

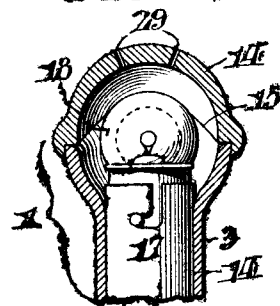


FIG. VI.

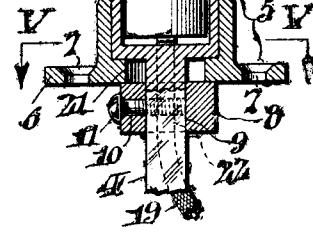
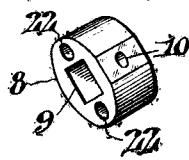
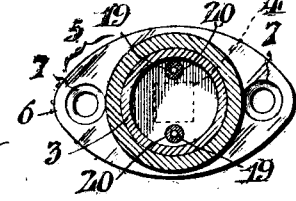


FIG. V.



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UNITED STATES PATENT OFFICE.

SAMUEL G. SILBERMAN, OF PHILADELPHIA, PENNSYLVANIA.

DOOR HANDLE.

Application filed December 3, 1923. Serial No. 678,324.

To all whom it may concern:

Be it known that I, SAMUEL G. SILBERMAN, a citizen of the United States, residing in Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Door Handles, whereof the following is a specification, reference being had to the accompanying drawings.

My invention relates to door handles, more particularly to a type useful on vehicles such as carriages or automobiles.

The main purpose of my invention is to enable a door handle to be employed, in addition to its nominal utility, as a signal means capable of being accentuated by illumination so as to be distinctly visible from different angles of approach. In connection with automobiles, my improved handle may be employed either as an auxiliary to the head and tail lights, a stop signal, or as a signal for protection of the car when parked at night.

Other objects and attendant advantages of my invention will become apparent from the detailed description which follows of a typical embodiment thereof, and its scope from the appended claims.

In the drawings, Fig. I is a perspective view of an automobile showing the manner in which the handle of my invention may be used in this connection.

Fig. II is a side view of the handle on an enlarged scale as it appears looking end on, or from the front.

Fig. III is a plan section of the handle taken as indicated by the arrows III—III in Fig. II.

Fig. IV is a transverse fragmentary section of the handle taken as indicated by the arrows IV—IV in Fig. III.

Fig. V is a cross section through the shank of the handle and its mounting bracket, taken as indicated by the arrows V—V in Fig. III; and

Fig. VI is a perspective view of the collar whereby the position of the handle is fixed against removal with respect to the bracket aforesaid.

The handle which I have chosen herein for the purpose of exemplification and comprehensively indicated at 1, will be observed as one of the bar type, including the cross grasp bar 2 and an integral shank 3 with its inner end reduced to polygonal cross section as indicated at 4 for engagement with

the trip of the lock with which the handle is to be used. A bracket 5 of usual construction is recessed to receive the inner end of the shank portion 3 and thus serves as a bearing therefor, said bracket being provided with a wing plate 6 which is suitably perforated as at 7—7 to receive screws for attachment to the door of the vehicle. A collar 8 with an axial opening 9 of polygonal configuration to fit the shank end 4, serves to maintain the handle in position relative to the bracket 5. The collar 8 is tapped at 10 for a set screw 11, whereby it may be fixed to the shank end 4.

As best shown in Figs. III, IV and V, the handle is constructed hollow throughout. The opening or hollow 12 through the grasp bar portion 2 is reversely converged longitudinally and in direct communication or continuous with the cavity 13 in the portion 3 of the shank. The hollow interior of the handle is accessible through a cover 14 that serves as a closure for an opening 15 at one side of the grasp bar portion 2, said cover being removably secured by means of screws 16. The hollow 13 of the shank portion 3 serves to accommodate a socket 17 for illuminating means herein indicated conventionally as an incandescent bulb 18. The conductors 19 whereby electric current is supplied the bulb 18 extend through apertures 20 in the base of the hollow shank portion 3 (see Fig. V), thence through the underlying axial opening 21 of the bracket 5, and finally through openings 22 in the collar 8 previously referred to, from whence they may lead to battery and switch connections at any convenient location on the vehicle. The disposal of the socket 17 is such as to predetermine that the bulb 18 occupies a position exactly at the center of intersection of the cavities 12—13 in the grasp bar 2 and the shank portion 3 so that said bulb is visible through the open ends of said grasp bar from opposite sides and from different angles of approach. The ends of the latter are recessed as at 25 and 26 to respectively receive and retain jewels 27 and 28 which may be of suitable transparent material, preferably glass of different colors.

Thus when the handle 1 is in the normal position, the color illumination from opposite ends of the grasp bar 2 is distinctly visible from fore and aft of the vehicle as will be apparent from Fig. I of the draw-

ings. When used alone on the left hand side of the vehicle, the handle 1 serves as a parking signal, and when installed at both sides of the vehicle, in an auxiliary capacity to the head and tail lights of the automobile. Still another instance of possible application is as a stop signal, this involving the use of a switch automatically operative with the brake-treadle lever of the automobile after a manner so well known as to preclude necessity for further illustration or description herein.

In order that the illuminating means 18 in the handle 1 may also be rendered visible from the side of the vehicle, the cover member 14 is perforated as shown at 29. These perforations may be arranged to indicate initials as shown, or any other characteristic mark or insignia as may be desired.

Having thus described my invention, I claim:

1. A door handle with a hollow grasp bar, and illuminating means within said handle visible, through distinctive lenses at the ends of the grasp bar, from various angles of approach.

2. A door handle with a hollow grasp, and illuminating means within the handle visible, through distinctive lenses in the ends, and an opening at the outer side of the grasp bar, from various angles of approach.

3. A door handle with a hollow grasp bar and integral shank formed hollow throughout, and illuminating means in the hollow of the shank visible, through distinctive lenses at the opposite ends of the grasp bar from various angles of approach.

4. A door handle comprising a grasp bar and shank formed hollow throughout, and an incandescent bulb with connections extending inwardly through the shank, said bulb affording illumination for distinctive lenses at the opposite ends of the aforesaid grasp bar.

5. A door handle with a hollow grasp bar accessible through an opening in its side, illuminating means within the handle visible through distinctive lenses at the opposite ends of the grasp bar, and a perforated cover for the opening aforesaid.

6. A vehicle door handle having a hollow grasp bar of inversely convergent longitudinal section, and illuminating means

within the hollow of the handle visible from the front and rear of the vehicle.

7. A vehicle door handle having a hollow inversely convergent grasp bar with alphabetic perforations in the outer side thereof, and illuminating means within the hollow of the handle visible from the front, rear, and laterally of the vehicle.

8. A vehicle door handle with a hollow grasp bar and integral shank, said grasp bar embodying inversely convergent co-extensive portions, illuminating means within the handle, and transparent jewels closing the opposite ends of said grasp bar.

9. A vehicle-door handle comprising a hollow grasp bar and integral hollow shank with a coextensive polygonal latch actuator, said grasp bar embodying inversely convergent co-axial portions, illuminating means housed within the hollow shank at the intersection of the shank divergent portions, and transparent lenses closing the outer ends of the grasp bar.

10. A vehicle-door handle comprising a hollow grasp bar and integral hollow shank with a coextensive polygonal latch actuator, said grasp bar embodying inversely convergent co-axial portions, illuminating means housed within the hollow shank at the intersection of the shank divergent portions, transparent lenses closing the outer ends of the grasp bar, and a tubular bearing for the handle shank.

11. A vehicle-door handle comprising a hollow grasp bar and integral hollow shank with a coextensive polygonal latch actuator, said grasp embodying inversely convergent co-axial portions, an incandescent bulb housed within the hollow shank concentric with the intersection of the shank divergent portions, transparent lenses closing the outer ends of the grasp bar, a tubular bearing escutcheon for the handle shank, and a collar for attachment to the aforesaid latch actuator, said collar having openings for the passage of electric-current conductors.

In testimony whereof, I have hereunto signed my name at Philadelphia, Pennsylvania, this 28th day of November, 1923.

SAMUEL G. SILBERMAN.

Witnesses:

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E. L. FULLERTON.