

(No Model.)

C. T. BROWN.
STREET CAR GONG.

No. 266,964.

Patented Nov. 7, 1882.

Fig. 1.

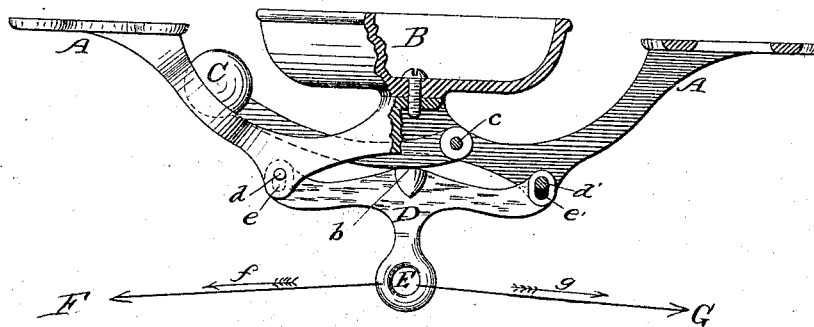
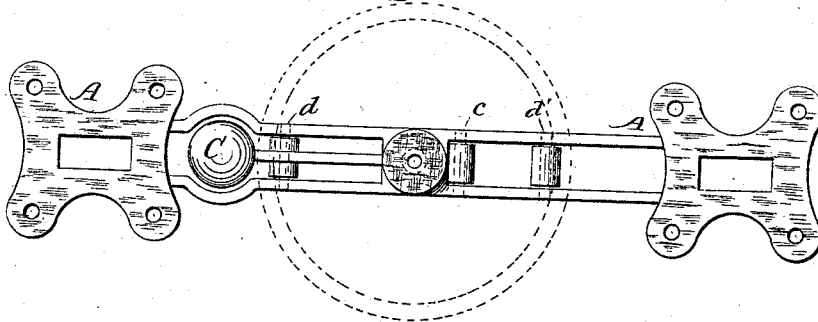


Fig. 2.



WITNESSES—

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CHARLES T. BROWN, OF CHICAGO, ILLINOIS.

STREET-CAR GONG.

SPECIFICATION forming part of Letters Patent No. 266,964, dated November 7, 1882.

Application filed April 25, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. BROWN, a citizen of the United States, residing in Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Gongs or Bells for Use in Street-Cars and other Places, of which the following is a specification.

My invention consists of a device to afford a means to enable the driver or the conductor or any person upon the car, standing in any part of the car, to ring the gong at any time; or, in other words, so constructing the gong and the working parts thereof as to be double acting.

The combination and form of the different parts adopted by me are such as to prevent the obstruction of the working of the gong or any part thereof by snow or ice.

It will be readily seen that a gong constructed and operated as herein described is of value for use in small cars and in open cars, where but one gong is or may be used, being placed in the center of the car, and also when two gongs are used, as in an ordinary street-car, by continuing the bell-strap forward to the extreme front of the car, and there allowing it to drop down in front of the driver, and a ring or other handle being there placed upon the bell-strap, said ring or handle being about the height from the floor of the car as the hat of the driver, thus allowing the driver to ring teams and other vehicles off the track by the front gong of the car without turning or twisting around to get hold of the bell-strap back of the bell, as is now necessary to do. This feature is especially valuable during the winter months, when the driver is incumbered by heavy clothing and benumbed by cold.

My invention consists of a frame holding the gong in the center, with a hammer suspended under the gong, striking upward upon the gong, and of a double T-shaped lever suspended on two centers below said hammer, upon which lever the said hammer rests.

I have illustrated my improved bell or gong thus briefly described by the accompanying drawings, making a part of this specification, in which Figure 1 is a side view of the gong with a portion of the gong and frame removed on one side to show a sectional view of the

same. Fig. 2 is a plan of the gong and frame with the gong removed, indicated by the dotted lines.

Like letters in the several views refer to like parts.

A represents the frame supporting the gong B and working parts.

C represents the hammer striking the gong B, turning upon point *c*.

D represents the double lever, whereby motion is communicated to the hammer C by the bell-strap at point E.

d d' represent the pivots or centers upon which lever D is moved.

e e' represent slots in lever D, allowing lever D to be moved around a proper distance on points *d d'*.

To enable those skilled in the art to understand both the construction and the operation of my double-acting car-gong, I will in brief state such operation to be as follows:

The frame A A is attached to the top of the car, in the center thereof, or at any other place, in the position shown in Fig. 1. A strap or cord is attached to lever D at point E, running through the whole length of the car. If it is desired to ring the bell from point F, the strap F E is pulled in the direction of the arrow *f*, causing lever D to turn upon point *d'*, raising point *b*, (point of contact between lever D and hammer C,) forcing the hammer C upward toward the bell. Point *b* is forced upward until the bottom of slot *e* comes in contact with pin *d*, pin *d* then acting as a stop for lever D, preventing any further motion on pivot *d'* of said lever. The hammer C is now at a suitable distance—to wit, one-eighth of an inch—from gong B. Hammer C is carried upward this one-eighth of an inch by its acquired momentum, striking gong B and causing it to ring. Strap F E, when released, allows lever D to fall back into place on pins or pivots *d d'*, and the bell is ready to be operated again. To operate the gong at point G, strap G E is pulled in direction of arrow *g*, causing lever D to turn upon pivot *d*, slot *e'* acting as a stop, and hammer C being forced against the gong B, as hereinbefore described. The loosening of strap G E allows lever D to go back into place, as described.

While the construction shown is deemed the

most convenient, still it is not absolutely necessary that the gong be supported by the frame A, as the gong may be supported by other means, if desired, provided it is held in position above the frame A in such a manner as to receive the blow from the hammer C. Moreover, if desired, the pins *d d'* may be formed upon the lever D, forming a part thereof, and the slots *e e'* placed in the frame A, without in the least departing from my invention.

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

A double-acting bell or gong for street cars and other purposes, comprising the following

elements, viz: a gong secured in suitable position to the vehicle, a frame below the gong, also secured to the vehicle, a hammer pivoted at one end to the frame, and a T-shaped lever, upon the center of which the hammer rests, near its pivotal point, said lever being hung by each horizontal branch thereof to the frame by means of pins and slots, substantially as described, whereby the pulling of pendent arm of the T-shaped lever in either direction serves to throw the hammer upward against the gong.

CHARLES T. BROWN.

Witnesses:

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