

(No Model.)

J. M. CHRISTOPHER.
ALARM FOR VEHICLES.

No. 536,017.

Patented Mar. 19, 1895.

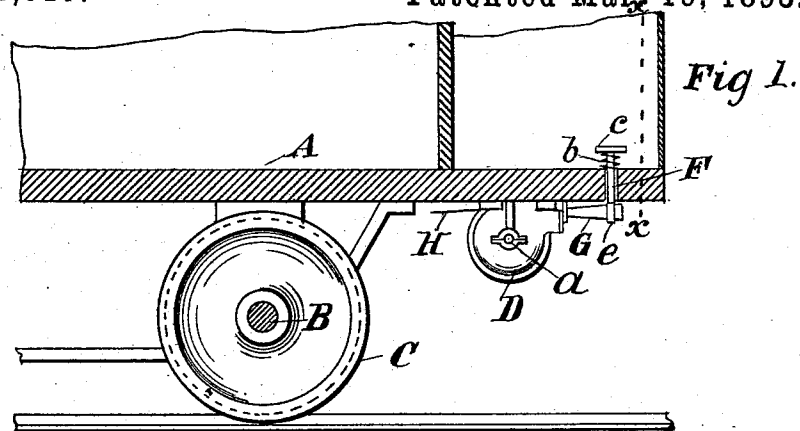
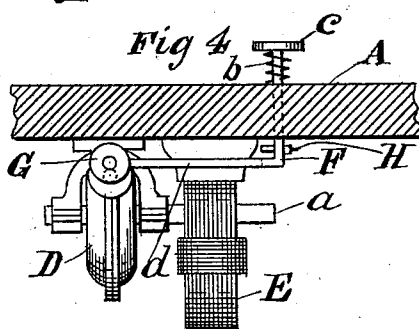
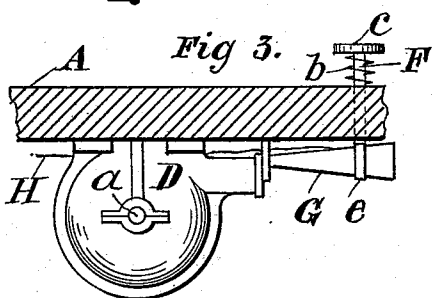
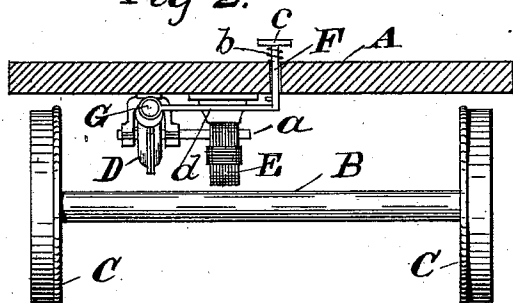


Fig 2.



Witnesses
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ALARM FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 536,017, dated March 19, 1895.

Application filed March 10, 1894. Serial No. 503,121. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. CHRISTOPHER, a citizen of the United States, residing at Baltimore, Maryland, have invented certain Improvements in Signal-Whistles for Street-Railway Cars, of which the following is a specification.

The object of my invention is to apply to street cars a whistle adapted to be moved in such position by means of the motor man's foot so as to bring it in communication with a motor as will hereinafter appear.

In the further description of the said invention which follows reference is made to the accompanying drawings forming a part hereof, and in which—

Figure 1 is a longitudinal section of a portion of a car to which is applied my improved whistle. Fig. 2 is a cross section of Fig. 1 taken on the dotted lines *x-x*. Figs. 3 and 4 are enlarged details.

Similar letters of reference indicate similar parts of the drawings marked thereon.

Referring to the drawings A is the car platform; B, the axle, and C the wheels.

D is a fan or blower of ordinary description secured to the platform A.

E is an electric motor fastened to the platform of the car and in alignment with the blower D. The fan in the blower is placed on the shaft *a* of the motor E.

F is a treadle sustained in an elevated position by means of a spring *b* confined endwise between the foot piece *c* and the platform of the car. The lower end of this treadle terminates in a longitudinal arm *d* the outer end of which is formed into a ring *e*.

G is a whistle placed within the ring *e* of the arm *d* and secured thereto and adapted to move bodily, so that the whistle orifice may move into and out of communication with the opening of the blower D.

H is an insulated wire leading from the trol-

ley, not shown. The lower end of this wire is connected to the lower end of the treadle F, and on the depression of the treadle connection is made with the motor. Connection is broken when the treadle rises by means of the spring *b*, and on the removal of the motor-man's foot.

Supposing the car to be in motion and the motor man wishes to give a signal or blow the whistle he places his foot on the foot piece of the treadle and presses it down. In this movement the wire H leading from the trolley is brought in contact with the motor thereby setting the motor in operation which also sets the fan or blower in motion. At the same time the whistle is carried down with the treadle which places the whistle in communication with the blower and thereby a blast is produced, as long as the treadle is kept in this position; but if short blasts are to be sounded the treadle is released by the foot which withdraws the whistle from communication with the blower when the fan may revolve without any sound, and then forced down in rapid succession in which movement the whistle is brought in communication with the blower, and when released cut off therefrom.

I claim as my invention—

1. In combination with a street car, a whistle dependent from a vertically moving treadle combined with a blower or fan in the path of the moving whistle and means whereby the blower or fan is put in operation, substantially as specified.

2. In combination with a street car, a whistle dependent from a vertically moving spring held treadle combined with a fan or blower which is put in operation as the treadle is depressed, substantially as specified.

JOHN M. CHRISTOPHER.

Witnesses:

WILLIAM C. LUDWIG,
B. FRANK KNIGHT.