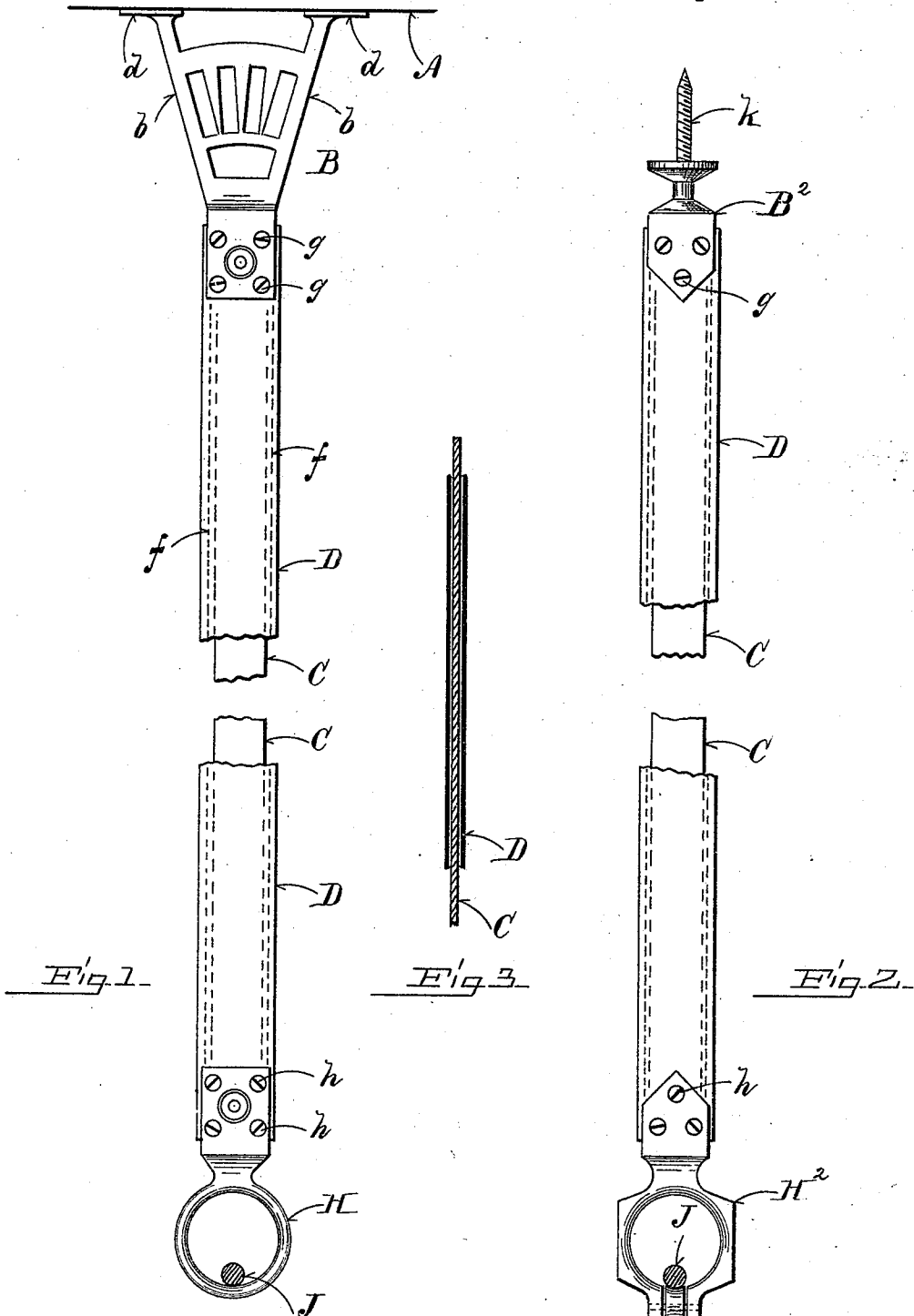


(No Model.)

A. H. MARDEN.
BELL CORD HANGER FOR CARS.

No. 518,787.

Patented Apr. 24, 1894.



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UNITED STATES PATENT OFFICE.

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BELL-CORD HANGER FOR CARS.

SPECIFICATION forming part of Letters Patent No. 518,787, dated April 24, 1894.

Application filed January 5, 1894. Serial No. 495,745. (No model.)

To all whom it may concern:

Be it known that I, ALDIS H. MARDEN, of Waltham, in the county of Middlesex, State of Massachusetts, have invented certain new and useful Improvements in Bell-Cord Hangers for Cars, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an elevation broken away of my improved bell-cord hanger. Fig. 2 is a like view showing an alternative form of bracket; and Fig. 3 a vertical transverse section of the hanger.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

Bell-cords in rail-road cars are ordinarily suspended by hangers which comprise a flexible strap pendent from the center of the monitor roof of the car and which are provided at the lower end with an eye or cord-guard through which said cord is threaded. The movement of the train causes the bell-rope to sway, the flexible straps giving readily. This continual movement breaks the straps near the supporting bracket at the top necessitating frequent replacing. Moreover, the swaying is especially disagreeable to the eye-sight of the passengers and frequently causes the bell-rope to twist and bind rendering it difficult to ring the bell, in addition to the noise which necessarily results from its continual movement. A movement longitudinally of the car is furthermore essential to the proper working of the device.

My invention is designed particularly to overcome the objections noted and to supply a mechanism whereby too lateral sway is avoided while sufficient longitudinal movement is permitted to render the working of the apparatus effective.

In the drawings, A represents the car top and B one form of projection or casting which is secured to said car top and from which the

hanger is pendent. This form has two diverging arms, *b*, at the end of which lips, *d*, project laterally and by which the bracket is attached to the car top by screws. The body of the hanger, C, comprises a flat comparatively thin bar of spring steel which is covered with leather, D, stitched at, *f*, on both sides of the thin bar, C. One end of the bar is secured by rivets, *g*, in the lower end of the bracket, B, so that its breadth is transversely of the car. To the lower end of the bar an eye or bell-cord loop, H, is secured by rivets, *h*, the cord, J, running freely through said eyes.

In Fig. 2 the bracket, B, is substituted by a similar bracket, B², to which the leather-covered bar, C, is secured by rivets, *g*, in like manner, said bracket being provided centrally with a screw, *k*, which is turned into the top of the car. The eye or guide, H², is provided with a friction pulley, *x*, from which the cord runs. In every respect the hanger is of the same construction as shown in Fig. 1. These hangers are employed in series in the same manner as the ordinary form described. The bar, C, is rigid so far as lateral movement is concerned preventing the disagreeable noise resulting from such movement and holding the cord substantially in the line of travel of the car. The flexibility of the spring bar permits the hangers to sway longitudinally of the car sufficiently for practical purposes. This construction of hanger is far more durable than when the plain leather strap is employed and results in a far more efficient article.

Having thus explained my invention, what I claim is—

A bell-cord hanger comprising a bracket attachable to the car top; the flat bar of spring metal, C, pendent from said bracket with its breadth arranged transversely of the car and a cord guide secured to the lower end of said bar.

ALDIS H. MARDEN.

Witnesses:

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