

R. BERRENBURG.
POWER WHISTLE.
APPLICATION FILED JULY 15, 1908.

1,038,074.

Patented Sept. 10, 1912

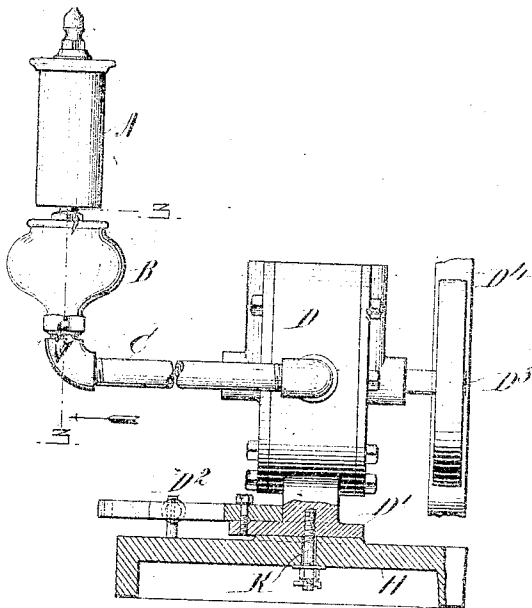


FIG. 1.

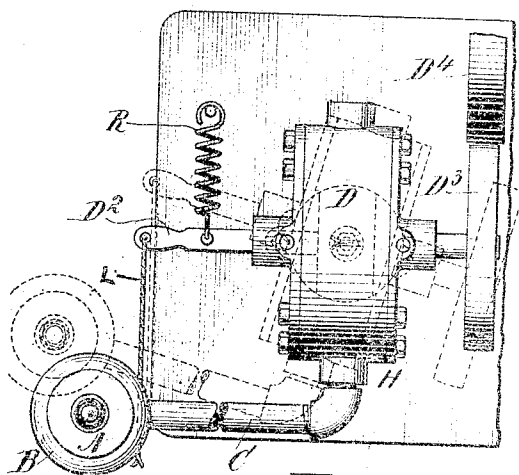


FIG. 2.

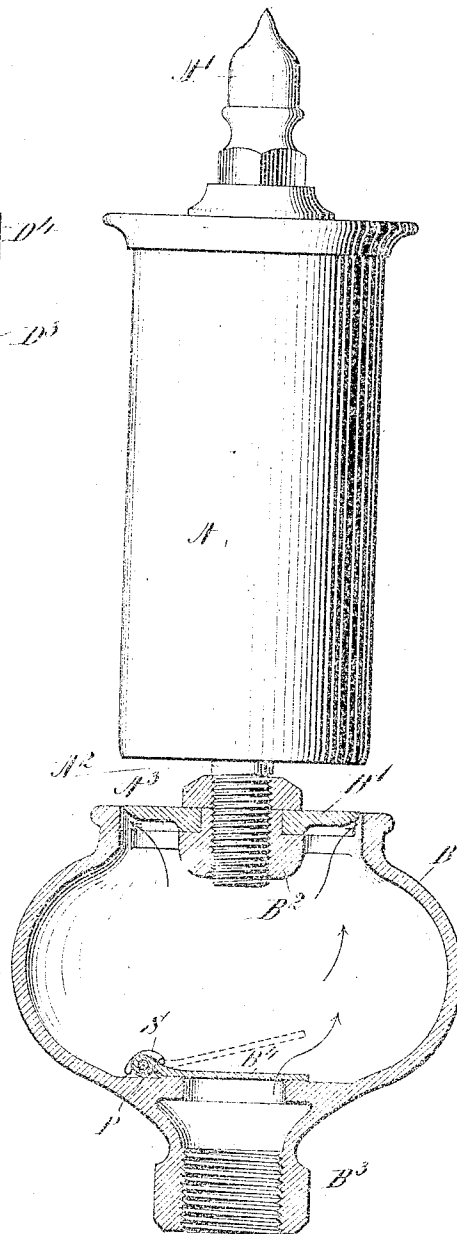


FIG. 3.

WITNESSES

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POWER-WHISTLE.

1,038,074.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, REINOLD BERRENBERG, a citizen of the United States, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Power-Whistles, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to that class of whistles which are operated by power, and particularly to whistles that are used on automobiles, motor boats, and the like.

The object of the invention is to so make the whistle and its operating connections that it may be located at any point in a boat or other motor driven vehicle and be operated from any convenient point to give a loud, clear blast without variation, as long as may be desired.

To this end the invention comprises a power whistle connected to a rotary air-compressor having a driving pulley which is adapted to be brought into contact with the fly-wheel of the engine which propels the boat or vehicle.

The invention will be clearly understood from the following detailed description and an inspection of the accompanying drawings, in which—

Figure 1 is a view of the invention partly in elevation and partly in vertical section; Fig. 2 is a plan of the same; and Fig. 3 is a view of the whistle proper, partly in elevation and partly in vertical section.

As shown in the drawings the whistle comprises a bell-part A which is attached to an air-chamber B by a screw bolt A¹, A², which has a collar or stop nut A³ to press against the diaphragm or circular plate B¹ and hold it firmly against the boss B², the said boss B² being attached by radial arms to the upper part of the air-chamber B. The above described parts, except the chamber, are common and need not be further referred to.

The air-chamber B (see Fig. 3,) is attached by the hollow base B³ to the air-supply pipe C to cause the more complete mixture of the currents of the inrushing air. There is a light hinged valve which swings on a pintle P and is held to its seat by slight pressure exerted by a spring S. The function of this valve is to cause the inrushing air to distribute its currents in all

directions, as indicated by the arrows, within the chamber B so that the pressure at the escape opening around the plate B¹ will be nearly equal for all parts of the opening, and thus secure an even, clear tone, irrespective of the jar or agitation due to the motion of the vehicle to which the whistle is attached.

The improved mechanism for causing the whistle to sound comprises a rotary air-compressor D, attached by a pipe C to the air chamber B of the whistle, and mounted upon a base piece D¹, which is connected by a swivel pin K to the base H. The shaft of the air-compressor is provided with a driving pulley D³, which is adapted to be brought into contact with the fly-wheel D⁴ of the engine which propels the boat or vehicle. A hand lever D² is connected with the base piece D¹ so that the compressor may be swung from the dotted line position (see Fig. 2) to the full line position, to bring the driving pulley D³ into contact with the fly-wheel D⁴ to give motion to the rotary compressor-pistons and furnish a large supply of air under pressure to the whistle, thus causing the latter to sound with a loud, clear blast.

As indicated by the broken pipe C, the whistle may be located at any convenient point in the boat, and for this purpose a flexible hose pipe is usually supplied, or the whistle may be connected directly to the compressor and move therewith. A pressure of twenty pounds per square inch and upward can be readily produced by the compressor, so that the distance of the whistle from the compressor has no effect to lessen the tone. The pull for operating the hand lever D² may also be located at any point in the boat and connected to the lever by a cord L.

A spring R is attached to the hand lever D² and tends to rotate the compressor into the dotted line position to separate the driving pulley D³ from the fly-wheel D⁴. By pulling the hand lever so that the parts occupy the full line position, the whistle will be sounded as long as desired, and when the handle is released it is automatically swung into the dotted line position by the spring R.

By the use of a rotary air-compressor driven by the fly-wheel of the engine, a powerful blast of air is supplied to the whistle,

irrespective of its location or distance from the engine. The blast can be maintained as long as desired and can be heard a great distance. There is no variation or falling off in the tone as with systems employing tanks of compressed air.

While I have illustrated and described a preferred embodiment of the invention, I am aware that many modifications can be made therein by any person skilled in the art without departing from the scope of the invention as expressed in the claims. Therefore I do not wish to be limited to all the details of construction shown and described, but

What I claim is:—

1. A signaling device, comprising a base, a rotary air compressor pivotally mounted on said base and having a driving pulley, a power whistle connected to said air compressor, and a lever arranged to swing the air compressor about its pivot to bring its pulley into driving relation with a power operated wheel.

2. The combination with the fly-wheel of an engine, of a base, a rotary air-compressor pivotally mounted on the base and having a driving pulley, a power whistle connected to and movable with the compressor, and a lever by which the air-compressor can be turned about its pivot to bring the driving

pulley of the compressor into contact with the fly-wheel of the engine.

3. The combination, with the fly-wheel of an engine, of a base, a rotary air-compressor pivotally mounted on the base and having a driving pulley, a power whistle, means for connecting the compressor with the whistle, a lever by which the air-compressor can be turned about its pivot to bring the driving pulley of the compressor into contact with the fly-wheel of the engine, and means for automatically freeing the driving pulley from the fly-wheel when the lever is released.

4. In a signaling device, the combination of a base, a rotary air-compressor pivotally mounted on the base and having a driving pulley, and a lever by which the air-compressor can be turned about its pivot to swing the driving pulley in a plane substantially parallel to said base, and a power whistle connected to said air compressor.

In testimony whereof, I have signed my name to this specification in the presence of two subscribing witnesses, on this 3rd day of July, A. D. 1908.

REINOLD BERRENBURG.

Witnesses:

FRANK G. PARKER,
JOHN BUCKLER.