

(No Model.)

C. H. WHITE.
GONG FOR STREET CARS.

No. 271,176.

Patented Jan. 23, 1883.

Fig. 2

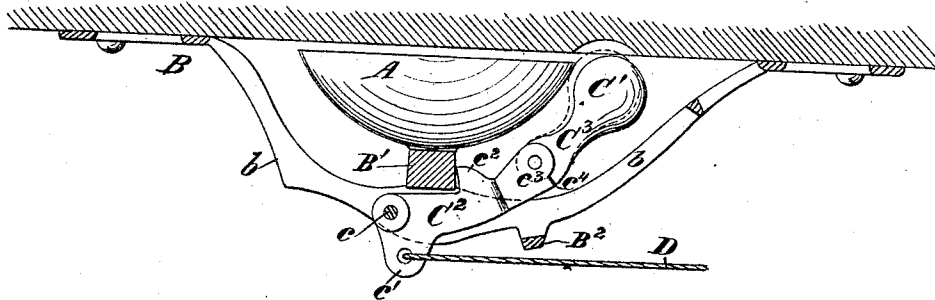


Fig. 1.

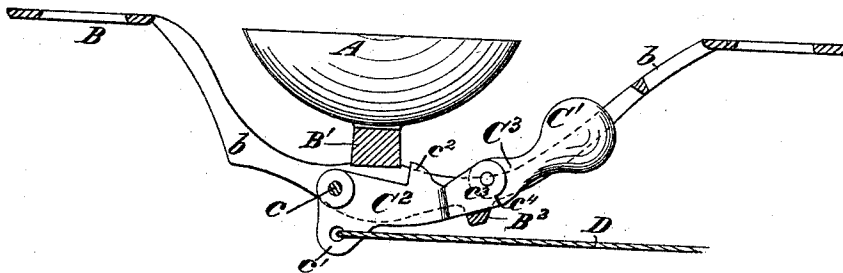
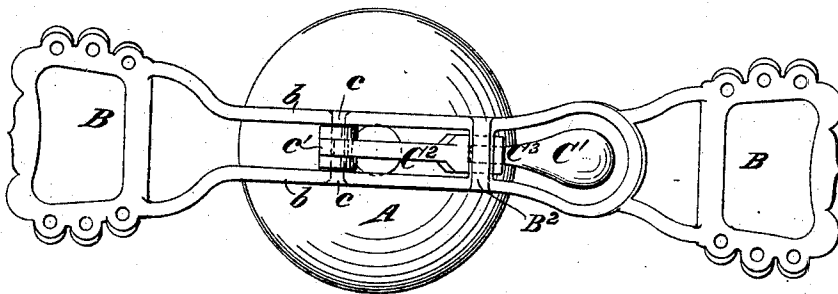


Fig. 3.



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GONG FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 271,176, dated January 23, 1883.

Application filed October 27, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. WHITE, a citizen of the United States, residing in the city, county, and State of New York, have invented new and useful Improvements in Gongs for Street-Cars, &c., of which the following is a specification.

My invention relates to improvements in gongs, particularly applicable for use on street-cars and for analogous purposes.

According to my invention, I form the hammer shank or shaft in two sections pivoted or hinged together, each section being of short length, thereby avoiding the liability to bend, which is so common with the long hammer-shanks formed in one piece of the gongs in common use. One-half of the shank or shaft is pivoted to the gong-frame, and provided with the necessary extension or arm for the application of the operating cord or strap. This half is also provided with a stop or projection adapted to come against the main cross-piece of the frame, on which the gong-post is supported, thereby stopping the upward motion of the first half of the shank or shaft, while the second or hammer half of the shank or shaft, which is pivoted to the first half by means of a stop-hinge connection, continues to move by its momentum and strikes the gong. The frame or support is provided with an integral and rigid transverse rest adapted to support the shank or shaft when not in use, and also to take the greater portion of the strain off the pivot on which the shank turns.

The object of my invention is to simplify the construction of the parts, while at the same time they are rendered more durable and effective.

The accompanying drawings form part of this specification, and illustrate what I consider the best means of carrying out my invention.

Referring to the drawings, Figure 1 is a side view of a gong and frame with my improvements applied thereto, partly in section, the working parts being shown in a position of rest. Fig. 2 is a similar view with the parts represented in the position of action. Fig. 3 is an under side view of the device complete.

In each of the views similar letters of reference are employed to indicate corresponding parts wherever they occur.

A represents the gong, and B the gong frame or support, which is provided with side bars or arms, *b b*, for the support of the operating parts, and is otherwise of ordinary construction, except that it is provided with the integral rigid cross-bar *B²*, which will be hereinafter more fully described.

C² C³ is the hammer-shank, and *C'* the hammer-head. The hammer-shank is formed in two parts, *C² C³*, the part *C²* being pivoted on a pin or stud, *c*, supported in the bars *b b* of the frame B, and formed with the necessary extension or arm, *c'*, for the attachment of the operating cord or strap D, as will be well understood. The half *C²* is also provided with a stop or projection, *c²*, adapted to come against the cross-piece *B'* of the frame B, upon which the post of the gong A is supported when the hammer-shank and hammer are impelled upward by the action of the conductor or other person pulling suddenly on the rope or strap D, as hereinafter more fully explained. The second or hammer half, *C³*, of the shank is pivoted to the first half, *C²*, by means of a hinge, *c³*, provided with a stop, *c⁴*, at the joint, as shown at Figs. 1 and 2. The frame or support B is provided with a transverse rest, *B²*, adapted to support the shank *C²* and hammer *C'* when not in use, and also to reduce the strain on the pivot *c* caused by the constant use of the gong and also by the vibrations of the shank and hammer occasioned by the motion of the car.

The operation of the device is as follows: The parts being in the position shown by Fig. 1, the cord or strap D is pulled upon sharply in the usual manner, thereby causing the hammer-shaft and hammer-head *C'* to be thrown upward, as indicated by Fig. 2. The stop *c²* comes against the cross-piece *B'*, thereby stopping the further motion of the half *C²* of the shank. The other half, *C³*, will, however, by its own momentum and that of the hammer-head, be carried upward to the position shown by dotted lines in Fig. 2, so as to strike the gong. Having struck the gong, it will immediately fall back to the position shown by full lines in Fig. 2, clear of the gong A, thereby avoiding all clinging or sticking of the hammer to the gong and the consequent danger of cracking the same by reason of the hammer stopping the vibration of the gong. Immediately the pressure on the

cord or strap is removed the shank and hammer will fall into the position shown by Fig. 1, with the section C² of the shank resting on the transverse rest B², the force of the return-stroke of the shank C² being mostly received by the transverse rest B², thereby greatly saving the wear and tear on the pin c.

By my peculiar construction and arrangement of the parts the great inconvenience of the bending of the hammer-shafts of gongs of this description is entirely prevented, and, in addition, the danger of fracturing the gong is avoided by reason of the hammer at no time being held rigidly against the gong, while, on the other hand, it falls away from the gong immediately it has struck the same, thereby allowing of its free vibration.

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

1. In a gong for street-cars or other similar purposes, a pivoted hammer-shaft formed in two sections or parts hinged together, one section or part being provided with a projecting stop adapted to come against a fixed portion of the frame to stop its motion, the second section or part being free to continue its motion to strike the gong, substantially as shown and described.

2. In a gong for street-cars and other similar purposes, the combination, with the gong A and framing B, provided with the rigid cross-bars B' B², of the pivoted divided and hinged shank C² C³, hammer C', and stop c², substantially as and for the purpose described.

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