

P. J. MEAHL.
ALARM DEVICE.
APPLICATION FILED JUNE 12, 1912.

1,053,524.

Patented Feb. 18, 1913.

Fig. 1.

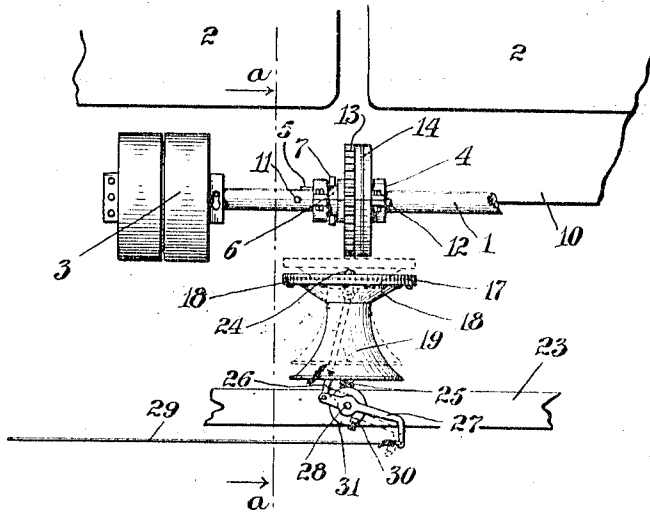


Fig. 2.

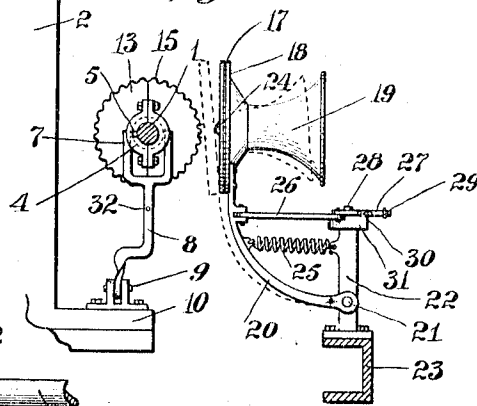


Fig. 3.

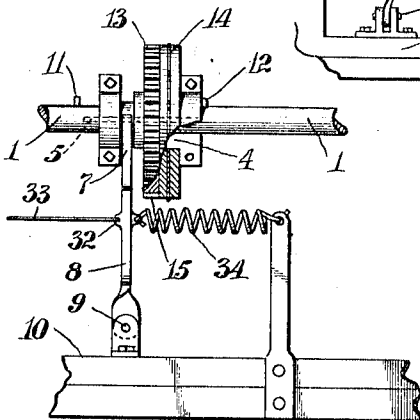
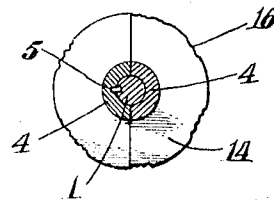


Fig. 4.



Attest:

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by *Oscar F. Lutz* his Atty.

UNITED STATES PATENT OFFICE.

PHILIP JACOB MEAHL, OF SUMMIT, NEW JERSEY, ASSIGNOR OF ONE-HALF TO GEORGE B. KELLY, OF JAMAICA PLAIN, MASSACHUSETTS.

ALARM DEVICE.

1,053,524.

Specification of Letters Patent.

Patented Feb. 18, 1913.

Application filed June 12, 1912. Serial No. 703,165.

To all whom it may concern:

Be it known that I, PHILIP J. MEAHL, a citizen of the United States, and a resident of Summit, in the county of Summit and State of New Jersey, have invented certain new and useful Improvements in Alarm Devices, of which the following is a specification.

This invention relates to alarm devices for vehicles, particularly to alarm devices for automobiles or like motor propelled vehicles.

The object of my invention is to provide a new and improved alarm device for the purposes above stated, which is simple in construction, derives the power for operating it from the motor of the vehicle, and can easily be adjusted to give an alarm or signal when required and may also be readily adjusted to give alarms of different characters.

In the accompanying drawings in which like letters of reference indicate like parts, in all the figures: Figure 1 is a plan view of my improved vehicle alarm device and part of the vehicle on which it is applied. Fig. 2 is a vertical transverse sectional view on the line *a-a* of Fig. 1. Fig. 3 is an elevation of part of the same, parts being broken away. Fig. 4 is a side view of one of the disks for operating the alarm.

The shaft 1 is driven in any suitable well known manner from the motor of a motor driven vehicle, part of which motor is shown at 2 and this shaft 1 serves to drive the magneto electric spark producer 3 of any well known type, the pump, etc., in any well known manner. A sleeve 4, which preferably is a split sleeve, is mounted on the shaft 1 in such manner as to adapt it to slide on said shaft 1 in the direction of the length of the shaft and by means of a key 5 on the shaft the sliding sleeve is compelled to rotate with the shaft. This sleeve is provided with a circumferential groove 6 for receiving the prongs 7 of the forked end of a lever 8 pivoted at 9 to some suitable part of the frame of the vehicle as at 10 so that by moving said lever the sleeve 4 can be shifted in the direction of its length to the left until stopped by the pin 11 on the shaft 1 or to the right until stopped by the pin 12 on the shaft 1.

One or more split disks 13 or 14 can be clamped on the sleeve 4. As shown in Fig.

2 the wheel 13 is provided at its rim with uniform teeth 15 and as shown in Fig. 4 the wheel 14 may be provided at its rim with projections 16 produced in the manner of projections in a phonograph or talking machine record.

A diaphragm 17 is secured in a diaphragm holder 18 terminating in a horn 19 and said diaphragm holder is secured to the upper end of a lever 20 pivoted at 21 to a standard 22 secured on the part 23 of the frame of the machine thus permitting the diaphragm holder 18 and its horn to be moved toward and from the rims of the disks 13 and 14. The diaphragm is provided at its exposed inner face with a stud or button 24 on which the projections of the disk 13 or 14 can act. A spring 25 attached to the lever 20 and to the standard 22 serves to hold the button 24 on the diaphragm away from the rims of the disks 13 or 14. The lever 20 is connected by a pivoted link 26 with one end of an elbow lever 27 pivoted at 28 on the standard 22 or any other suitable part of the machine, which elbow lever is connected with a wire cord or chain 29 reaching to the driver's seat so that when said wire or chain 29 is pulled lengthwise the elbow lever 27 is moved in such a manner as to move the diaphragm holder against the tension of the spring 25 sufficiently to bring the projection 24 on the diaphragm in contact with the toothed rims of the disk 13 or 14. To prevent moving the lever 27 to such an extent as to press the button 24 too firmly against the rim of the disk 13 or 14 a stop projection 30 is provided on the head 31 which checks the lever 27 when the diaphragm holder has been brought into proper position, as shown in dotted lines, in Fig. 2. The lever 20 is connected at 32 with a cord or chain 33 which extends up to the driver's seat for moving the sliding sleeve 4 in opposition to the spring 34.

Normally the spring 34 holds the lever 8 in such position that the stud or button 24 on the diaphragm is opposite the rim of the tooth disk 13 but not in contact therewith. When the signal is to be given the operator pulls the cord 29 whereby the diaphragm holder is moved toward the rim of the disk 13 to such an extent that the teeth on the disk 13 can act on the button 24 and vibrate

the diaphragm for such length of time as the diaphragm holder is held in the position shown in dotted lines in Fig. 2. The greater the speed of the machine the higher will be the pitch of the sound produced, as the number of vibrations of the diaphragm increases with the speed of rotation of the shaft 1. If the operator wishes to give a different signal the cord 33 is pulled so as to move the sleeve 4 against the tension of the spring 34 to the left so that the projections on the disk 14 now act upon the stud 24 of the diaphragm whenever the cord 29 is pulled to bring the button or stud 24 within the field of rotation of the rim of the disk 14.

Having described my invention what I claim as new and desire to secure by Letters Patent is:—

1. In a motor driven vehicle, the combination with a driven shaft, of a toothed disk on the shaft, a diaphragm, a projection on the diaphragm, a diaphragm holder, means for moving the diaphragm holder and diaphragm toward the said disk, means for bringing said diaphragm and toothed disk into operative engagement, and means for normally holding the diaphragm and

toothed disk out of such engagement, substantially as set forth.

2. In a motor driven vehicle, the combination with a driven shaft, of a plurality of disks on the shaft, said disks having projections, a diaphragm holder, a diaphragm held in said holder, and means for bringing said diaphragm and either of the disks into operative engagement, substantially as set forth.

3. In a motor driven vehicle, the combination with a driven shaft, of a plurality of disks on the shaft, said disks having projections, a diaphragm holder, a diaphragm held in said holder, means for bringing said diaphragm into position for operative engagement with either of said disks on the shaft, and means for shifting said disks lengthwise on the shaft carrying and driving them, substantially as set forth.

Signed at New York city, in the county of New York and State of New York this 15 day of April A. D. 1912.

PHILIP JACOB MEAHL.

Witnesses:

R. G. BREEN,

M. E. McMINCH.