

S. L. COVELL.

Bell Pull.

No. 66,801.

Patented July 16, 1867.

FIG. 1

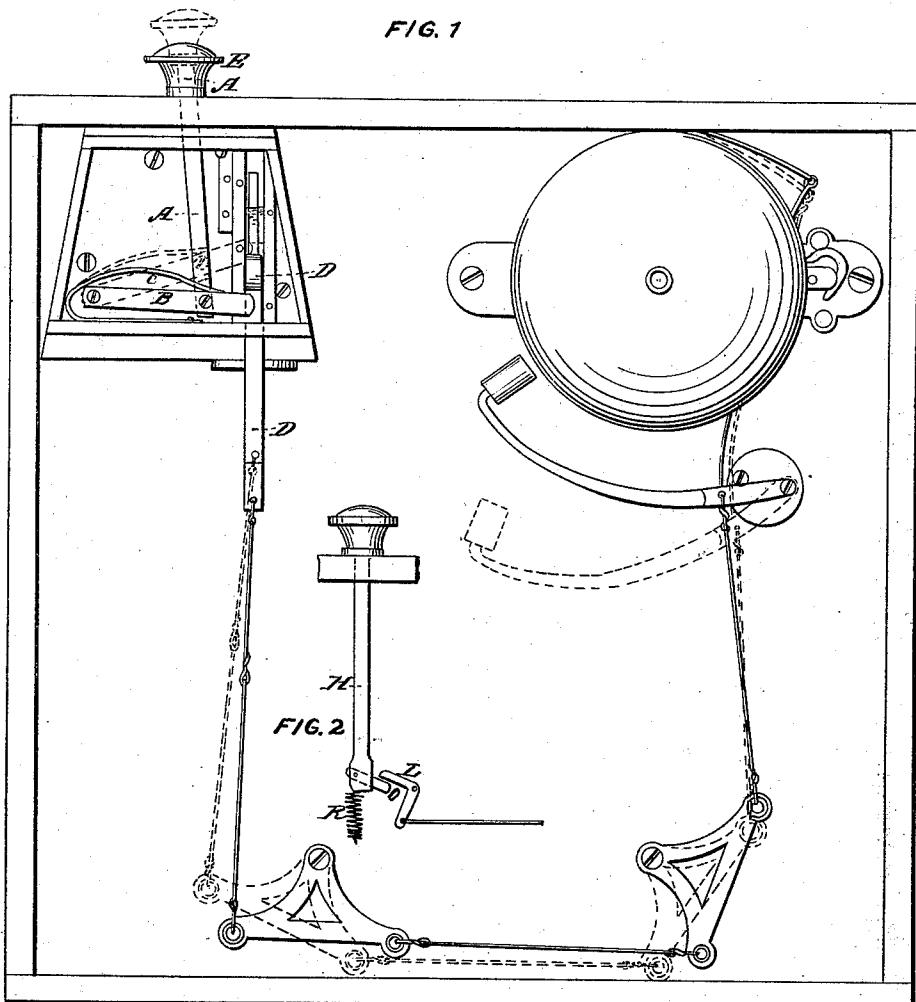
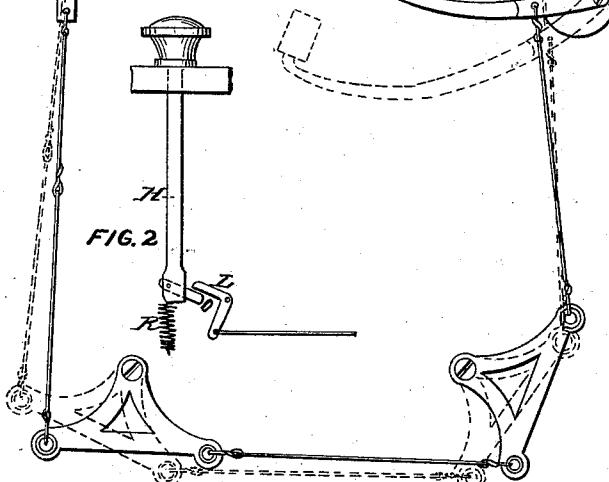


FIG. 2



WITNESSES:

Asa D. Bradish
Robert Dodge

INVENTOR:

Silas L. Covell
by his attorney
Geo. W. M. Lillie

United States Patent Office.

SILAS L. COVELL, OF TROY, NEW YORK.

Letters Patent No. 66,801, dated July 16, 1867.

IMPROVEMENT IN THE CONSTRUCTION OF BELL-PULLS AND TRIPS.

The Schedule referred to in these Letters Patent and making part of the same.

Be it known that I, SILAS L. COVELL, of the city of Troy, county of Rensselaer, and State of New York, have invented a new and improved Mode of Constructing Bell-Pulls and Trips, by means of which gongs or bells are struck or rung; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in constructing the trip, by which the hammer of the bell or gong is drawn back and then allowed suddenly to become disengaged and thrown against the bell or gong at or near the pull, instead of at or near the bell or gong as ordinarily constructed.

For the purpose of enabling others skilled in the art to make and use my invention, I will proceed to describe the construction and operation of the same, reference being had to the accompanying drawings and the letters of reference marked thereon, which make a part of this specification.

I put the arm A of the bell-knob through the jamb or casings of the door, or through the floor of the pilot-house of vessels in the usual manner, and then connect this arm with the trip B, which is constructed in or behind the jamb or casings of the door, or above or in or below the floor of the pilot-house of vessels, and as near to the bell-knob as practicable. This trip B works in the catch D, to which the bell-wire is attached. The trip B and the catch D are placed at such points that when the arm of the bell-knob is drawn out to a certain point, say the point E, the trip B slips off from the catch D, and the catch thus becoming suddenly disengaged from the power or resistance, the hammer of the gong or bell, which is connected by wire and elbows to the catch D in the usual manner, is suddenly thrown back against the gong or bell by the recoil of the catch and wire, aided by the usual spring at the hammer of the gong or bell. The trip is carried back to its proper place by the spring C working against it, which carries it over and behind the catch D. Or it may be constructed as follows, (see fig. 2.) On the end of the arm, which is part of the bell-knob and passes the casings, &c., I make a slot and insert therein the trip held by a pin. I make the fulcrum of the trip so far above the centre that the trip will readily fall back to its proper place as soon as it is disengaged from the catch. The arm A is drawn back to its place by a spiral spring, C, attached to the arm A and to some stationary point at the proper place. After the trip B passes the catch D and becomes disengaged, the spring draws back the arm and the trip B sinks into the slot cut in the end of the arm as the trip passes back over the catch D, and then readily drops to its proper place.

The principal reason for the failure of gongs and bells to ring when the bell-pull is drawn, as now constructed, is that the trip is so far from the bell-pull (being at the gong or bell) that with the usual slack of the wire from the pull to the trip, the trip is not disengaged from the catch so as to allow the hammer to strike the gong or bell. Engineers on steamers frequently commit errors by reason of the failure of the gong or bell to ring when the pull is drawn by the pilot or other proper officer, resulting in great damage to vessels, and sometimes in loss of life.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination of the arm A with the trip B, spring C, and catch D, constructed and operating substantially in the manner and for the purpose herein described

Witnesses:

C. E. DAVENPORT,
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SILAS L. COVELL.