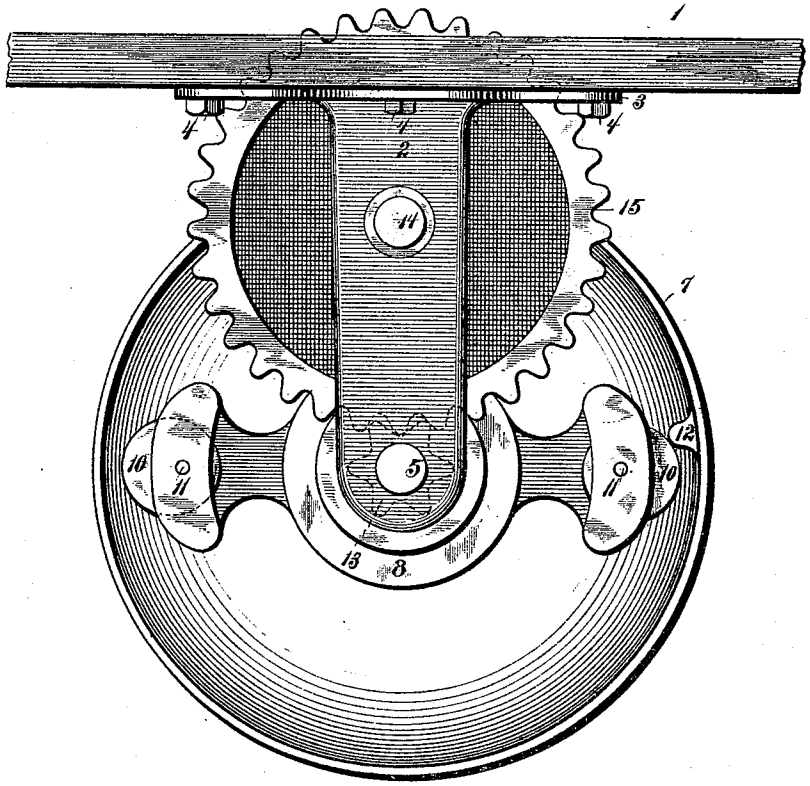
(No Model.) 3 Sheets—Sheet 1.

E. D. ROCKWELL.

BELL.

No. 517,395. Patented Mar. 27, 1894.

Fig. 1.



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(No Model.) 3 Sheets—Sheet 2.

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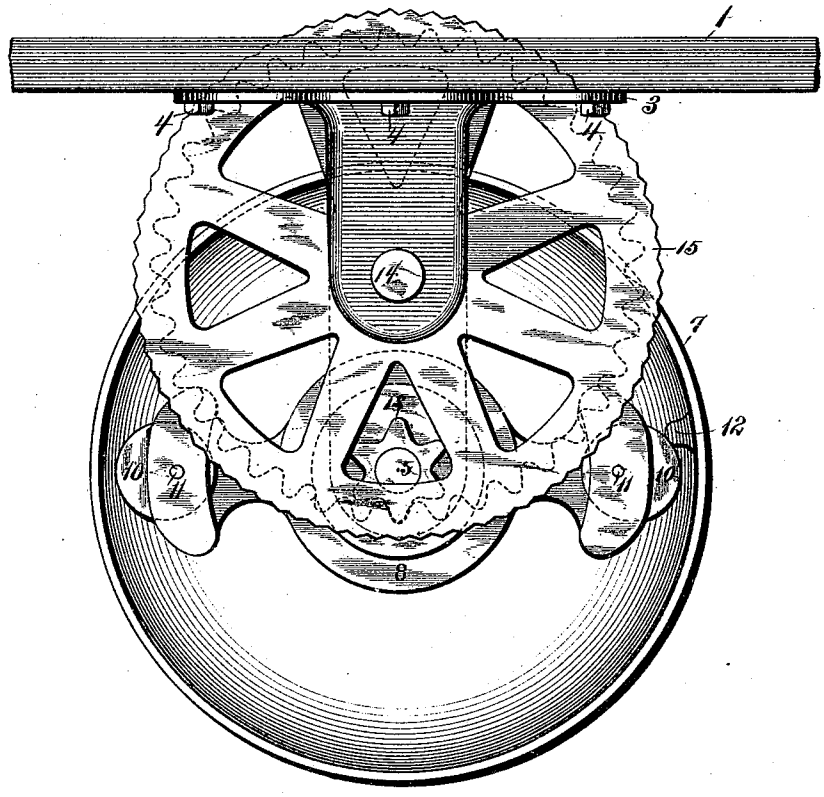
Fig. 2.



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(No Model.) 3 Sheets—Sheet 3.

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Fig. 4.

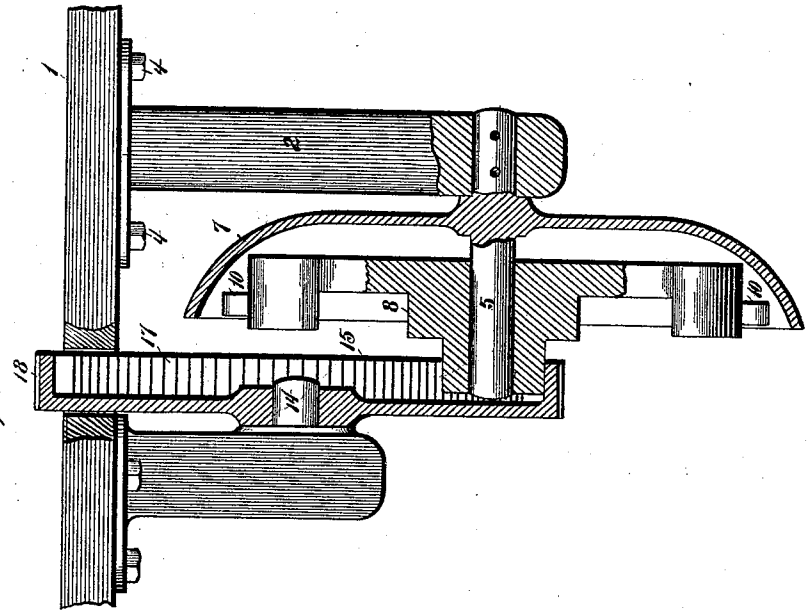
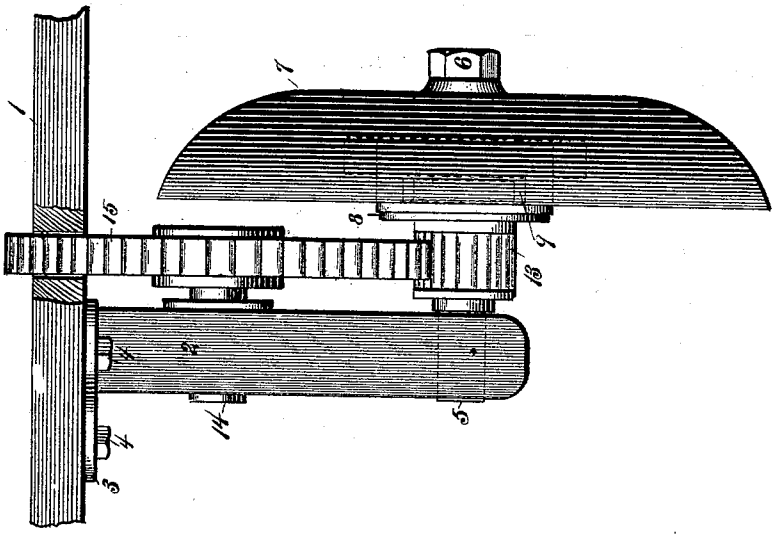


Fig. 3.



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UNITED STATES PATENT OFFICE.

EDWARD DAYTON ROCKWELL, OF BRISTOL, CONNECTICUT, ASSIGNOR TO THE NEW DEPARTURE BELL COMPANY, OF SAME PLACE.

BELL.

SPECIFICATION forming part of Letters Patent No. 517,395, dated March 27, 1894.

Application filed July 6, 1892. Serial No. 439,148. (No model.)

To all whom it may concern:

Be it known that I, EDWARD DAYTON ROCKWELL, of Bristol, county of Hartford, and State of Connecticut, have invented certain new and useful Improvements in Bells, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention is to produce an alarm bell of improved construction that is adapted to be carried upon the under side of a car platform for example, and to be operated from above the platform by the foot of a driver or gripman for example.

In the accompanying drawings, Figure 1 is a side elevation of my bell as attached to the under side of a platform, showing the inside of the gong and the gears of the driving wheel exposed. Fig. 2 is a similar view, showing the gears of the driving wheel on the inside. Fig. 3 is an end view of the mechanism shown in Fig. 1; Fig. 4 a similar view partly in section of that shown in Fig. 2.

Referring to the figures on the drawings, 1 indicates a section of a platform of a car for example. 2 indicates a supporting part or standard projecting downwardly therefrom, and provided with a flange 3, by which it is adapted to be secured to the under side of the platform by bolts 4 or other suitable means.

5 indicates a stud or spindle projecting from the standard and provided with a nut 6 by which a gong 7 may be rigidly secured in place upon it.

8 indicates a striker carrier or revolving frame pivotally carried in operative juxtaposition to the gong, preferably upon the spindle, within the gong, as illustrated in the drawings. The striker carrier is preferably provided with recesses 9 in opposite ends adapted to carry loosely pivoted strikers 10 retained by pins 11. When strikers of this kind are employed the gong should be provided with a lug 12 for receiving the impact from the strikers.

13 indicates a pinion upon the striker carrier, and is preferably cast integrally therewith.

14 indicates a pivot pin projecting from the side of the standard and adapted to revolubly carry a wheel 15 operatively connected with the striker carrier, preferably by cogs meshing with the pinion 13, and extending slightly above the platform a suitable distance, as illustrated in the drawings for example. The cogs of the gear in this relation perform a two-fold office, the one of driving the pinion, and the other of affording resistance to the foot of an operator from above the platform, by which it may be rotated in either direction.

If it is desired to separate the driving surface and the gear surface, a modified form, such as illustrated in Fig. 2 of the drawings may be substituted, in which the gear 15 is shown as having the cogs 17 on its inner surface; while its outer surface, 18, is corrugated, knurled, or roughened in any suitable manner to oppose the desired resistance for the proper operation of the machine.

From the description above given it will appear that the operation is as follows: An operator by giving a forward or backward motion to his foot against the periphery of the wheel 15 upon its roughened or bearing surface will impart motion in one direction or the other to the pinion and drive the striker frame to sound the bell. The sound of the bell will be prolonged by the momentum imparted to the striker frame, so that a slight effort on the part of the operator will be sufficient to give a suitable alarm.

By my invention I produce an alarm bell adapted to be readily operated by the foot of an operator upon a car which is entirely devoid of springs, and whose elements are of such a character as to impart to the bell marked efficiency and durability.

What I claim is—

In a car bell, the combination with the supporting frame, the striker carrier mounted thereon, and the pinion mounted on the carrier shaft, of the cogged wheel, gearing with the pinion and projecting through the car platform whereby motion may be imparted to the gong carrier, substantially as specified.

In testimony of all which I have hereunto subscribed my name.

EDWARD DAYTON ROCKWELL.

Witnesses:
E. B. SPRING,
ROGER S. NEWELL.