

(No Model.)

E. L. STANSBERRY & J. BETTINGER.
ELECTRIC BELL SYSTEM FOR STREET RAILWAYS.

No. 534,485.

Patented Feb. 19, 1895.

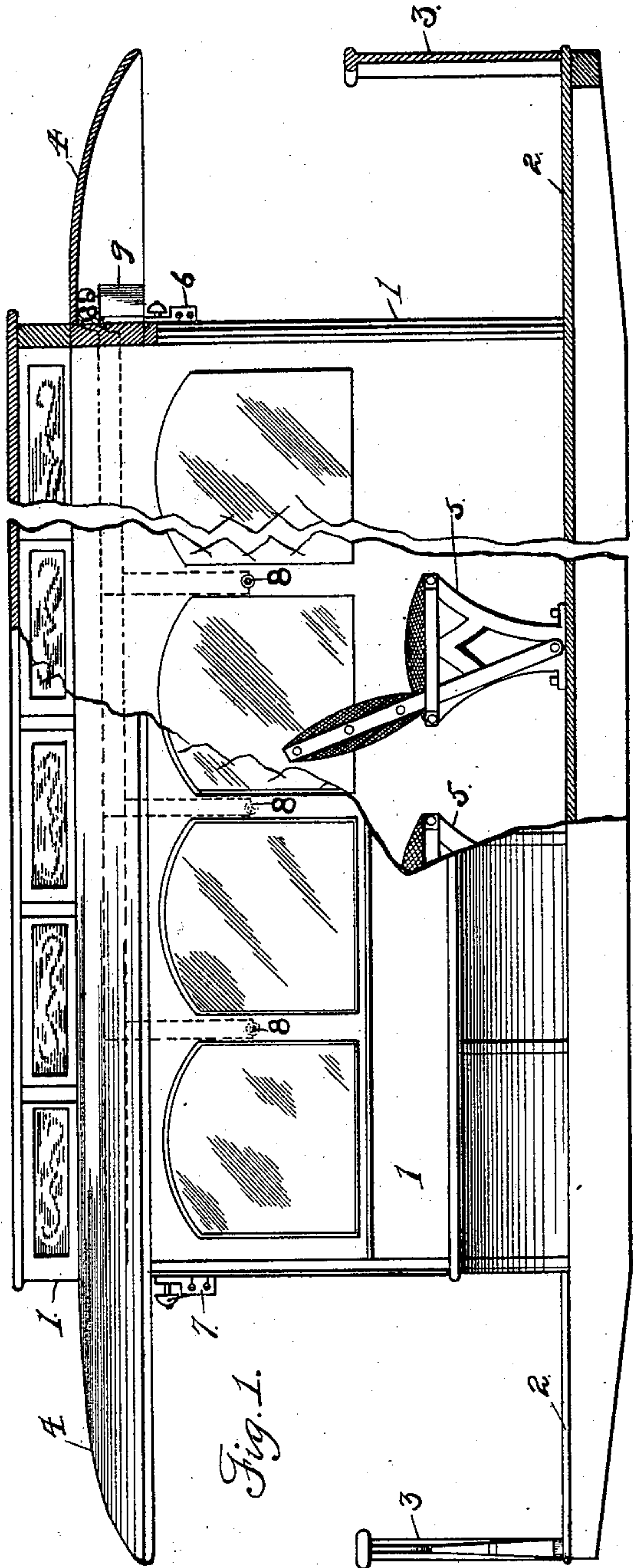


Fig. 1.

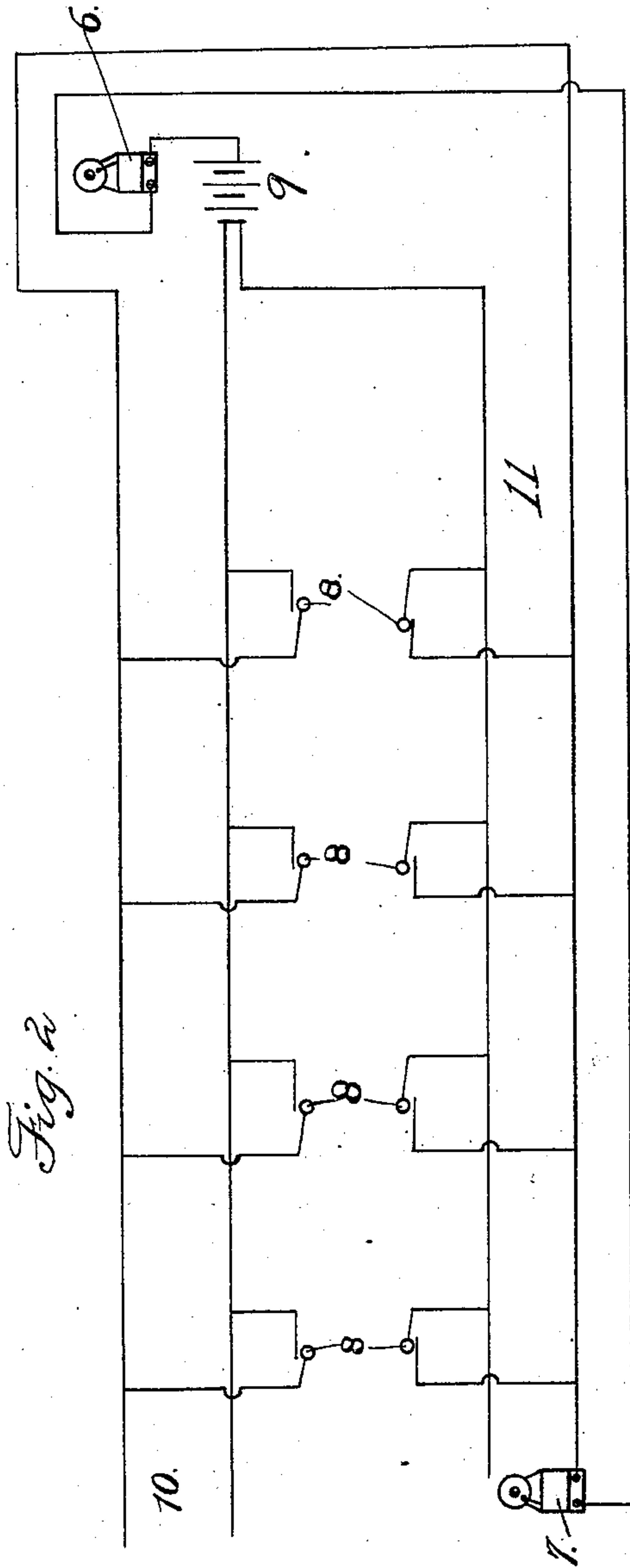


Fig. 2.

Witnesses:

A. W. Blankenmaister,
W. P. Smith,

Inventors:
E. L. Stansberry
and Jacob Bettinger

by Higdon and Higdon & Morgan
Attys.

UNITED STATES PATENT OFFICE.

EDWARD L. STANSBERRY AND JACOB BETTINGER, OF ST. LOUIS, MISSOURI.

ELECTRIC-BELL SYSTEM FOR STREET-RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 534,485, dated February 19, 1895.

Application filed May 7, 1894. Serial No. 510,310. (No model.)

To all whom it may concern:

Be it known that we, EDWARD L. STANSBERRY and JACOB BETTINGER, of the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Electric-Bell Systems for Street-Railways, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

10 Our invention relates to an improved electric bell system for street cars, and consists in the novel construction, combination and arrangement of parts hereinafter specified and designated in the claim.

15 The object of our invention is to provide a car with two electric bells, one at each of its ends, and proper electrical connections whereby the bell at one end of the car may be rung simultaneously with the bell at the opposite end of the car, by any one of a number of passengers while occupying a seat on either side of the car.

25 In the drawings: Figure 1 is a sectional side elevation of portions of a street car having our invention applied thereto. Fig. 2 is a diagrammatic view illustrating the electrical connections on the car.

30 1 indicates any usual style of car, having the common platforms 2, dash-boards 3 and roof 4. Located within said car is a series of the usual seats 5, which are preferably arranged in rows longitudinally of the car, with a row closely adjacent each side of the car.

35 6 indicates an electric bell located at one end of the car, and 7 indicates an additional electric bell located at the opposite end of the car. These bells are of the ordinary construction and therefore need not be described in detail. They are preferably fixed in position 40 adjacent the roof 4 of the car, but on diagonally opposite corners of the car-body, so that one bell is located on one side of the car, while the other bell is located on the opposite side thereof. This is clearly indicated in Fig. 2.

45 8 indicates a series of common push buttons fixed in horizontal alignment oppositely on each side of the car, one closely adjacent each of the seats 5, so that the passengers without moving from their seats may conveniently extend one hand and push a button.

50 9 indicates any common form of battery

which is preferably fixed at one end of the car closely adjacent the bell at that end.

It will be observed that but one battery is made use of, and but one is needed in our improved construction, to ring both bells simultaneously. 55

10 indicates parallel conductors which are fixed along one side of the car and are preferably concealed from view, at a point near 60 the roof of the car, and 11 indicates additional parallel conductors which are similarly arranged and located on the opposite side of the car.

The series of push buttons 8 on one side of 65 the car is connected in multiple with the conductors 10, and the series of push buttons on the opposite side of the car is similarly connected to the conductors 11 upon that side of the car. 70

The conductors upon both sides of the car are connected in multiple with the single battery 9 and with each other, but the bells 6 and 7 are connected in series with the battery and with each other, by any suitable conductors. 75

By our invention it will not be necessary for passengers to jerk a bell-cord with its usual vexations and delays when endeavoring to signal the person in charge of the car, and but a single battery need be kept in order. 80

By providing simultaneously operative bells, one at each end of the car, the person in charge of the car will be almost certain to hear one bell or the other, no matter at which end of the car he may be located, and this we 85 have found avoids vexatious delays.

What we claim is—

The improved electric bell attachment for street cars, comprising the combination with a street car of two parallel conductors 10 arranged along one side of said car and two parallel conductors 11 arranged along the opposite side of the car, a single local battery 9 to one electrode of which like ends of a conductor upon each side of said car are connected, a third conductor located on one side 95 of said car and extending parallel to the first mentioned conductors on the same side of the car, and having one of its ends connected to the opposite electrode of said local battery, 100 two separate electric bells 6 and 7 located one at one end of said car above the platform

thereof, and one at the opposite end of said car above the platform at that end, both of said bells being connected in series with each other with the third parallel conductor upon one side of said car, and with said single local battery, said bells being connected to the electrode of said battery which is opposite that to which said two parallel conductors are connected, and a series of push buttons 8 fixed oppositely on each side of the car, one closely adjacent each of the seats 5, and connected, the push buttons on one side of the car in multiple with two of the parallel conductors on the same side of the car, and the 15 push buttons on the opposite side of the car

connected in multiple with two of the parallel conductors on that side of said car, whereby passengers without moving from their seats may conveniently extend one hand and push the button, and both of said bells will be simultaneously sounded, substantially as herein specified. 20

In testimony whereof we affix our signatures in presence of two witnesses.

EDWARD L. STANSBERRY.
JACOB BETTINGER.

Witnesses:

M. G. IRION,
JNO. C. HIGDON.