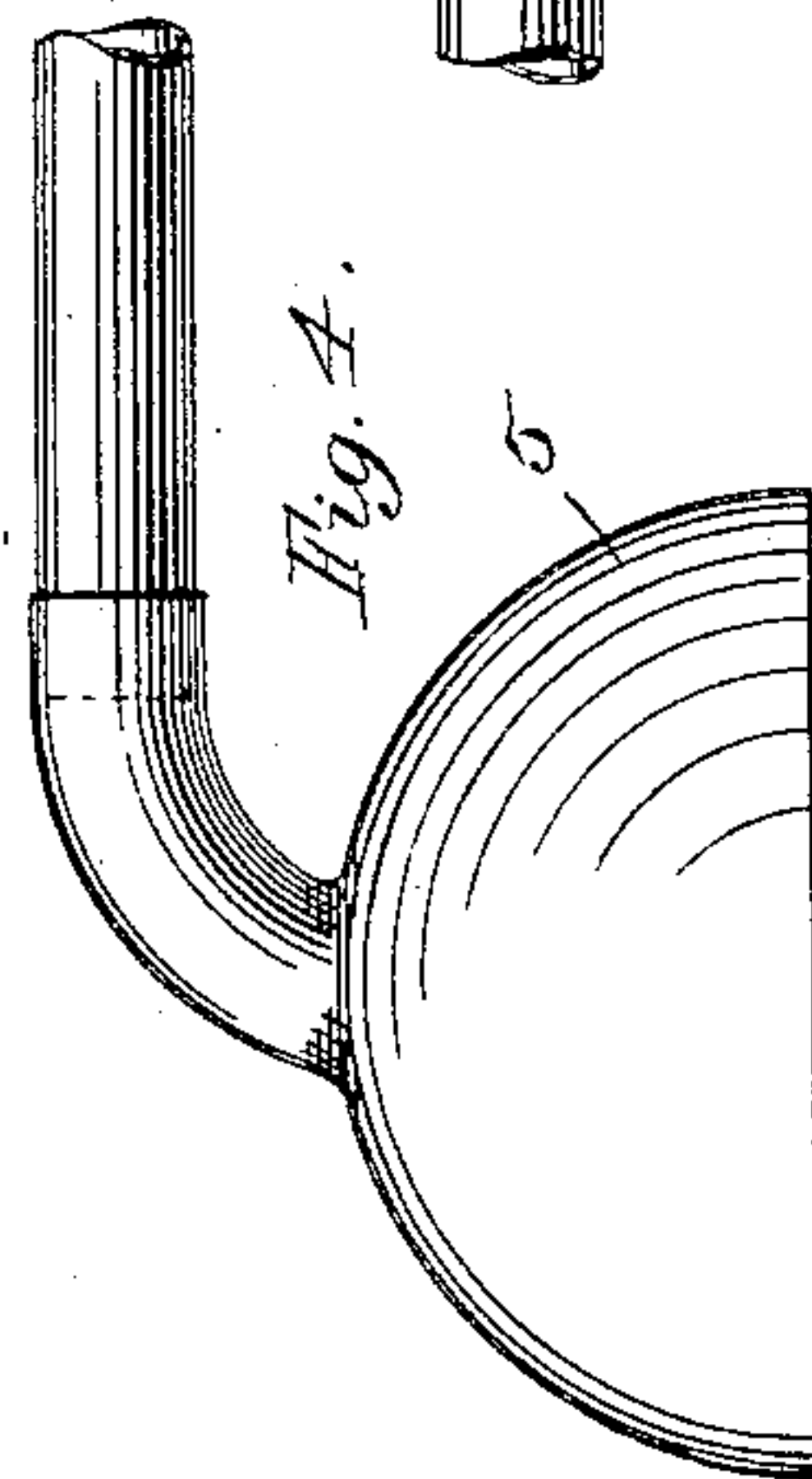
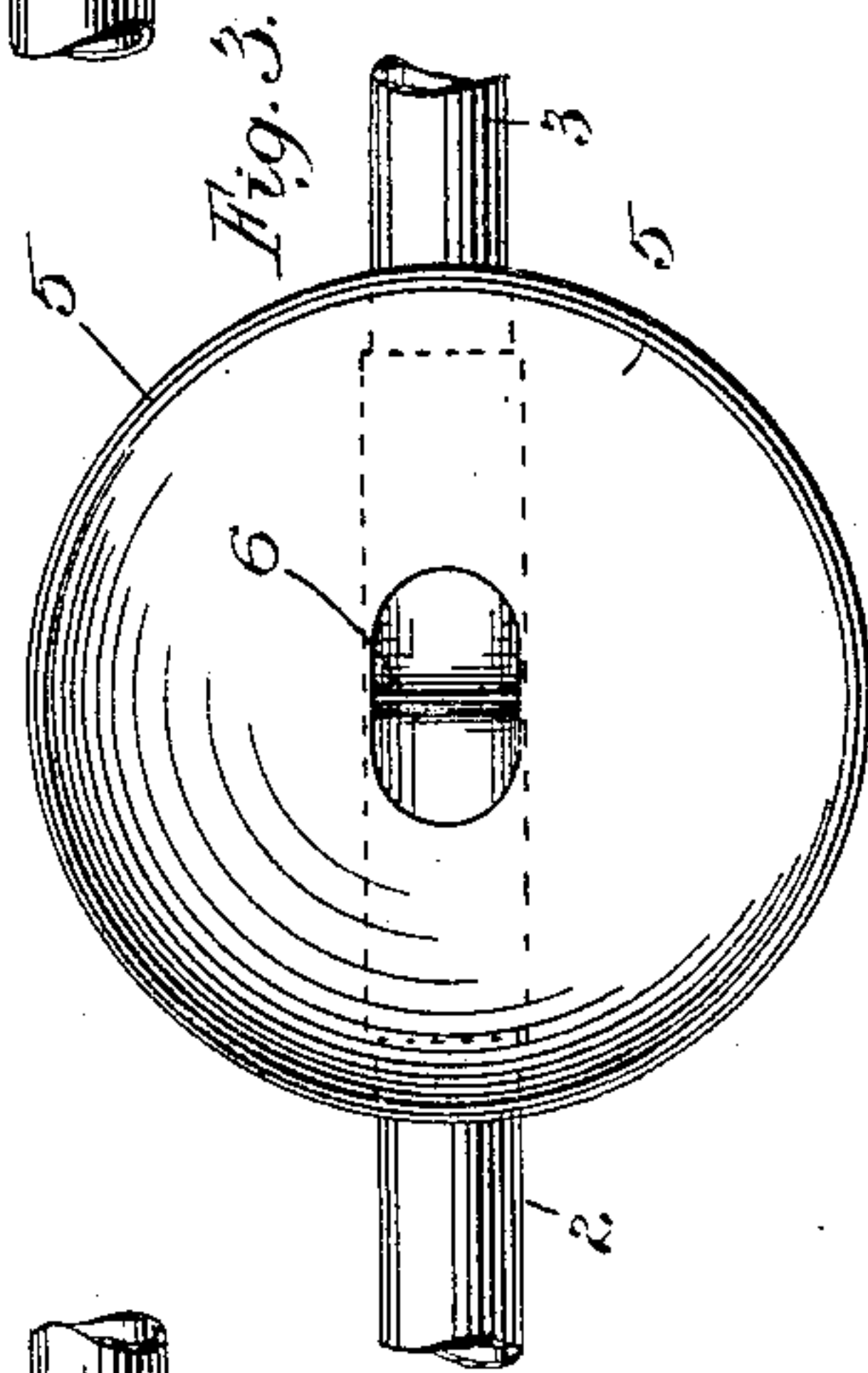
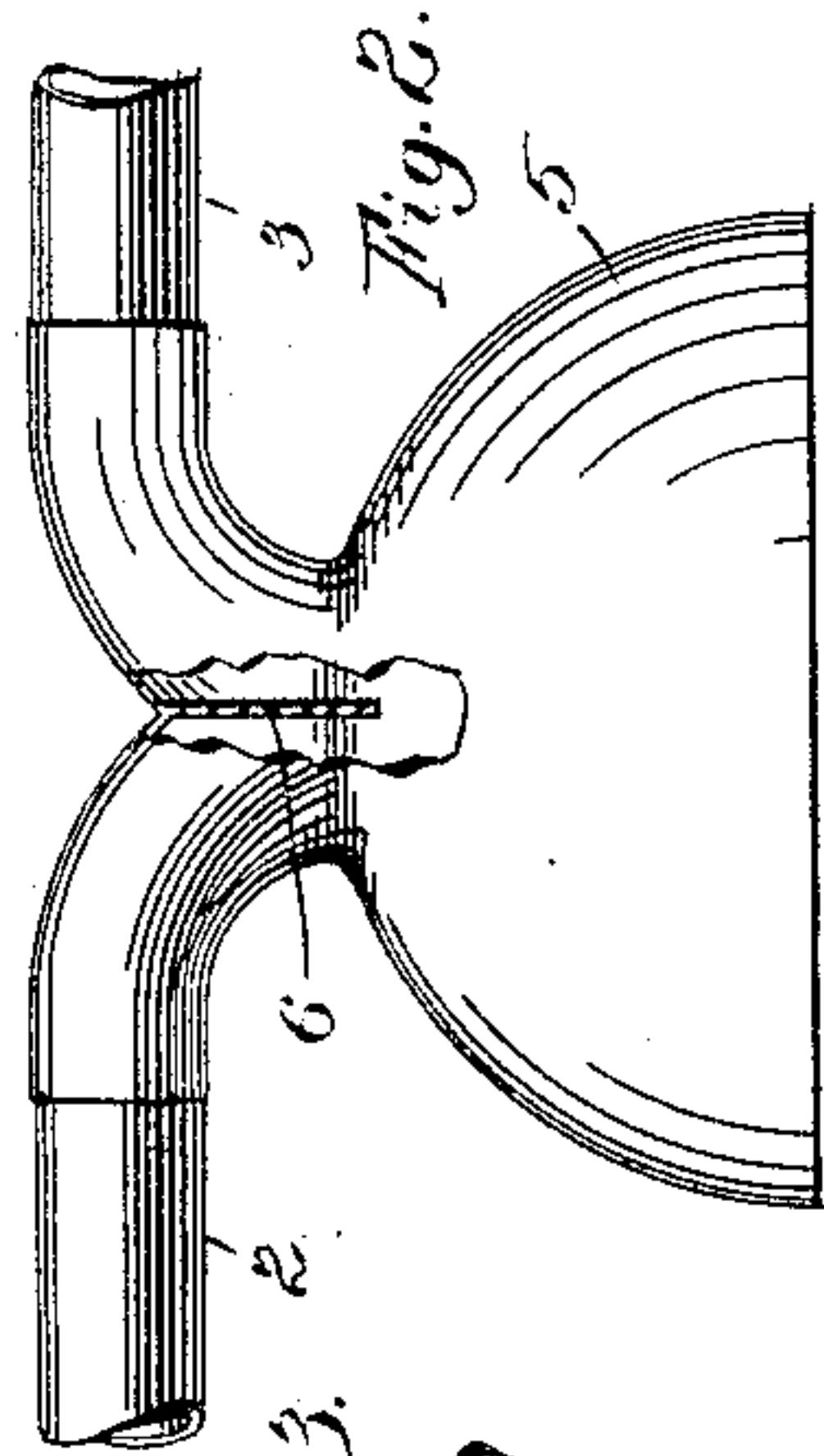
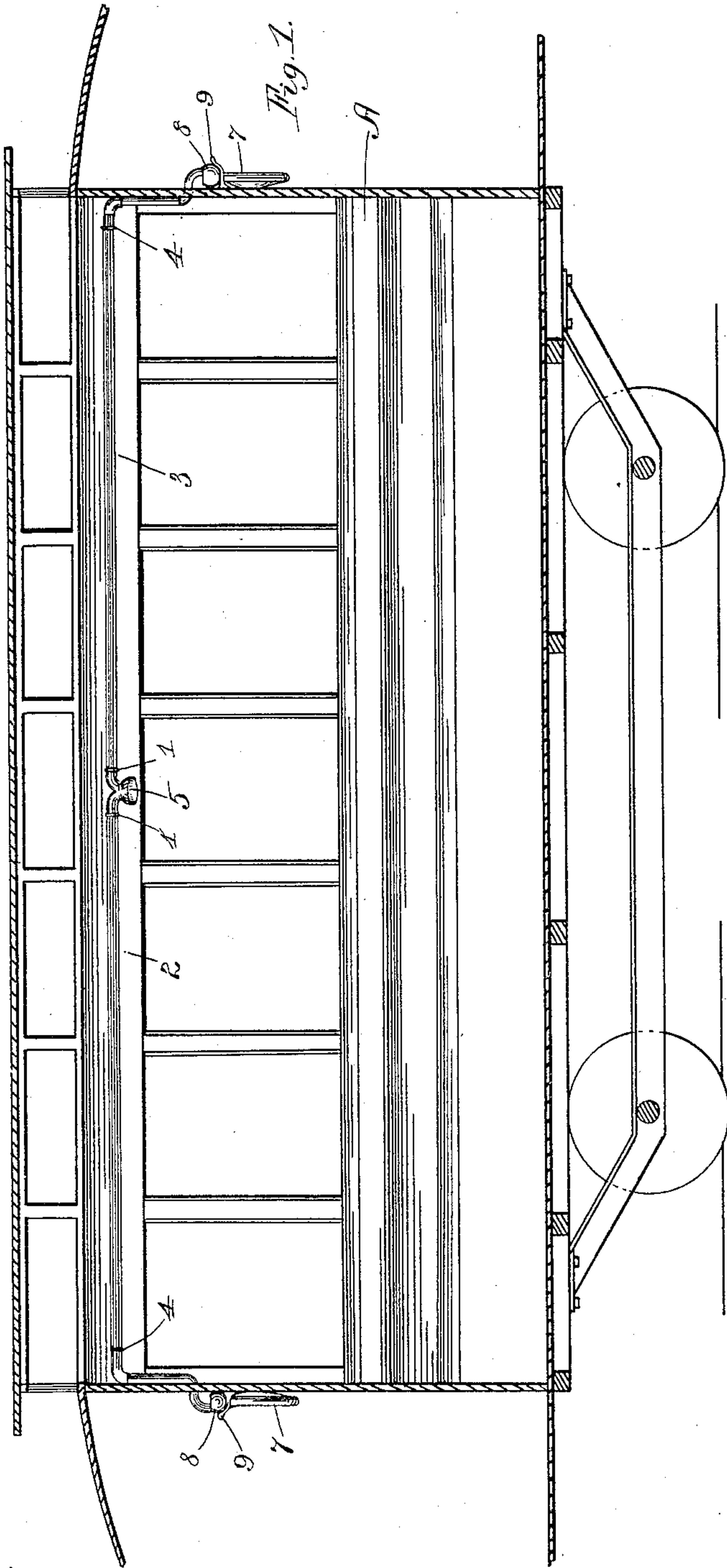


(No Model.)

G. W. BUCK.  
SPEAKING TUBE.

No. 565,602.

Patented Aug. 11, 1896.



Witnesses:

*F. D. Bradley*  
*A. S. Johnson*

Inventor:  
George W. Buck.  
per: *V. D. Mowin*  
Attorney.

# UNITED STATES PATENT OFFICE.

GEORGE W. BUCK, OF ST. PAUL, MINNESOTA, ASSIGNOR OF ONE-HALF TO  
FRANK M. CURRAN, OF SAME PLACE.

## SPEAKING-TUBE.

SPECIFICATION forming part of Letters Patent No. 565,602, dated August 11, 1896.

Application filed June 4, 1895. Serial No. 551,593. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. BUCK, of St. Paul, Ramsey county, Minnesota, have invented certain Improvements in Speaking-  
5 Tubes for Street and Steam Railway Cars, of which the following is a specification.

My invention relates to an improved attachment for street and steam railway cars whereby the conductor upon the outer platform can  
10 call off the streets or stops of the car without opening and closing the door.

To this end my invention consists in running a speaking-tube from the ends of the car along the roof, terminating in a bell-shaped  
15 receiver at or near the center of the ceiling for transmitting and disseminating the sound downward, the receiver being provided with a partition separating the two parts of the tube, in order to deflect the sound from either  
20 downward into the receiver. Each end of the tube upon the outside of the car is provided with a flexible speaking-tube mouthpiece of the ordinary type for the use of the conductor.

My invention further consists in the construction and combination hereinafter particularly described and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 is a vertical longitudinal section of a street-car provided with my improved invention. Fig. 2  
30 is a detail of the bell-shaped receiver, partially broken away to show the partition dividing the two parts of the tube. Fig. 3 is a plan view of the same, and Fig. 4 is a detail  
35 of a modified form of receiver shown provided with but one speaking-tube.

In the drawings the two parts 2 and 3 of the speaking-tube are shown secured along the ceiling of the car A by means of staples or

similar supports 4. Arranged at or near the  
40 center of the car is a bell-shaped receiver 5, the tubes 2 and 3 converging into the top of the receiver, so that the sound is transmitted and disseminated downward into the car. The receiver is provided with a central partition  
45 6, separating the two parts of the tube, so that the sound from either part will be deflected downward into the receiver.

At each end of the tube, upon the outside of the car, is the flexible speaking-tube 7 and  
50 the mouthpiece 8 of the ordinary type for the use of the conductor. This mouthpiece is adapted to be hung, when not in use, upon a suitable supporting-bracket 9, secured upon the end of the car.  
55

In Fig. 4 I show a receiver provided with but one speaking-tube for use where it is necessary to communicate with the interior of the car from one end only.

It will be evident that my invention will be  
60 equally useful upon ordinary steam and elevated railway cars, so that the brakeman can call off the stops without opening the door, a very important matter in cold weather.

I claim—

The combination with a car, of the speaking-tubes arranged along its wall, the mouthpieces for the outer ends of said tubes, the bowl-shaped receiver connecting the inner  
70 ends of said tubes, and the centrally-arranged partition in said receiver for deflecting the sound from either tube downward.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE W. BUCK.

Witnesses:

H. S. JOHNSON,  
MINNIE L. THAUWALD.