

No. 754,918.

PATENTED MAR. 15, 1904.

W. H. BRUNT.

MEGAPHONE ATTACHMENT FOR PASSENGER CARS.

APPLICATION FILED JUNE 10, 1903.

NO MODEL.

Fig. 1.

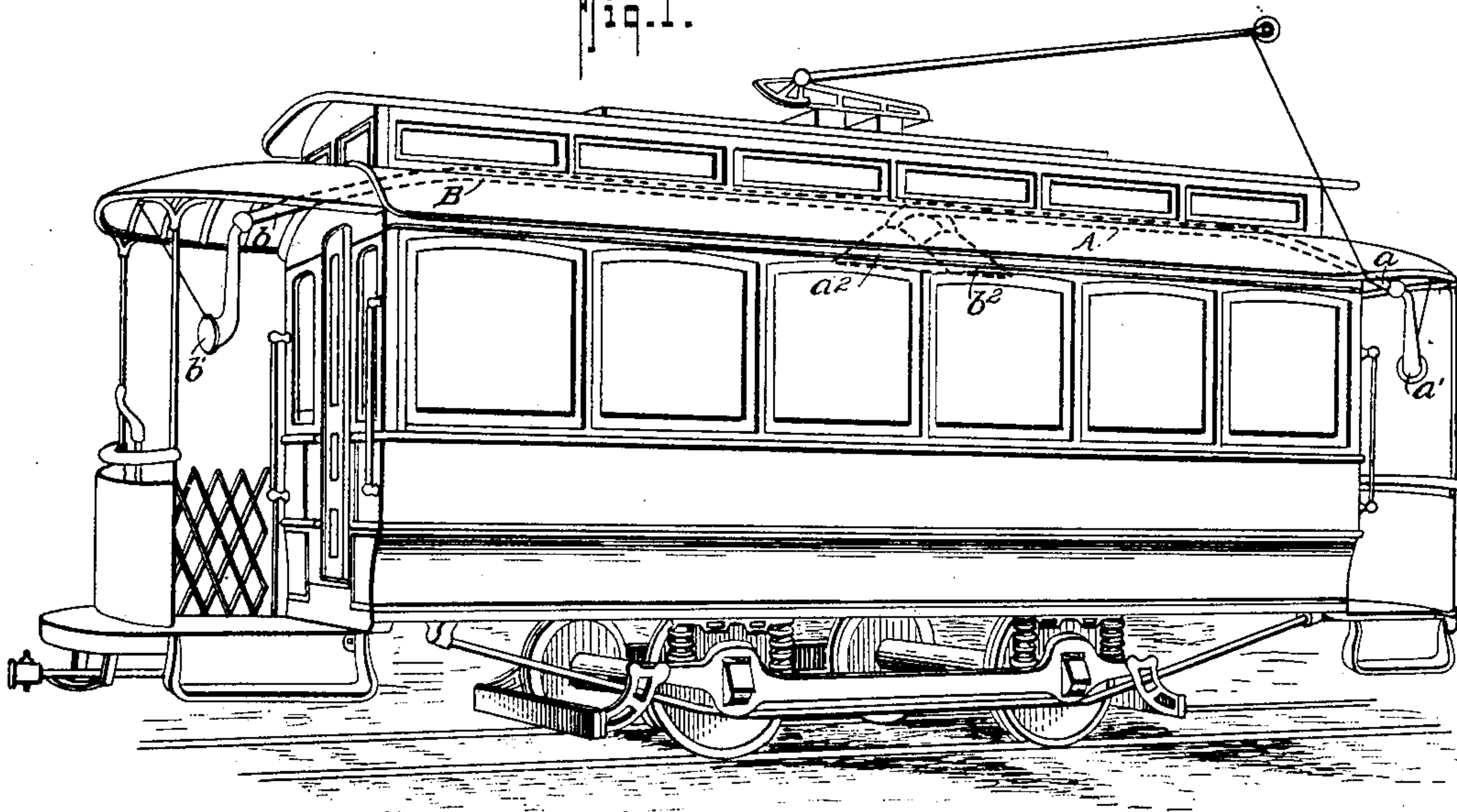


Fig. 2.

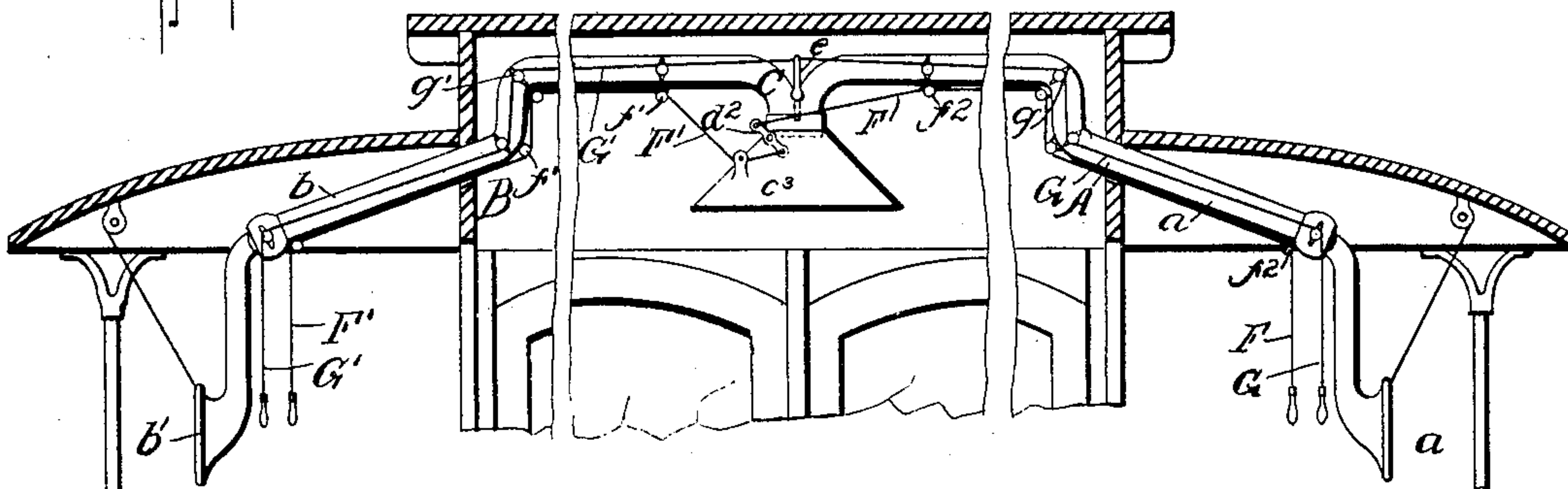


Fig. 3.

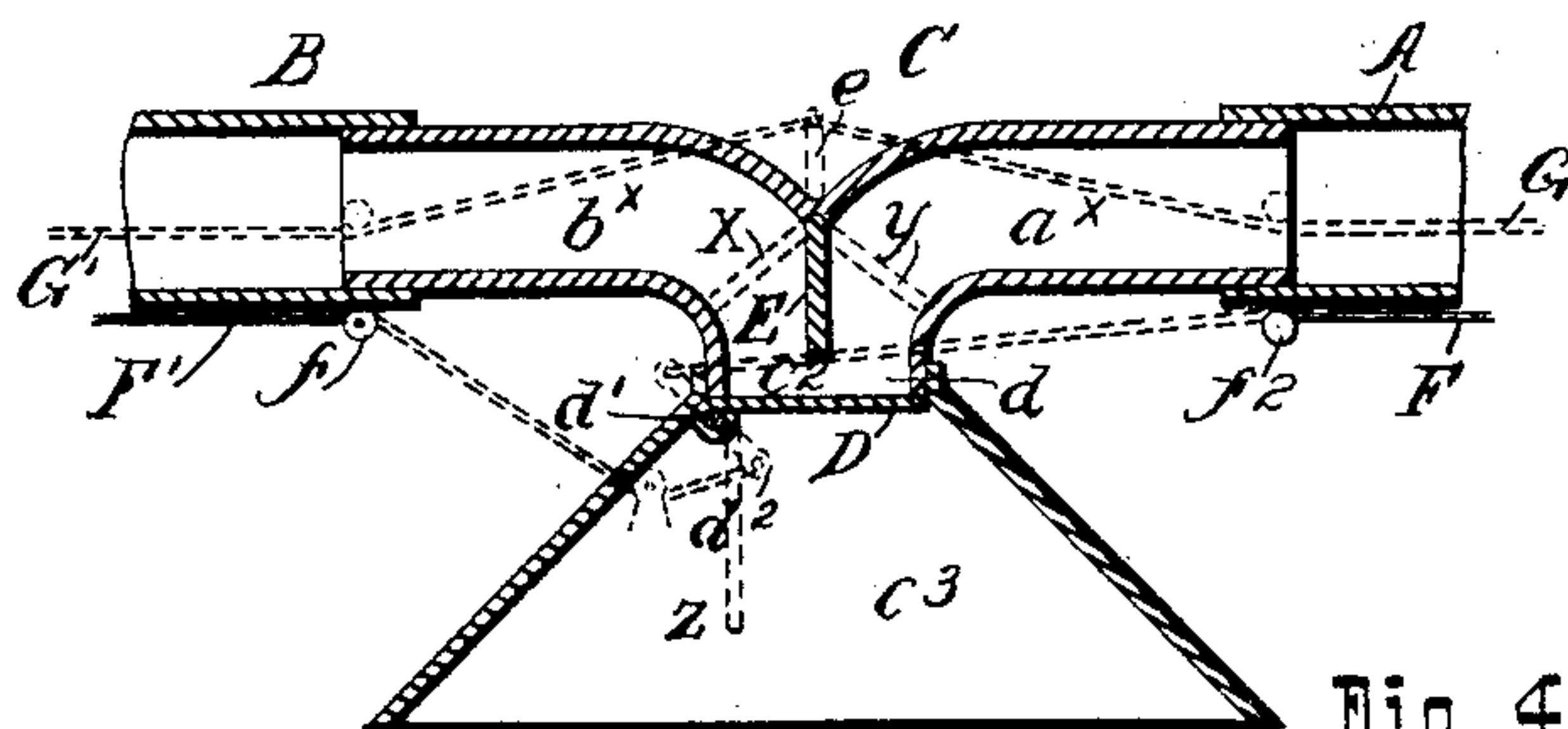
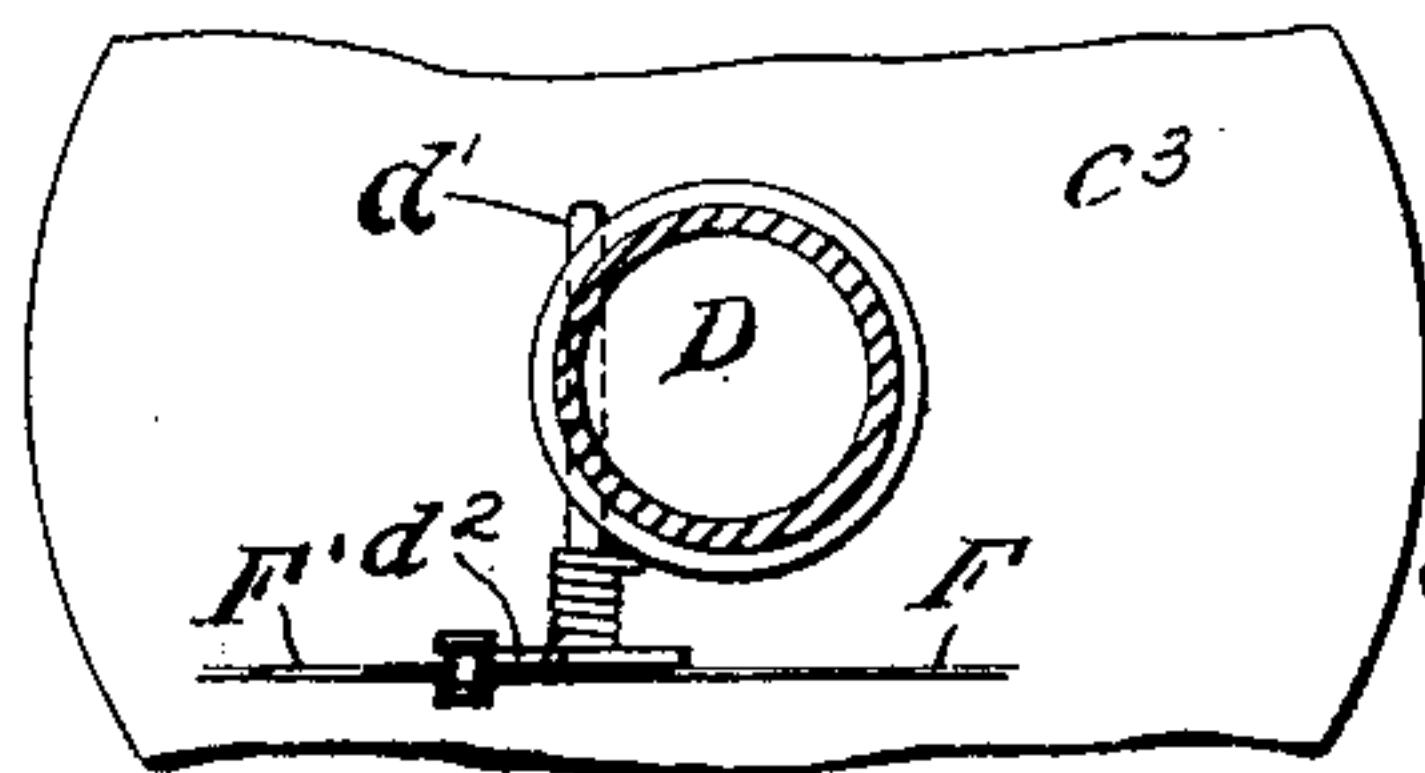


Fig. 4.



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MEGAPHONE ATTACHMENT FOR PASSENGER-CARS.

SPECIFICATION forming part of Letters Patent No. 754,918, dated March 15, 1904.

Application filed June 10, 1903. Serial No. 160,952. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HAMILTON BRUNT, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and Improved Megaphone Attachment for Passenger-Cars, of which the following is a specification.

My invention seeks to provide a simple, economical, and easily-manipulated attachment for street and railway cars, whereby the conductor and motorman can readily converse with each other without distributing the sound in the car or the conductor or motorman can conveniently call out points of interest, streets, and other designations from the front or rear platform without conveying or distributing the sound over the opposite ends of the car-platform.

With other objects in view, all of which will be hereinafter apparent, my invention consists in certain combination of parts, all of which will be specifically pointed out in the appended claims, reference being had to the accompanying drawings, in which—

Figure 1 illustrates a street-car equipped with my invention and illustrating the simplest form of the same. Fig. 2 is a longitudinal section of the upper part of a car with the preferred form of my invention applied. Fig. 3 is a longitudinal section of the sound-distributing portion and the valve members joined therewith. Fig. 4 is a detail view of one of the valve-actuating spring devices.

In the simplest form of my invention, as shown in Fig. 1, the same consists of two tubes A B, of sheet metal or other desired material, one of which, B, extends over the front end or platform of the car, as at *b*, and terminates in a mouthpiece *b'*, convenient for the motorman to use without leaving his regular post, and the tube A extends laterally over the end or platform, as at *a*, and has a mouthpiece *a'* for the conductor.

Both tubes A and B in the arrangement shown in Fig. 1 extend into the car to a point central thereof, and each terminates in a funnel or sound-distributor *b² a²*, as shown.

In its more complete and preferred form

my invention is arranged as shown in Figs. 2 and 3, by reference to which it will be noticed both tubes A and B have their inner or adjacent ends connected with a central or single sound-distributing section C, which comprises two short tube portions *a^x b^x*, with which the tubes A and B connect. The portions *a^x b^x* communicate and form a short single pendent tube *c²*, to which the single distributing horn or funnel *c³* is attached. At the point where the two tubes *a^x b^x* of the member C join are located two valves, one of which, D, is automatically held, through the medium of a suitable spring, to close off the funnel *c³*, and the other, E, is automatically held up to an inoperative position—that is, in such position as to not interfere with the sound-passage through the tubes A into the tube or pipe B, the said valves D and E having such automatic adjustments and are so designed that under ordinary conditions the conductor and motorman can readily talk with each other without distributing the sound without the car, it being obvious that under many conditions it is desirable that the conductor and motorman communicate with each other without making known to the passengers the subject of their conversation.

The valve D is hinged over the throat or outlet *d*, which is in communication with the tubes A and B, and at its pivot it has a short pintle *d'*, that projects outside the funnel C to receive a short crank member *d²*, with which connects a cord or other flexible member F, that passes over suitably-arranged guide-pulleys *f²* and extends down within convenient reach of the conductor, and to the said valve-crank member *d²* is also connected a second cord F', that passes over suitable guide-pulleys *f'* forwardly to within convenient reach of the motorman.

The valve E is also provided with a short stud or pintle *e* at its pivot end, with which connect the cords or cables G G', that pass over guide-pulleys *g g'* and respectively extend within convenient reach of the conductor and the motorman.

From the foregoing description, taken in

connection with the accompanying drawings, it is believed the advantages of my invention will be readily apparent.

It will be noticed that when the parts are in their normal position (shown in Fig. 3) the tubes A and B will be free to permit the conductor and motorman talking freely with each other without throwing the sound into the car.

Should the conductor desire to communicate with the passengers, he pulls on the cord G sufficient to thrust the valve E over into the position shown by the dotted lines X in Fig. 3, and thereby cuts off the tube B to the motorman and at the same time leaves a free passage for the discharge of the sound through the funnel into the car. The same conditions occur to permit the motorman communicating with the passengers, which he does by pulling on the cord G' sufficiently to throw the valve E across the tube A only, as indicated by the dotted line y in Fig. 3, it being understood that in either case the motorman or conductor also manipulates the valve D to throw it to the open position, (indicated by the dotted line indicated by Z.)

Slight changes in the detailed arrangement of the valves and the manner of providing the central distributing member C for the two tubes A and B may be readily made without departing from the scope of the appended claims.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A megaphone attachment for cars, comprising a pair of oppositely-disposed tubes, one of which has its entrant end projected beyond the rear end, and the other has its entrant end projected beyond the front end of the car, a sound-distributor joined with the adjacent ends of the tube, a funnel joined to the said sound-distributor, means mounted within said funnel and operable from either end of the car for closing the opening communicating between the sound-distributor and the funnel for the purposes specified.

2. A megaphone attachment for cars, comprising a pair of oppositely-disposed tubes, one of which has its entrant end projected beyond the rear end, and the other has its entrant end projected beyond the front end of the car, a sound-distributor joined with the adjacent ends of the tubes, a funnel joined to the said distributor, means mounted within

said funnel and operable from either end of the car for closing the opening communicating between the sound-distributor and the funnel, said means including a flap-valve mounted to swing within said funnel for the purposes specified.

3. The combination in a megaphone attachment as described, with the tubes A and B and the sound-distributor C detachably connected with the inner ends of the said tubes A and B, said distributor including a pendent portion c^2 of a valve device mounted in the said portion c^2 automatically adjustable to close said pendent portion c^2 whereby to provide an uninterrupted sound-tube between the front and rear platforms, a second valve located in the said distributor normally held to its open position, and means operable from either end of the car for shifting the said second valve to close off either of the tubes A and B, and a separate means operable from either end of the car for opening the valve devices within the portion c^2 of the distributor, all being arranged substantially as shown and for the purposes described.

4. The combination in a megaphone as described, with the tubes A and B having mouth-pieces adapted to project beyond the car ends; of a sound-distributor C detachably connected with the inner ends of the tubes A and B, said distributor including an open portion c^2 of a valve device mounted in said portion c^2 , to cut off either of the tubes A and B, said valve having a crank mounted outside of the distributor C, cord connections between said crank and either end of the car, whereby said valve can be operated from either end of the car, and a funnel c^3 connected to the open portion c^2 , a flap-valve mounted within said funnel for closing said open portion c^2 to provide an uninterrupted sound-tube between the front and rear platforms, said last-named valve being spring-held to its closed position; and said last-named valve having a crank mounted on the outside of the funnel, cord connections between either end of the car and said crank, whereby said funnel-valve may be operated from either end of the car for the purposes specified.

WILLIAM HAMILTON BRUNT.

Witnesses:

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