

(No Model.)

J. H. SHEPHEARD.
HAND TORCH FOR RAILWAY USE.

No. 468,729.

Patented Feb. 9, 1892.

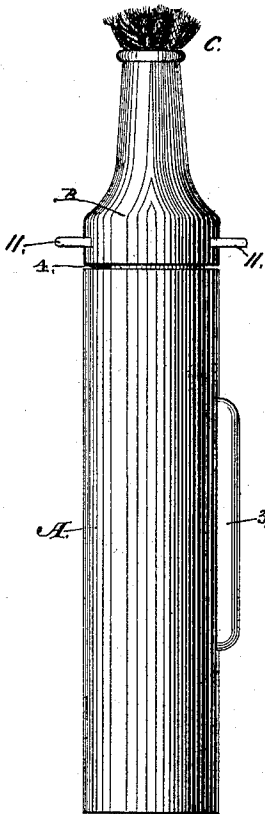


FIG. 1.

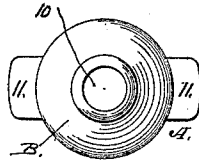


FIG. 4.

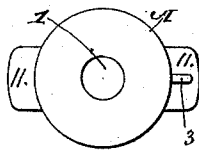


FIG. 5.

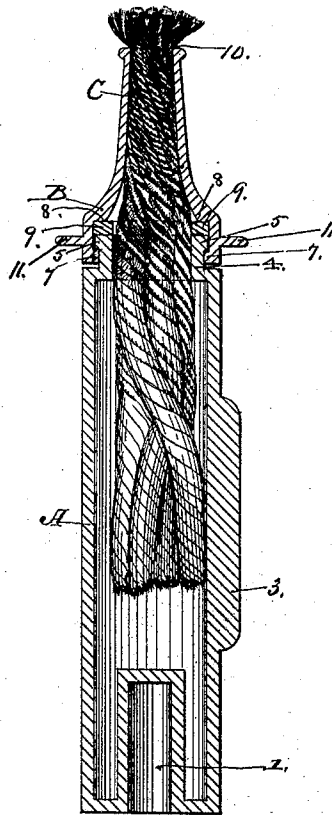


FIG. 2.

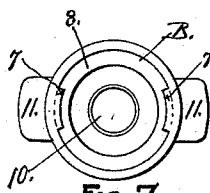


FIG. 7.

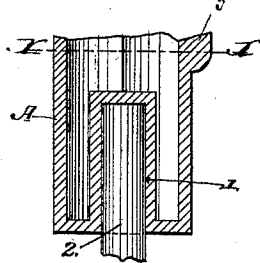


FIG. 8.

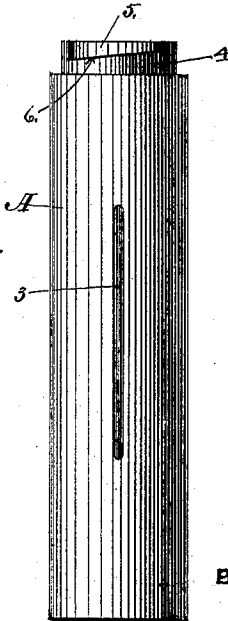


FIG. 3.

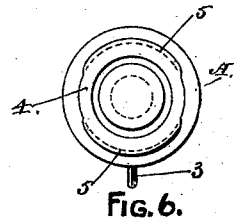


FIG. 6.

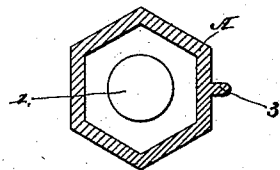


FIG. 9.

WITNESSES:

S. B. Brewster,
Geo. Low

INVENTOR:
JOHN H. SHEPHEARD,
BY
William H. Low,
ATTORNEY.

UNITED STATES PATENT OFFICE.

JOHN H. SHEPHEARD, OF ALBANY, NEW YORK, ASSIGNOR OF TWO-THIRDS
TO ROBERT C. BLACKALL, OF SAME PLACE, AND JABEZ C. GILBERT, OF
BROOKLYN, NEW YORK.

HAND-TORCH FOR RAILWAY USE.

SPECIFICATION forming part of Letters Patent No. 468,729, dated February 9, 1892.

Application filed April 8, 1891. Serial No. 388,135. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. SHEPHEARD, of the city and county of Albany, in the State of New York, have invented new and useful
5 Improvements in Hand-Torches for Railway Use, of which the following is a specification.

My invention relates to improvements in hand-torches for railway use, but especially to the class of torches for use on locomotives;
10 and the object of my invention is to provide a cheap and substantial torch which cannot be readily displaced by accident from the place provided for it and which will not roll away from the place in which it is laid. This
15 object I attain by the means illustrated in the accompanying drawings, which are herein referred to and form a part of this specification, and in which—

Figure 1 is a side elevation of my torch, made in cylindrical form. Fig. 2 is a vertical section of the same through its central line. Fig. 3 is a side elevation of the cylindrical body of my torch. Fig. 4 is a plan view of Fig. 1. Fig. 5 is an inverted plan view of the
25 same. Fig. 6 is a plan view of Fig. 3. Fig. 7 is an inverted plan view of the removable cap of my torch. Fig. 8 is a vertical section at the central line of my torch made in hexagonal form, showing the pin for retaining my
30 torch in place; and Fig. 9 is a horizontal section at the line *x x*, Fig. 8, of a torch having a hexagonal body.

One of the defects of hand-torches, as usually made for use on locomotives, arises from
35 a liability of its becoming displaced from the place where it should be kept for the sake of convenience and its tendency to roll away and out of reach when carelessly thrown down or jarred from its proper place by an accident, and as these usually occur at times when the
40 torch is most required for use this defect is found to be very annoying and frequently a source from which great danger to life and property is liable to arise.

As represented in the drawings, A designates the body of my torch, the same being preferably made of cast metal, either in a cylindrical form, as shown in Fig. 1, a hexagonal form, as shown in Fig. 8, or in any other
50 form that is suitable for the purpose. In the

lower end of said body there is a recess 1, which is preferably made cylindrical in form and is fitted to engage loosely on a spur 2, provided for that purpose on a locomotive or car to which the torch is appropriated. A
55 longitudinal flange 3 projects radially from the side of said body and forms a stop to prevent the torch from rolling while lying on its side, and it likewise affords efficient facilities for obtaining a secure hand-grip on the body
60 A during the operations of loosening and removing and replacing and tightening the cap or wick-holder on said body. The upper extremity of said body is provided with a cylindrical neck 4, having on diametrically-op-
65 posite sides of its periphery segmental flanges 5, whose lower face 6 is formed on a spiral twist to produce a section of a screw-thread of like angularity on both of said flanges.

B designates the removable cap, which is
70 made in an approximately conical form, whose lower end is made to fit the neck 4 of the body A. The bore of the lower end of said cap is provided with oppositely-located turned segmental flanges 7, whose upper face is pro-
75 vided with a spiral twist that conforms to the inclined face of the flanges 5 on the neck 4, so that when the flanges 5 and 7 are engaged together a partial rotation of the cap B will cause the latter to be drawn down on the neck 4.
80 Near the lower part of the bore of said cap an annular shoulder 8 is formed to make a seat for an annular packing 9, whereon the upper end of the neck 4 will bear to form a tight
85 joint between the body A and cap B. The wick C protrudes from the opening 10 in the upper end of the cap B, said opening forming the outer terminal of the bore of said cap. The latter is provided with lugs 11, which are
90 formed on the periphery of the lower part of the cap for the purpose of affording the means for partially rotating said cap to effect the engagement and disengagement of the flanges 5 and 7.

The body A forms the oil-reservoir of my
95 torch, and into it the wick C is inserted to lie in the oil contained therein, the replenishing of the oil and insertion of the wick being effected while the cap B is removed from the body A. To effect the removal of cap from the
100

body A, said body being in the grasp of the hand of an operative, in which the body A is prevented from turning by the flange 3. The cap B is first loosened from said body by a smart blow 5 that is given to one of the lugs 11 in a direction that will turn said cap to effect a slacking-off of the flanges 7 from the flanges 5, after which the cap B can be readily rotated by the fingers of the operative to effect a releasement 10 of said cap from the body A. Said cap is restored to place on the body A by reversing the operation just described, and is drawn to form a tight joint with said body by imparting a blow to one of lugs on the edge that 15 corresponds to the thickest end of the flange 7.

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

1. A hand-torch for railway use, comprising a body-piece or oil-reservoir and a removable 20 cap or wick-holder, said body-piece being provided with a longitudinal flange which projects radially therefrom and a cylindrical neck provided with a segmental spiral flange and said cap being provided with an inturned 25 segmental spiral flange which is fitted to en-

gage the segmental flange of the body-piece and peripheral lugs which extend radially from said cap and are fitted to receive a blow or shock, whereby a rotative movement will be imparted to the cap, substantially as specified. 30

2. A hand-torch for railway use, comprising a body-piece or oil-reservoir and a removable cap or wick-holder, said body-piece being provided with a longitudinal flange which projects radially therefrom and a cylindrical 35 neck provided with a segmental spiral flange, and said cap being provided with an internal annular shoulder or seat for an annular packing, an inturned segmental spiral flange which is fitted to engage with the segmental flange 40 of the body-piece, and peripheral lugs which extend radially from said cap and are fitted to receive a blow or shock, whereby a rotative movement will be imparted to the cap, substantially as specified.

JOHN H. SHEPHEARD.

Witnesses:

WM. H. LOW,
S. B. BREWER.