

(No Model.)

G. C. DRESSEL.
CABOOSE LAMP.

No. 470,292.

Patented Mar. 8, 1892.

Fig. 1.

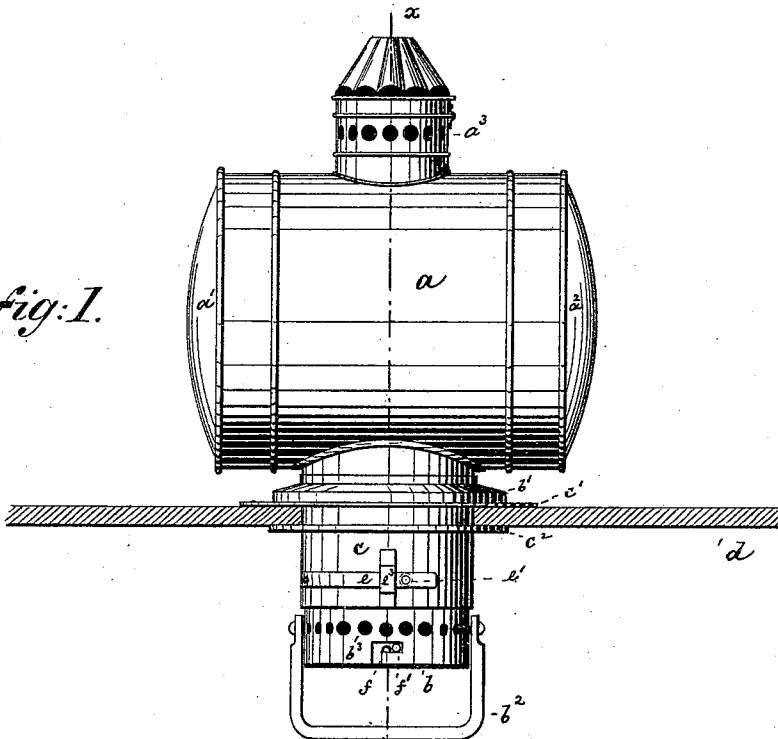
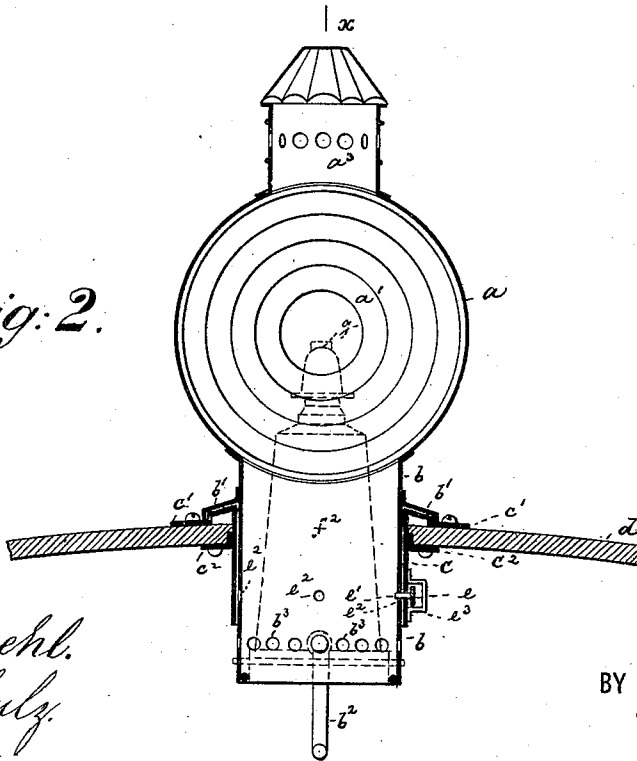


Fig. 2.



WITNESSES:

A. Schehl.
Wm. Schulz.

INVENTOR

G. C. Dressel
BY *Hoeder & Briesem*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

GEORGE C. DRESSEL, OF NEW YORK, N. Y.

CABOOSE-LAMP.

SPECIFICATION forming part of Letters Patent No. 470,292, dated March 8, 1892.

Application filed May 27, 1891. Serial No. 394,255. (No model.)

To all whom it may concern:

Be it known that I, GEORGE C. DRESSEL, of New York city, New York, have invented an Improved Caboose-Lamp, of which the following is a specification.

This invention relates to a caboose-lamp that may be reversed from the interior of the car at the termini of the journey, so as to always present the proper front and rear lights.

The invention consists in the various features of improvement more fully pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of my improved caboose-lamp. Fig. 2 is a cross-section on line $x x$, Fig. 1.

The letter a represents a horizontal cylinder open at both ends and there provided with the lenses or semaphores a' a^2 of different colors—say red and white. The cylinder a is surmounted at its top by a dome a^3 , and is connected at its bottom to a downwardly-extending tubular stem b . This stem passes loosely through a shorter tubular sleeve c , rigidly attached to the car-roof d by means of two annular plates c' c^2 . The upper plate c' is rigidly secured to the sleeve c , while the lower plate c^2 loosely embraces the sleeve. Both plates are riveted to the roof, as shown. The cylinder a and tube b are supported by means of a tapering annular flange b' , surrounding the tube b and loosely resting upon the upper plate c' , upon which it is free to turn. This flange also prevents the rain from beating into the car. The lower end of tube b projects into the interior of the caboose and is there provided with a bail or handle b^2 , by means of which it may be revolved. A semi-

revolution of the tube b will cause the cylinder a to be reversed, so as to expose the opposite lens. A quarter-turn will place the cylinder a at right angles to the length of the caboose, so as to expose neither lens.

In order to lock the tube b in any of its positions, a curved spring e is riveted at one end to the sleeve c , and carries at its free end a pin e' projecting inwardly through a perforation of sleeve c . This pin enters any one of a number of holes e^2 made in tube b , as will be readily understood. A guard e^3 prevents the spring e from being withdrawn too far.

Within the tube b there is secured by means of a bayonet-slot f or otherwise the pintle f' of the lamp-reservoir f^2 . This reservoir projects upward through tube b , and the burner g is received within the cylinder a , so as to illuminate both the lenses a' a^2 .

The lower exposed end of tube b is provided with a number of draft-holes b^3 .

What I claim is—

1. The combination of cylinder a with tubular stem b , projecting into the car, and with a laterally-extending flange b' , surrounding the upper part of tube b and supporting the cylinder upon the car-roof, substantially as specified.

2. The combination of cylinder a with tubular stem b , projecting into the car, a supporting-flange, a bail b^2 , secured to the tube, and a catch for locking the tube in position, substantially as specified.

GEO. C. DRESSEL.

Witnesses:

F. V. BRIESEN,
A. JONGHMANS.