

W. WESTLAKE.

Car-Lamp.

No. 129,259.

Patented July 16, 1872.

Fig 1

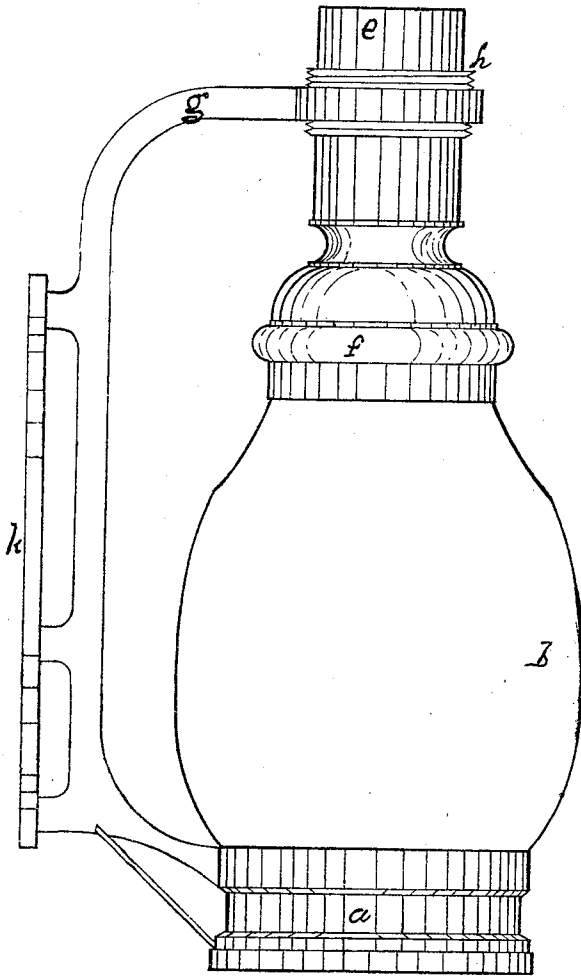


Fig 2

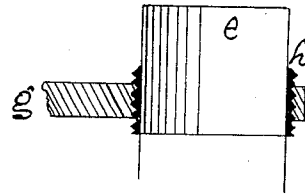
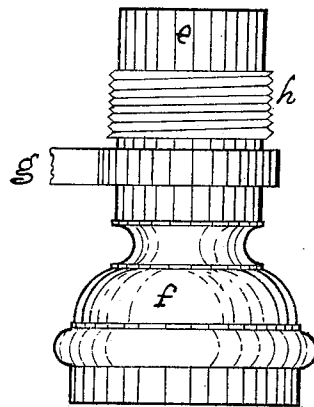


Fig 3



WITNESSES

E. West
W. Bond

INVENTOR

William Westlake

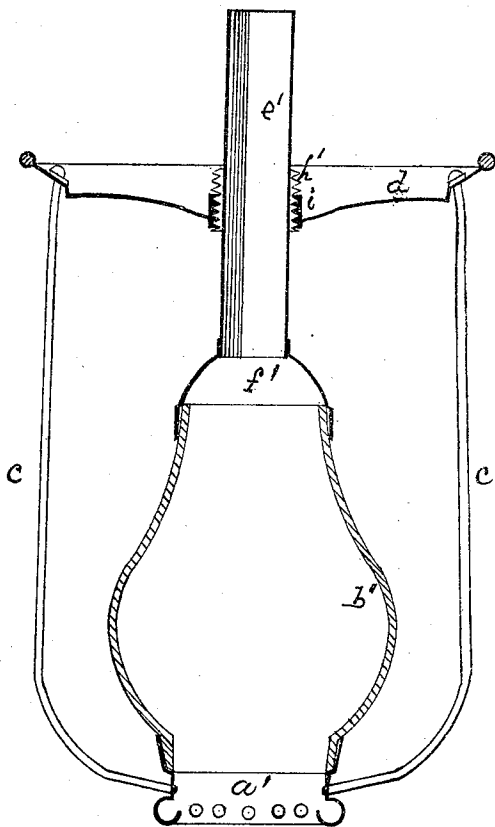
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Fig 4



WITNESSES:

C. A. West
W. Bond

INVENTOR:

William Westlake

UNITED STATES PATENT OFFICE.

WILLIAM WESTLAKE, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN CAR-LAMPS.

Specification forming part of Letters Patent No. 129,259, dated July 16, 1872.

SPECIFICATION.

I, WILLIAM WESTLAKE, of the city of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Lamps, of which the following is a full description, reference being had to the accompanying drawing, consisting of two sheets, and making a part of this specification, in which—

Figure 1 is an elevation of a side lamp; Fig. 2, a detail in section; Fig. 3 a detail, and Fig. 4 a vertical section of a center lamp.

The globes of car-lamps have heretofore been plastered in both at the top and bottom, and, when broken, it has been necessary to take down the lamp and remove it to a shop to replace the broken globe. The object of my invention is to so construct a car-lamp that the globe will be securely held in place without the use of plaster, and so that, in case of breakage, it can be replaced by any person without removing the lamp.

In the drawing, *a* represents the metal band in which the globe is supported, and to which the candle-holder is attached. It is made in the usual manner. *e* is a tube, the lower end of which is enlarged into or connected with a cap, *f*, which fits over the top of the globe. The tube *e* is provided with a screw-thread, *h*. *g k* form a bracket, and may be cast together, the part *k* being adapted to be secured to the side of the car in the usual manner. The lower end of *g* is permanently attached to the band *a*. The upper end encircles the tube *e*, and is provided with a screw-thread corresponding with *h*. The globe *b* is held in place between the parts *a f*, and the tube-cap *e f* can be screwed down upon the globe as tightly as may be desired. In case of breakage the globe can be

replaced by unscrewing the tube *e* and lifting the cap, as shown in Fig. 3. The globe can also be removed in the same manner to facilitate cleaning, which will be found a great advantage. In Fig. 4 the parts *a' b' e' f'* correspond with the like parts in Sheet 1, and the tube *e'* is provided with a screw-thread, *h'*. *d* represents the deflector in common use, and constructed as usual, except that at the center is a screw-thread, *i*, corresponding with *h'*. *c* are rods permanently secured at the lower ends to the band *a*, and as represented permanently secured at the upper end to the deflector *d*, which may be permanently secured to the deck of the car in the usual manner.

The operation of the parts in this lamp is similar to that already described. The same result can be accomplished by the use of a strong spring in place of the screw-thread.

What I claim as new is as follows:

1. In a car-lamp the movable or adjustable tube *e* when so constructed and applied that the globe may be removed for cleaning or repairs, and also held in place in the receiving-hoop *a* by said tube, substantially as described.

2. The band *a* and tube *e* when provided with a screw-thread, *h*, in combination with the bracket *g k* or other suitable device connecting the tube *e* and band *a* together, substantially as and for the purposes described.

3. The band *a'*, tube *e'*, and cap *f'*, in combination with the rods *c* and reflector *d*, all constructed substantially as and for the purposes described.

WILLIAM WESTLAKE.

Witnesses:

E. A. WEST,
O. W. BOND.