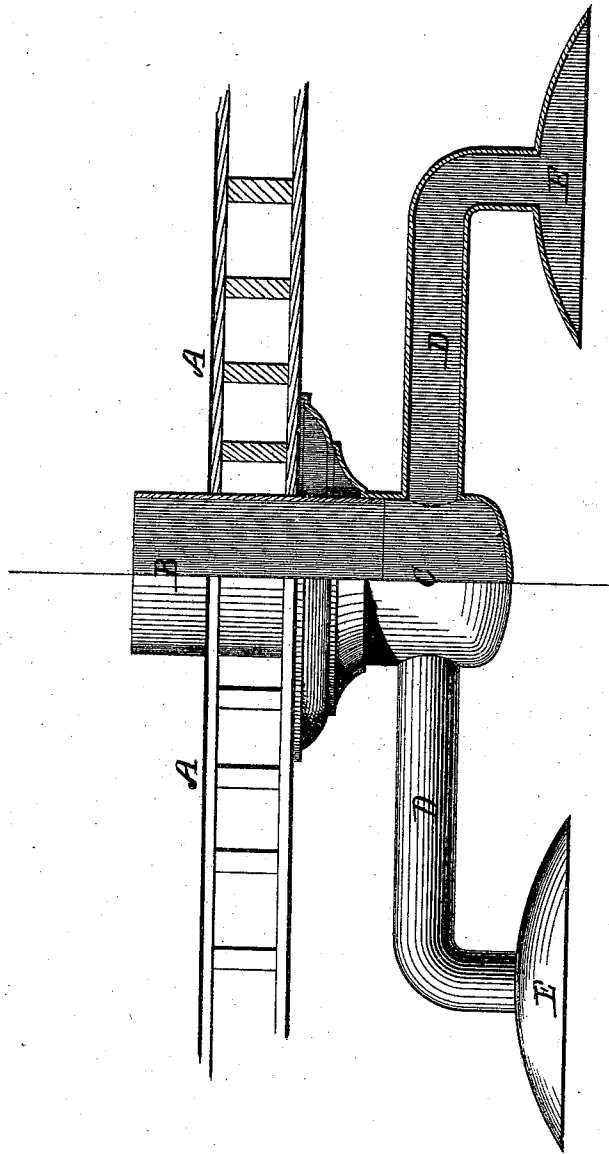


P. S. PAGE.
CAR-LAMP.

No. 173,418.

Patented Feb. 15, 1876.



*J. Gunnnewell.
W. Boardman.*

*Philip S. Page.
J. Curtis. Atty.*

UNITED STATES PATENT OFFICE.

PHILIP S. PAGE, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN CAR-LAMPS.

Specification forming part of Letters Patent No. 173,418, dated February 15, 1876; application filed December 16, 1875.

To all whom it may concern:

Be it known that I, PHILIP S. PAGE, of Boston, Suffolk county, Massachusetts, have invented certain Improvements in Railway-Car Lamps, of which the following is a specification:

The purpose of my present improvement is to enable one smoke-discharge flue to suffice for several lamps or lamp-burners; and to this end my said improvements consist in the combination with one main flue, which extends through the roof of the car, of two or more branch pipes or flues, each connecting at one end with such main flue, and at the other terminating over the lamp chimney or burner, to carry off the smoke of the latter.

Heretofore, in the construction and equipment of railway-cars, each lamp or lamp-burner in use has necessitated the employment of a smoke-discharge flue, which extends upward through the roof of the car.

In cars of high cost clusters of six or more burners are grouped together, and a smoke-flue is extended through the roof to each.

The expense incident to this method, as well as several other minor objections, has induced me to originate my present improvement.

The drawing accompanying this specification represents a sectional elevation of my improvement.

In these drawings, A represents a portion of the roof of a railway-car, while B represents a smoke-discharge flue extending upward through such roof, and to which is to be attached a ventilator, in manner as now generally adopted.

In carrying out my improvement I extend the flue B downward a short distance into the car below the ceiling by an extension, C,

which is secured to such ceiling, and connect with this extension two or more branch pipes or flues, D D, &c., one end of each of which communicates with the interior of such extension, and the other extends to, and is situated over, the lamp or lamp-burner with which it is to operate.

For convenience and cheapness of construction the outer or inlet end of each pipe D is surrounded by a reflector, E, which is secured to, or constitutes part of, such pipe, and performs the office incident to such a feature of car-lamps.

The smoke and gases from each lamp or burner pass upward into the super-disposed pipe D, and through the latter into the main discharge-flue B, the latter flue B serving as a common draft-flue or chimney to all the lamps.

By this method I obtain cheapness and simplicity of construction and other advantages.

I claim—

1. In railway-car lamps, the combination, with the main smoke-discharge flue, of two or more branch pipes or flues, connecting at one end with the former, and terminating at the other over a lamp or burner, substantially as and for purposes stated.

2. The combination of the main flue B C, branch pipes D D, &c., and reflectors E E, &c., such pipes communicating at one end with the interior of the flue B C, and provided at the other with the said reflectors, substantially as and for purposes stated.

PHILIP S. PAGE.

Witnesses:

DANIEL S. PAGE,
W. E. BOARDMAN.