(No Model.)

H. NAHE.

Carriage Lantern.

No. 231,727. Patented Aug. 31, 1880.

Fig. 1.

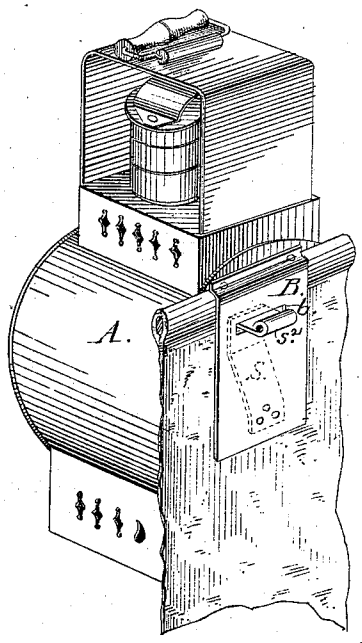
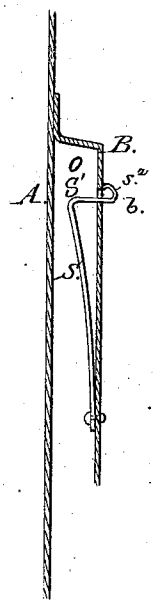


Fig. 2.



Witnesses:

Charles C. Stetson
Edward D. Stafford.

Inventor:

Henry Nahe
by his attorney
C. C. Stetson

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UNITED STATES PATENT OFFICE.

HENRY NAHE, OF BROOKLYN, E. D., ASSIGNOR TO HENRY RUSSELL & CO., OF NEW YORK, N. Y.

CARRIAGE-LANTERN.

SPECIFICATION forming part of Letters Patent No. 231,727, dated August 31, 1880.

Application filed May 17, 1880. (No model.)

To all whom it may concern:

Be it known that I, HENRY NAHE, a citizen of the United States, and a resident of Brooklyn, E. D., Kings county, New York, have invented a new and useful Improvement in Attachments for Holding Lanterns upon the Dash-Boards of Carriages and in other positions, of which the following is a specification.

My invention relates to a spring device which automatically fastens itself upon and secures the lantern to the dash-board or other similar device. In connection with the ordinary L-piece or arm used for this purpose I use a strap-spring formed of brass or other springy metal. The L-piece is riveted to the back or side of the lantern with the open end down and the spring attached to the inner face of the L-piece near the bottom. The L-piece is provided with a slot, through which the bent end of the spring passes, and the spring is rolled upon itself or provided with other means to furnish a stop and handle. The pressure of the spring is exerted inwardly toward the back of the lantern, and is practically automatic. To place it in position and secure the benefit of it, the lantern, with the L-piece extending over the dash-board, need only be pressed down. The spring will yield until the iron frame of the dash is passed by the top of the spring, when it will fly toward the back of the lantern and take firm hold under the frame.

A well-defined square space, *o*, is formed by the top of the spring, back of the lantern and top and side of the arm, into which the frame at the top of the dash-board fits very snugly, and the lantern is thus held in place without the opportunity to swing or become dislocated.

In the accompanying drawings, Figure 1 is a perspective view of my device attached to a lantern; Fig. 2, a sectional view of a portion of the same, showing the application of the spring.

Similar letters of reference indicate like parts in both the figures.

Referring to the drawings, A is the lantern. This may be of any suitable style or manufacture, as my attachment may be used on any. On the back or side of the lantern the ordinary L-piece or arm B is riveted with its open end down. At a convenient or desirable distance from the top the L-piece or arm is provided with a horizontal slot, *b*.

S is a strap-spring fastened to the inner face of the L-piece near the bottom, and extending up as far as the slot *b*. Here it is bent outward at a point, S′, and passes through the slot, and is rolled upon itself or otherwise provided with a handle, S^2. This handle answers the double purpose of handle and stop, affording means to draw the spring out toward the L-piece, and when released preventing its drawing in too far toward the back of the lantern. The pressure of the spring being always inward toward the back of the lantern, the spring is automatic in its action, except when it is desired to release it from its place, when it must be drawn away. The distance from the top of the spring to the L-piece at its closed end should be regulated by the width of the frame at the top of the dash-board on which it is to apply, as this latter should fit snugly between the two.

The superior security afforded by this attachment is too apparent to need exposition.

My spring is only liberated by a pulling-force exerted on the handle S^2, which is placed upon the bend piece. All the knocks and ordinary concussions liable to be exerted on the handle S^2 do not liberate the spring, but only bind it the tighter; but the lantern is easily disengaged, when desired, by simply taking care to obtain a sufficient hold and pulling on the handle S^2.

I claim—

A carriage-lantern having the body A, the L-shaped arm B, and the spring S, having the bend S′ and handle S^2, attached to the arm B near its lower end, and operating through the slot *b*, forming, with the body and arm, the space *o*, for the reception of the frame of the dash-board, adapted to engage with said dash-board and to be released by a pulling force, substantially as set forth.

In testimony whereof I have hereunto set my hand, at city of New York, this 11th day of May, 1880, in the presence of two subscribing witnesses.

HENRY NAHE.

Witnesses:
MATH. CATWOOD,
JAMES C. BROWN.