

(No Model.)

2 Sheets—Sheet 1.

C. R. HARRISON.  
Lamp.

No. 232,961.

Patented Oct. 5, 1880.

Fig. 1.

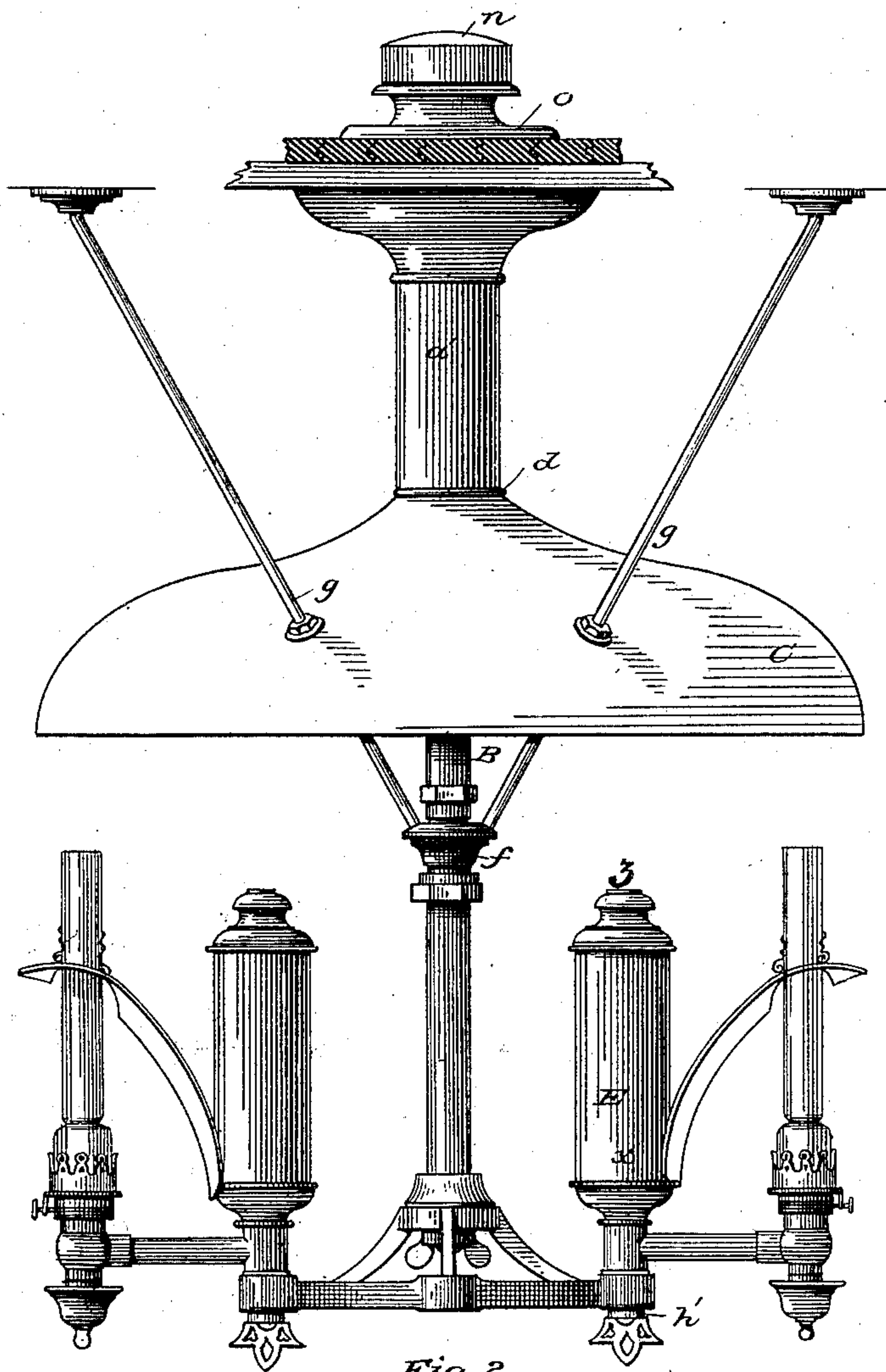
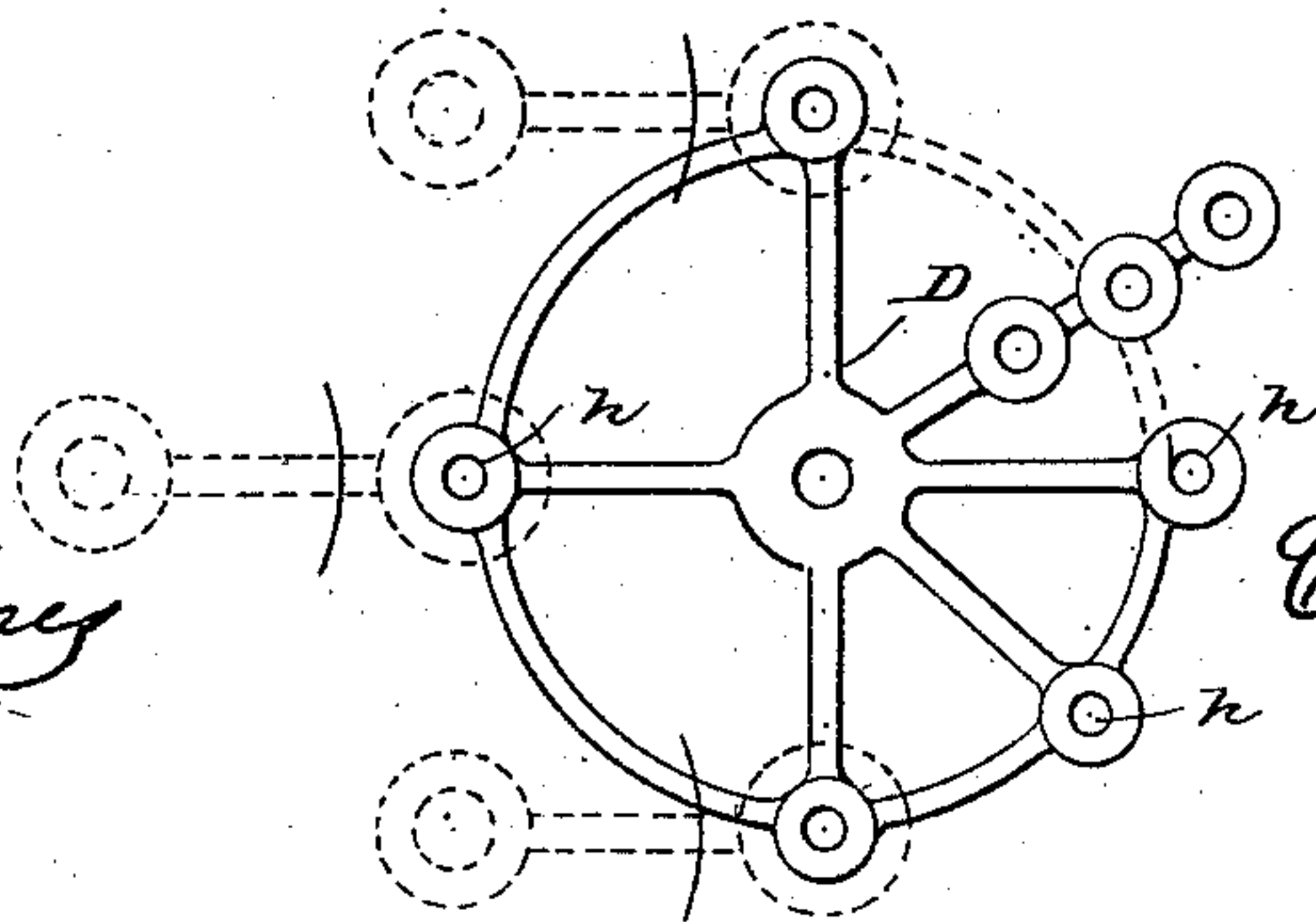


Fig. 2.



Attest:

R. F. Barney  
L. W. Lums

Inventor:

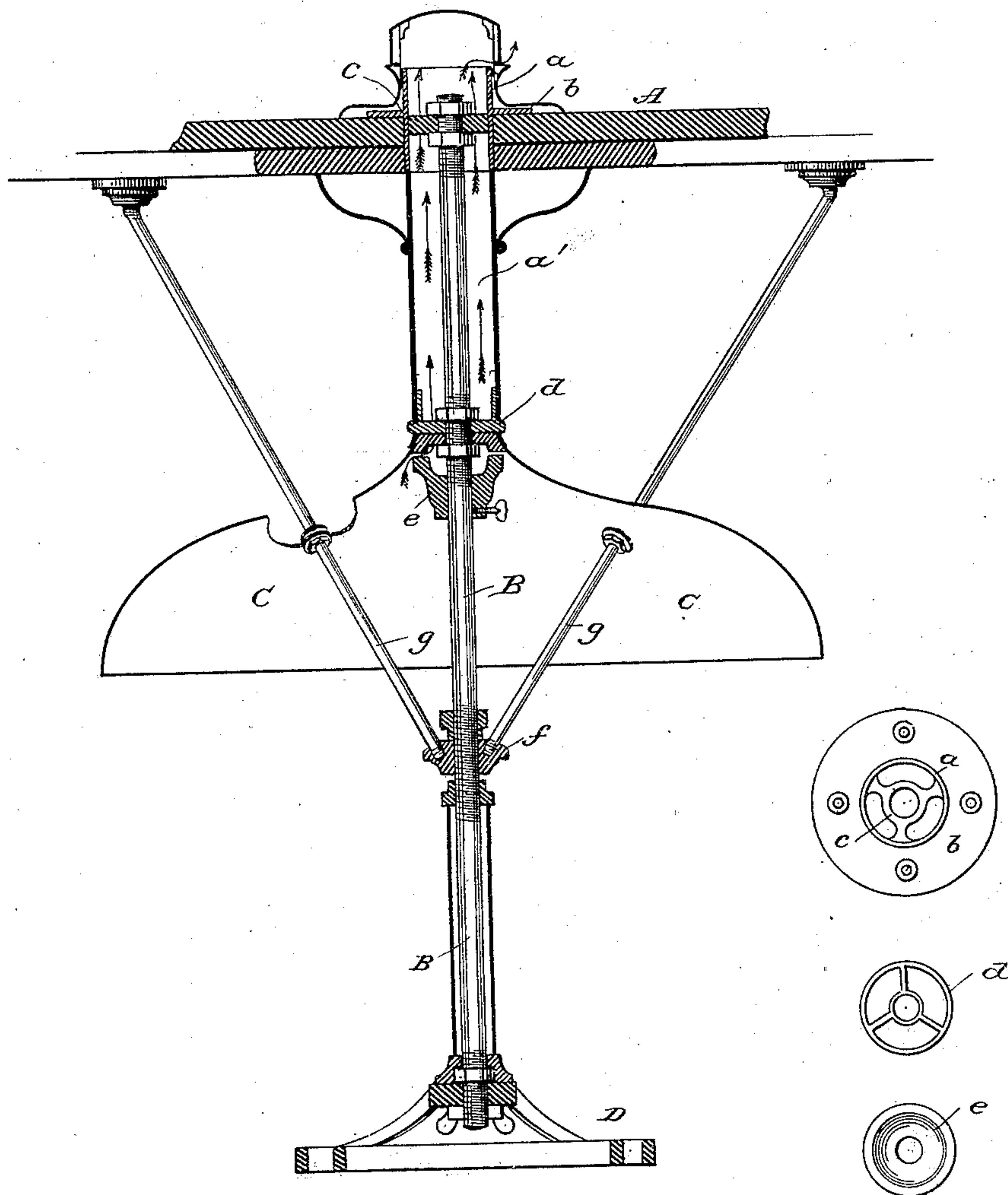
Charles R. Harrison  
by Ellis Spear  
Attorney

2 Sheets--Sheet 2.

**No. 232,961.**

**Patented Oct. 5, 1880.**

*Fig. 3.*



*Inventor:*

R. F. Barnes  
Law Library

Charles R. Harrison  
by Ellis Spear  
Attorney



# UNITED STATES PATENT OFFICE.

CHARLES R. HARRISON, OF FOND DU LAC, WISCONSIN.

## LAMP.

SPECIFICATION forming part of Letters Patent No. 232,961, dated October 5, 1880.

Application filed June 24, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES R. HARRISON, of Fond du Lac, in the county of Fond du Lac and State of Wisconsin, have invented a new and useful Improvement in Lamps; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to an improvement in lamps intended more especially for use in postal and other railway-cars; and it consists in an improved construction of the parts whereby several lamps may be secured upon a rotary standard, while each of such lamps is capable of independent rotary movement, by which the light may be thrown to or converged upon any part of the car, as may be desired; also, the smoke and heat from the lamps, however grouped, may be passed through the roof, under any speed of the car, by one smoke-bell and funnel with regulating-dampers.

Figure 1 represents a general view of the device; Fig. 2, a plan of the disk, and Fig. 3 a central vertical section with detached plan of disk and other parts.

A designates the roof of a railway-car, constructed in the usual manner, and provided with a sleeve, *a*, having a flange, *b*, for securing it to the car-roof and in the opening in such roof.

B represents a rod, the upper end of which is screw-threaded, engaging with a correspondingly screw-threaded disk, *c*, provided with radial arms and secured within the sleeve *a*. A collar, *d*, is attached to the center rod, and forms the means of securing thereto a canopy or smoke-bell, C, the collar *d* being also open to allow the smoke to pass up through the sleeve or funnel *a'*; and *e* is a regulating damper or valve working upon a screw-thread or sliding on rod B, and held by set-screw on the rod B, by means of which the draft through the top may be regulated at will.

A hub, *f*, is slipped upon the rod B, adjusted and secured by nuts, and supporting-braces *g* are attached to this hub and to the roof of the car for preventing lateral strain on the center rod.

The lamps are supported on the rotary disk or arms D, a plan of which is shown in Fig. 2. This disk consists of a central hub with any suitable number of radial arms with a periphery either on a plane with the hub or offset, as shown in Figs. 2 and 1. These arms may extend beyond the periphery of the disk at

proper points on the radial arms on one or more bearings, *h*, in which, respectively, are pivoted the oil-founts E of the lamps.

The lamps may, of course, be of any desired construction, though I prefer the form illustrated in the drawings, consisting of an oil-reservoir, *x*, with center bottom pivot, *h'*, and central oil-feed, *z*, and having an arm extending at right angles supporting the burner and chimney.

Where the hub is raised or offset from the plane of the disk it is evident that the inversion of the disk will raise the lamps up the distance of such offset.

*y y* represent reflectors attached to the oil-founts and embracing the chimneys.

Any desired number of lamps may be used with each supporting-frame, and the advantages arising from the independent adjustments of the supporting-frame and of each lamp, whereby the light may be diffused through or again converges upon a given point in the car, and the smoke be conducted at all times through one common outlet, will be apparent at once to those skilled in the art, and require no enumeration.

A cap, *n*, and flange or rim *o o* are placed and arranged upon the upper end of the funnel or outlet-tube for protection from storm, dust, and sparks.

Having thus described my invention, what I claim is—

1. A car-lamp consisting of a supporting-rod, a revolving lamp-carrying disk, and a series of independently revolving and adjustable lamps.

2. The combination, with the reversible disk D, provided with bearings *h*, of the lamps adapted to revolve in such bearings, substantially as described.

3. The combination of the center rod with the vertically-adjustable and reversible disk D, substantially as described.

4. The combination, with a revolving disk carrying a series of lamps, of the canopy, the exit-top, and the regulating-valve, as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES R. HARRISON.

Witnesses:

WM. D. CONKLIN,  
P. H. MARTIN.