

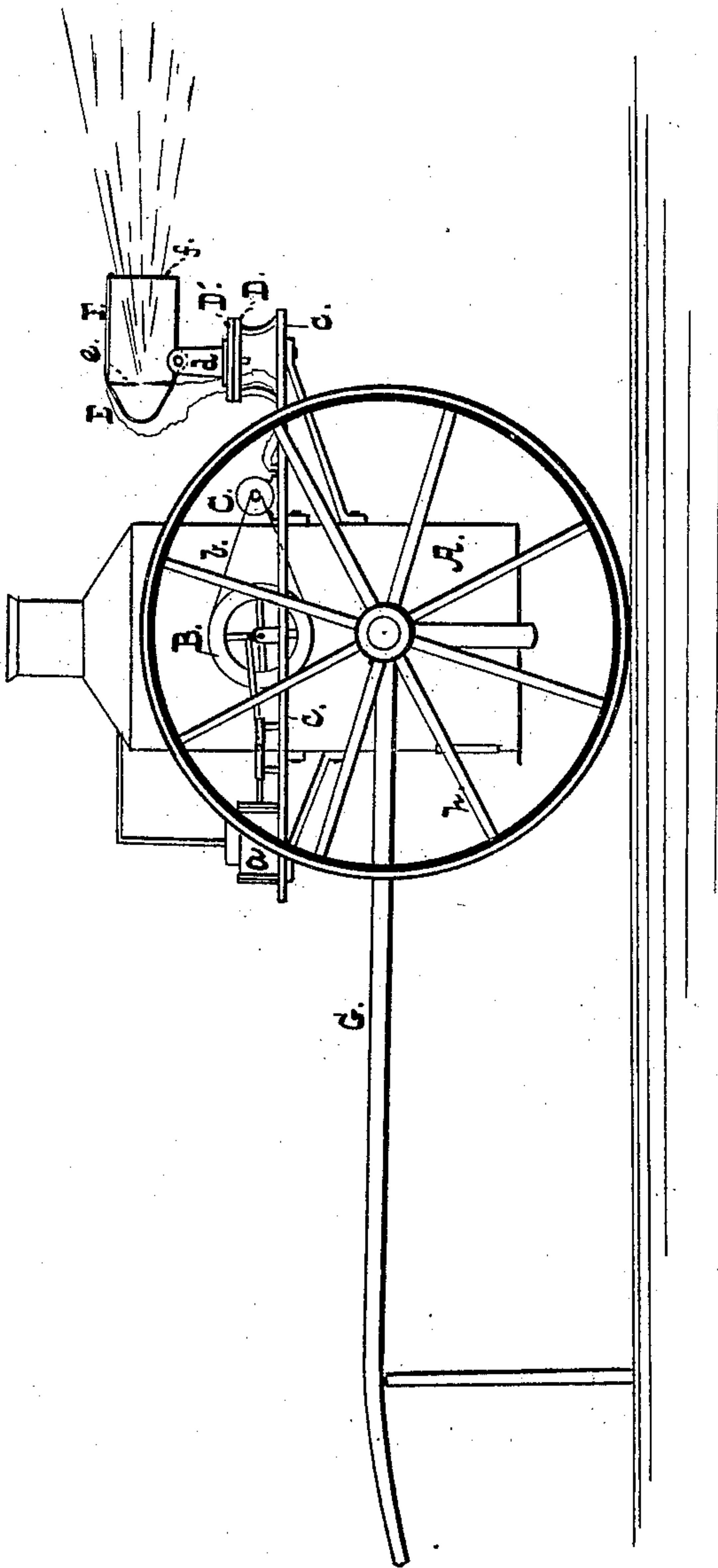
(No Model.)

R. S. JENNINGS.

LIGHT FOR LIFE SAVING STATIONS.

No. 246,679.

Patented Sept. 6, 1881.



WITNESSES.

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LIGHT FOR LIFE-SAVING STATIONS.

SPECIFICATION forming part of Letters Patent No. 246,679, dated September 6, 1881.

Application filed May 19, 1881. (No model.)

To all whom it may concern:

Be it known that I, RALPH S. JENNINGS, of Baltimore city, State of Maryland, have invented certain new and useful Improvements in Lights for Life-Saving Stations; and I hereby declare the same to be fully, clearly, and exactly described as follows, reference being had to the accompanying drawing, in which a device embodying my invention is shown in side elevation.

My said invention has for its object to furnish a transportable apparatus embodying the mechanism necessary for producing the electric light, and adapted for use at life-saving stations upon the coast, as hereinafter set forth.

Shipwrecks due to vessels driving on shore are of comparatively rare occurrence during the day-time, as the shore is visible from such a distance that unless the vessel be dismasted or disabled she can be kept off shore, sea-room being afforded for the necessary maneuvers. The stranding of ships nearly always occurs during the night, when the darkness due to the prevalence of a rain or snow storm or gale renders it difficult for the crew of the life-saving station to exactly locate the ship, and much loss of time in reaching the wreck by life-boat or life-line results. Furthermore, the crew of the ship, being unaware of the preparations of those on shore, are apt to resort to expedients of their own to save their lives, which often result disastrously.

I have devised a vehicle carrying a powerful light and means for maintaining it for as long a time as is ever required, adapted to be drawn by a horse or by the crew of the station to a point on the beach opposite the wreck, whereby the exact position of the latter may be determined and the mortar for throwing the life-line may be accurately aimed. The ship's crew, moreover, perceiving the light at a distance at which the ordinary lantern would be invisible, know that succor is approaching, and desist from efforts to reach the shore by means of the ship's boats or spars.

In the drawing, A is an ordinary upright boiler, and *a* a small engine mounted upon a bracket, *c*, secured to the boiler.

B is an ordinary fly-wheel, and C a dynamo-

electric machine driven by a belt, *b*, from the fly-wheel.

D is a horizontal plate secured to the bracket *c*, and on it is centrally pivoted a plate, D', having standards *d* bolted upon its upper face. To a shaft journaled in the standards *d* is secured a parabolic reflector, E, in the focus of which is located the electric light *e*.

F is a casing to protect the points, inclosed in front by a glass plate, *f*.

The entire device is mounted on wheels *h*, and shafts (or a tongue) G are provided, whereby the device may be drawn along the beach. The reflector and light, being pivoted about a vertical axis, may be turned so as to sweep the whole horizon, and being also pivoted about a horizontal shaft, the axis of the parabola may be tilted in a vertical plane.

The boiler is, by preference, provided with couplings similar to those of the ordinary steam fire-engines for attachment to pipes leading from a stationary boiler in the house at the station, whereby the portable boiler is kept supplied with hot water, and steam is gotten up at short notice. When the alarm is given that a vessel has been driven on shore the pipes are uncoupled, fire is lighted beneath the boiler, and the machine is drawn to a point opposite the wreck. The engine being set in motion, the beam of light is directed upon the vessel, and communication is set up with her in the usual way by means of the mortar or life-boat.

It will be seen that the machine described embodies all the mechanism for producing and maintaining a bright light, and for directing it in any desired direction. In lieu of the steam-engine, a compressed-air or gas engine or other motor may be used to drive the dynamo-electric machine.

I am aware that lime-lights and ordinary lights have been heretofore mounted upon vehicles—such as upon the trucks of hook-and-ladder carriages, or on locomotives, or on carriages for use in street-processions—and such I do not claim.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In combination with the wheeled vehicle carrying an engine and boiler, as set forth, the dynamo-electric machine, and an electric light pivoted about a horizontal and a vertical axis, as and for the purpose described.
2. In combination with the wheeled vehicle having tongue or shafts G and boiler A, the dynamo-electric machine and the electric light, mounted, as described, at the rear of the machine, substantially as and for the purpose set forth.

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