

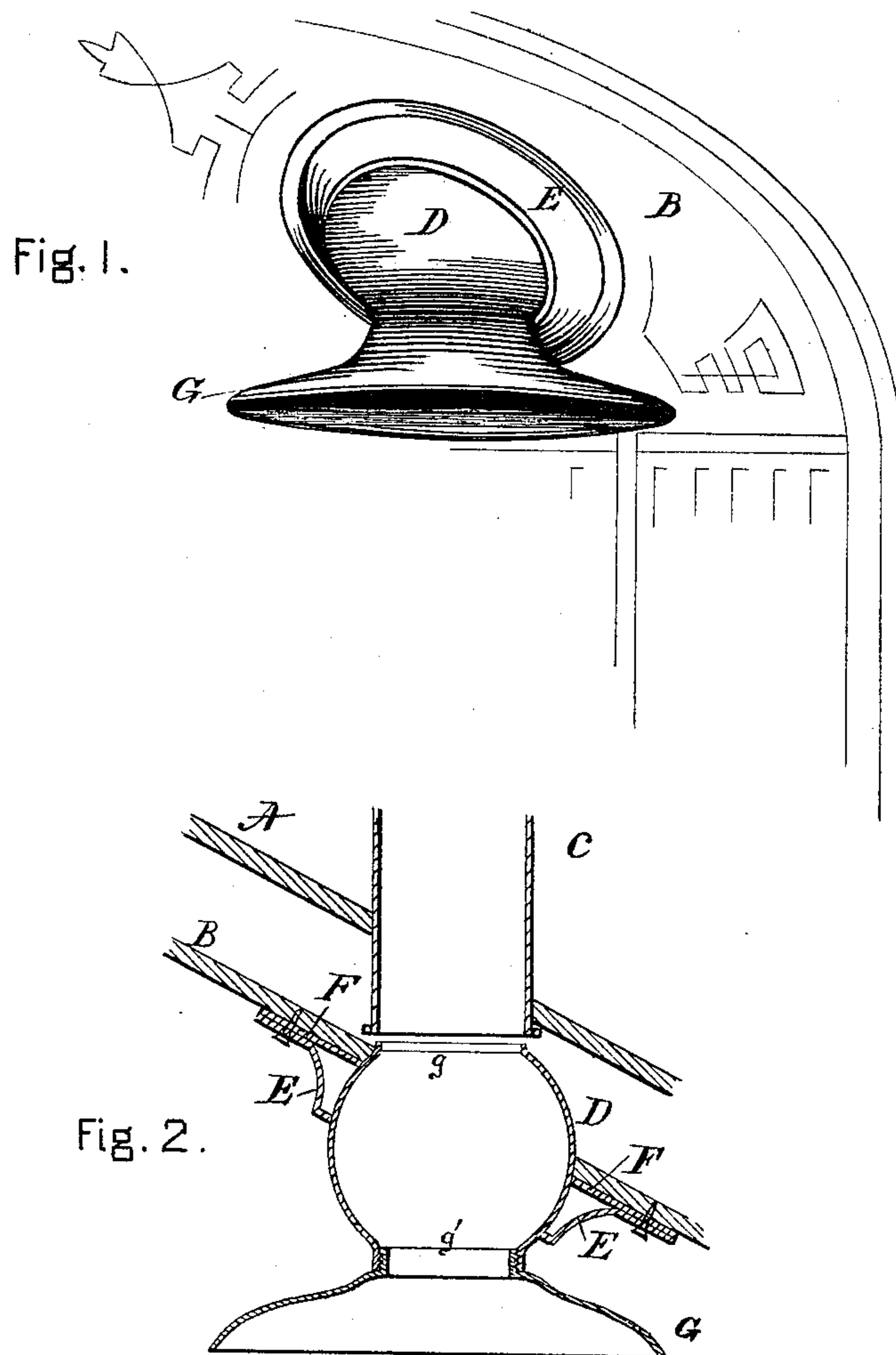
(No Model.)

J. KIRBY, Jr.

CANOPY FOR RAILWAY CAR LAMPS.

No. 330,030.

Patented Nov. 10, 1885.



Attest,

S. H. Hageman
Alfred L. Rollwagen.

Inventor,

By *John Kirby Jr*
Joseph Carrard
attys

UNITED STATES PATENT OFFICE.

JOHN KIRBY, JR., OF DAYTON, OHIO.

CANOPY FOR RAILWAY-CAR LAMPS.

SPECIFICATION forming part of Letters Patent No. 330,030, dated November 10, 1885.

Application filed July 6, 1885. Serial No. 170,818. (No model.)

To all whom it may concern:

Be it known that I, JOHN KIRBY, Jr., of Dayton, Ohio, have invented a new and useful Improvement in Canopies for Railway-Car Lamps, of which the following a full, clear, and exact specification, reference being had to the accompanying drawings, forming part of this statement of invention, in which—

Figure 1 is a perspective view of my canopy attached in position to the roof of a railway-car. Fig. 2 is a vertical section through the roof of a car and my canopy.

Similar letters of reference in the several drawings denote the same parts.

My invention relates to canopies for railway-car lamps; and it consists of devices, hereinafter described, whereby the canopy may be attached in its normal position to the curved or inclined roofs of railroad-cars or other structures in such way as to be capable of adjustment with reference to the position of the flame or light against which it is desired to protect the roof. Heretofore it has been customary to make these canopies especially to suit the curve or pitch of the deck of a car or other structure, because if not so made they will not hang with their lower edge at right angles with the lamp-chimney; yet it is desirable that it should so hang.

My invention enables me to so hang the canopy that it may be in normal position whatever the pitch of the roof may be, and my canopy may be used in any car, and has the further advantages over the canopy made especially for a particular structure that it may be made in quantity and held in stock—a very important advantage to the manufacturer and consumer.

Reference being had to the accompanying drawings, A, Fig. 2, represents the outside curved roof of a railway-car. C is a tube passing through the roof, to carry off the product of combustion of the lamp. B, Figs. 1 and 2, is the inside curved roof of the car.

My canopy is constructed as follows: D is a hollow ball, preferably spun of sheet metal, and having on opposite sides the openings *g* and *g'*. The opening *g'* is provided with a screw-thread, as shown.

G is the canopy proper, and has an opening

screw-threaded and adapted to screw into the screw-threads of the opening *g'* of the ball D.

F is a tin or other sheet-metal collar having an opening in the center of less diameter than the diameter of the ball D.

E is a collar, preferably made of sheet metal spun or otherwise formed into the desired shape, having also an opening in its center of less diameter than the diameter of the ball D. The collars F and E form a socket, and are held by screws or in any convenient way firmly to the inside roof of the car.

My canopy is attached to the car-roof as follows: The collar E is brought up on the ball D from below as far as its diameter will allow. The canopy proper, G, is then screwed onto the ball, and the collar F is brought down on the ball D as far as its diameter will allow. The flanges of the collars F and E are then brought together and firmly affixed to the roof.

It is evident that since the diameter of the openings in the collars are less than the diameter of the ball they cannot come together, and that they form a socket to hold the ball D free to move between them. The ball D, with the canopy G, may thus be placed at any angle to the roof, and held firmly in the desired position at right angles to the chimney of the lamps. The ball D, as described, becomes part of the flue for the escape of the results of combustion. Where, however, the lamp is at such a distance from the canopy as not to require an outlet for the results of combustion, the ball may be made without the opening *g*. In this case the lower opening may also be dispensed with, provided the ball D is furnished with a screw-threaded collar or other means of attachment to the canopy.

Having thus described my invention, I claim as new—

1. A car-lamp canopy formed with a spherical or ball-shaped top, in combination with a support having a socket receiving the spherical or ball-shaped top, substantially as set forth.

2. The combination of a lamp-canopy, G, ball D, secured thereto, upper collar, F, and lower collar, E, the collars engaging the ball respectively above and beneath the greatest

(No Model.)

J. LAYBOLT.

SAW SET.

No. 330,031.

Patented Nov. 10, 1885.

Fig.1.

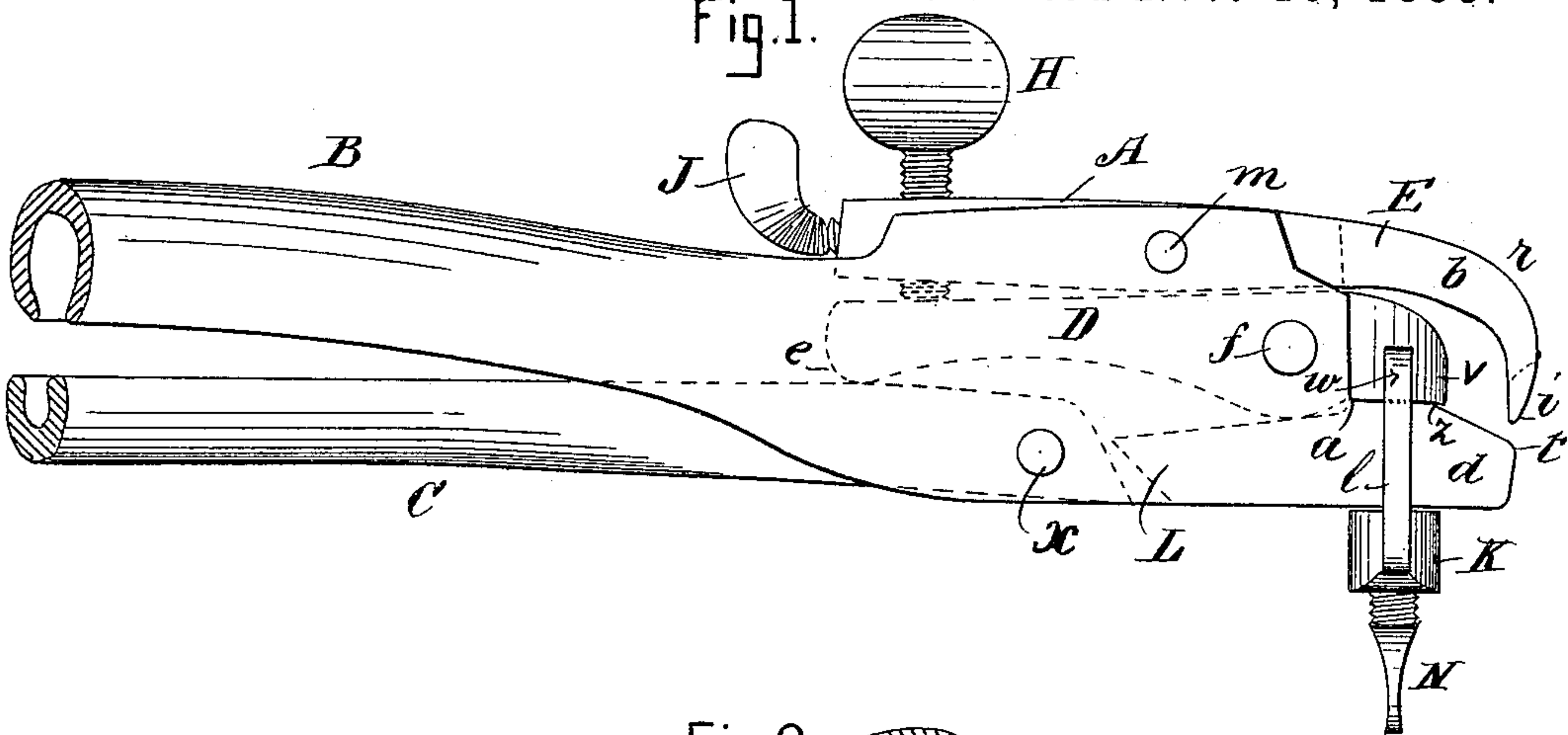


Fig.2.

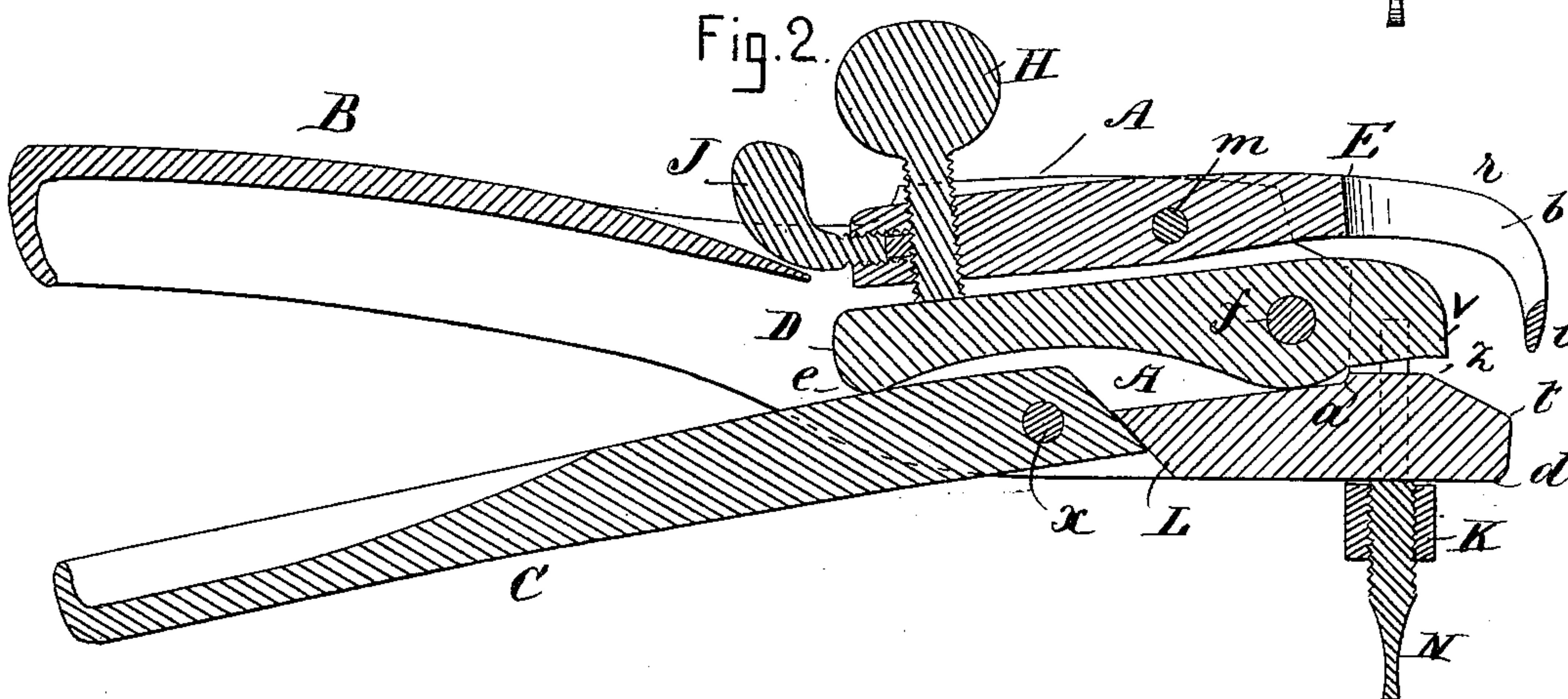


Fig.3.

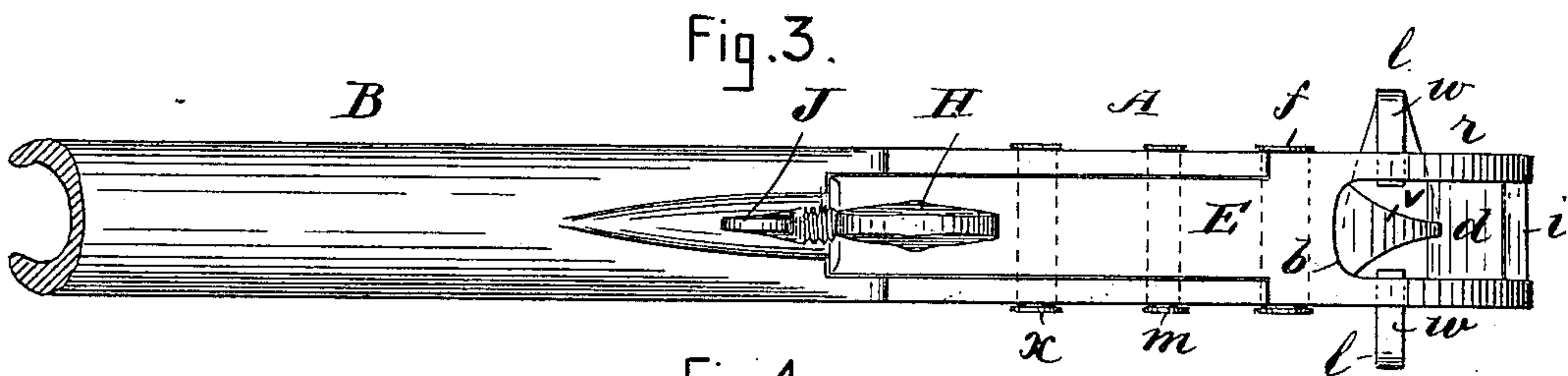
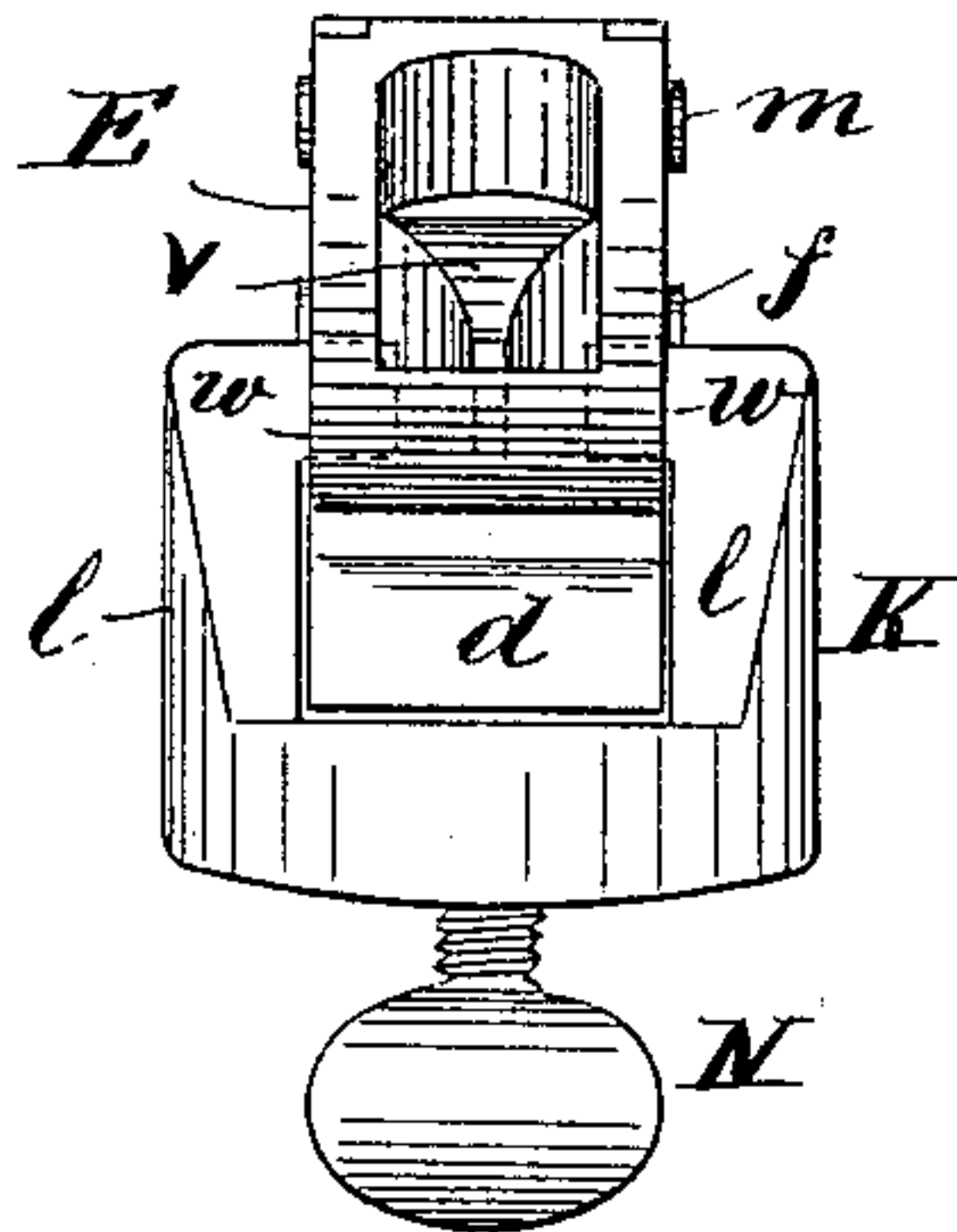


Fig.4.



Witnesses.

E. Blaua.
L. J. White.

Inventor.
Josiah Laybolt
Per C. A. Shaw
Attorney

