

(No Model.)

F. & F. H. MEYROSE & E. SCHAEFER.

LANTERN HOLDER AND REFLECTOR.

No. 372,553.

Patented Nov. 1, 1887.

Fig. I.

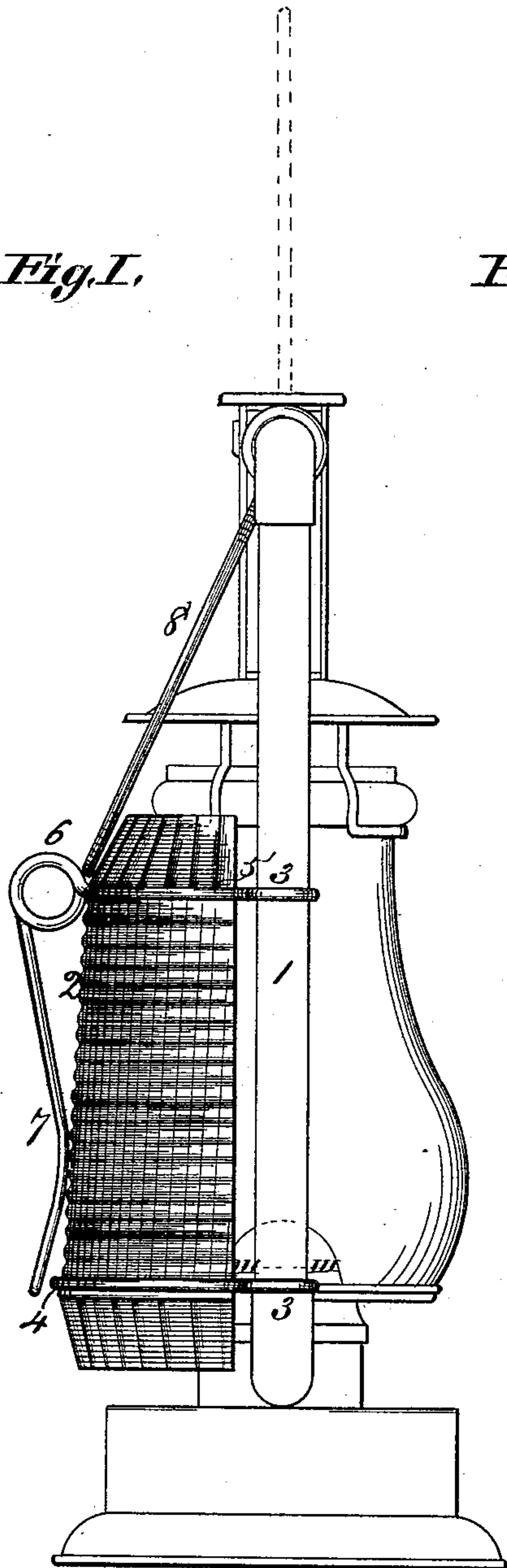
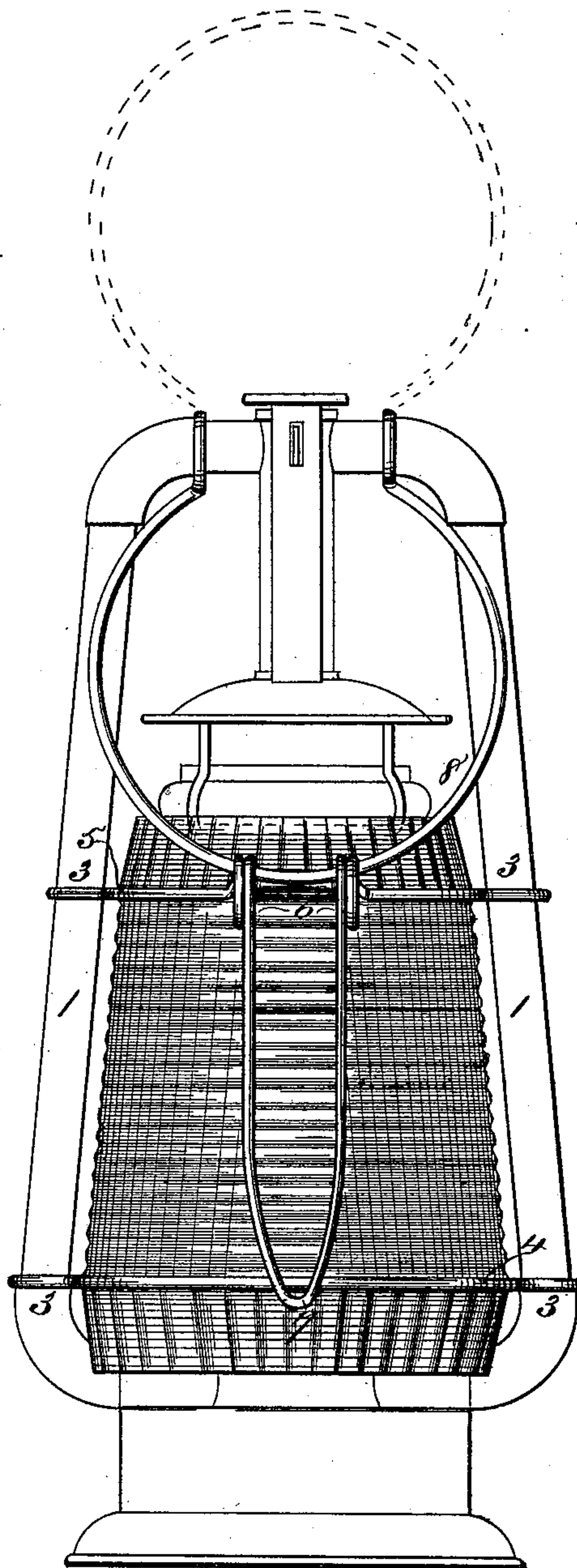


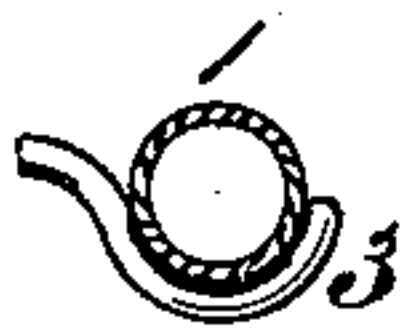
Fig. II.



Attest:

f. A. Hopkin
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Fig. III.



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UNITED STATES PATENT OFFICE.

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LANTERN-HOLDER AND REFLECTOR.

SPECIFICATION forming part of Letters Patent No. 372,553, dated November 1, 1887.

Application filed March 10, 1887. Serial No. 230,442. (No model.)

To all whom it may concern:

Be it known that we, FERDINAND MEYROSE, FRANCIS H. MEYROSE, and EDWARD SCHAEFER, citizens of the United States, residing at St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Lanterns, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to an attachment to lanterns to enable their application to the dash-board or front board of a vehicle, and which forms not only a means of attachment, but also a reflector, and, as such, prevents the heat from the lantern injuriously affecting the dash-board.

Our invention consists in certain details of construction, which are pointed out in the claims, and which will first be fully described with reference to the accompanying drawings, in which—

Figure I is a side elevation of a "tubular" lantern with our improvement attached thereto. Fig. II is a rear view of the same. Fig. III is a detail section at III III, Fig. I.

At 1 are shown the side tubes of the lantern.

2 is a corrugated metal reflector having hooks 3 at or near its four corners, which engage on the side tubes, 1. The side tubes diverge from each other as they descend, so that the hooks 3 become tight upon the tubes as the reflector is forced downward. These hooks 3 are shown at the ends of wires 4 5, which are soldered to the back of the reflector. The upper wire, 5, is turned in coils 6, forming springs, and from these the wire extends in a skeleton finger, 7, to engage over the top of the dash-board or end board of a vehicle. The position of the finger 7, when not in use, is in contact with the back of the reflector, being held in this position by the coil-springs 6. These springs press the finger hard against the dash or front board and hold the lantern firmly thereto.

It will be seen that some device will be

needed to prevent the lantern dropping vertically from the reflector, as it is sustained solely by the latter. The ordinary handle or bail, 8, is made use of for this purpose, as seen in Figs. I and II, the handle being bent down and made to bear in the recesses between the coil-springs and the reflector. The flexibility of the handle is made use of to lock it in position as it is sprung over the higher parts of the coil-springs and bears firmly in the recesses.

The reflector performs several offices—as a means for supporting the lantern, as a reflector, and as a means for preventing to a considerable degree the heat from the lantern reaching the dash-board.

The hooks may, if preferred, be soldered fast to the side tubes. In practice the soldering, if neatly done, would be scarcely apparent; but for the sake of illustration we have shown such a means of attachment by heavy black line on the inside of the hook, Fig. III.

We claim as our invention—

1. In combination with a tubular lantern having a handle or bail, 8, an attachment consisting of reflector 2, bearing hooks 3, adapted to engage firmly with the tubes of the lantern when slipped vertically thereon, and a projection from the rear of said shield wherewith said handle or bail is adapted to engage, substantially as and for the purpose set forth.

2. In combination with a tubular lantern having handle or bail 8, a shield, 2, bearing hooks 3, adapted to engage with the tubes when slipped vertically thereon, and a finger, 7, having coil-spring 6, fixed to and projecting from the rear of the shield, and adapted to provide a point of engagement for the said handle or bail, substantially as and for the purpose set forth.

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In presence of—

SAML. KNIGHT,
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