

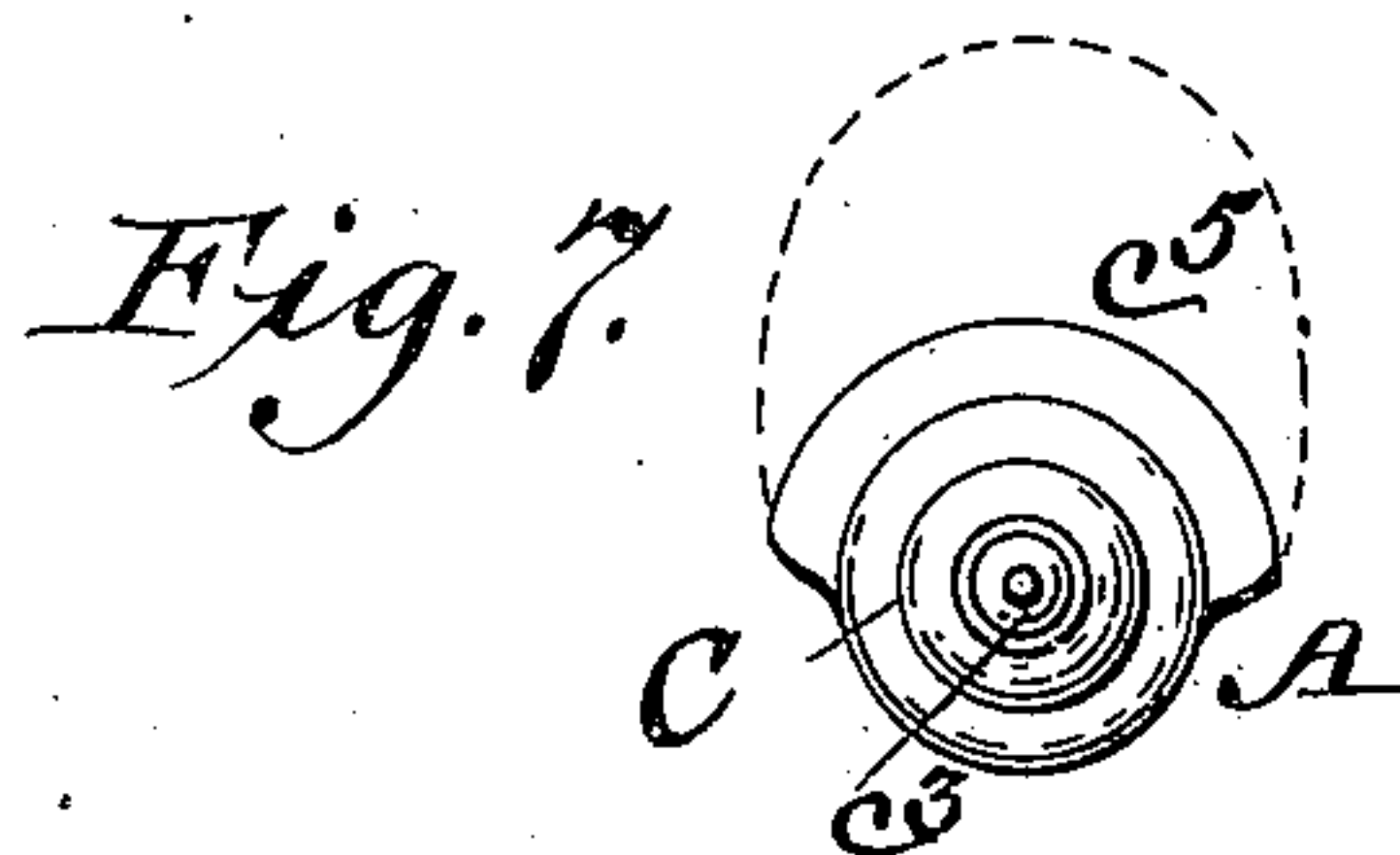
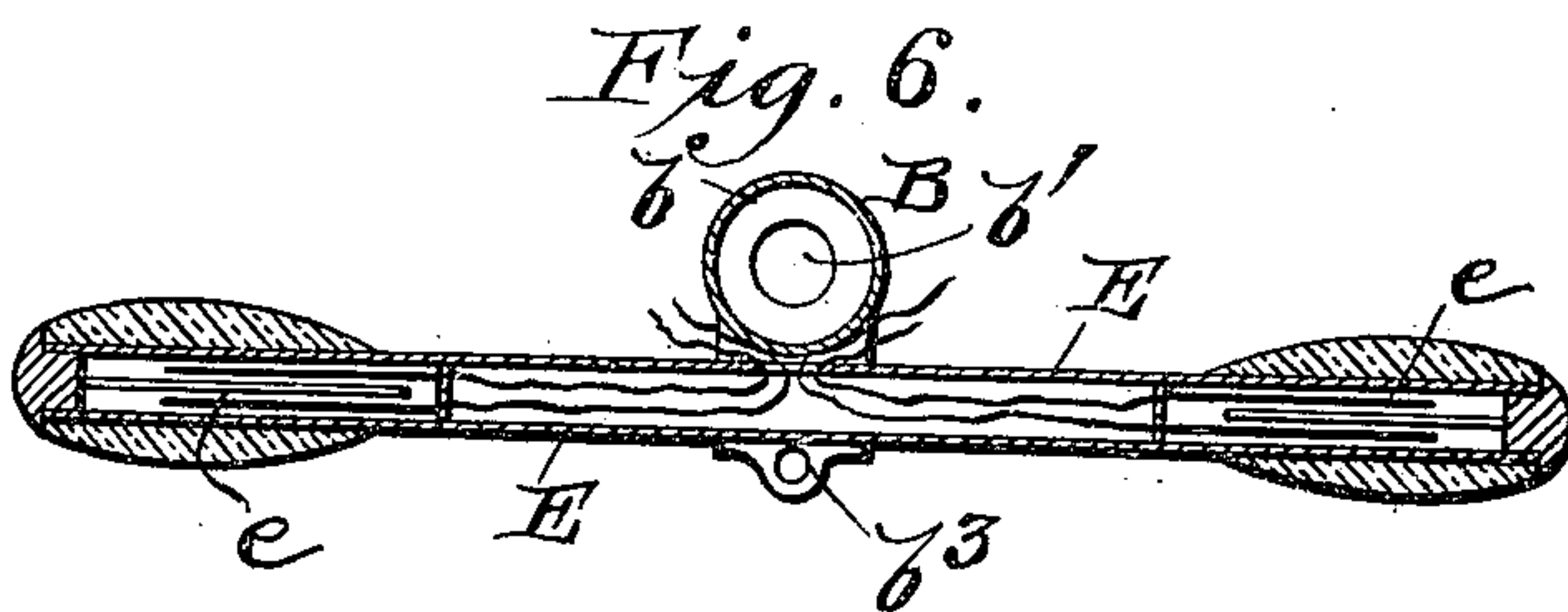
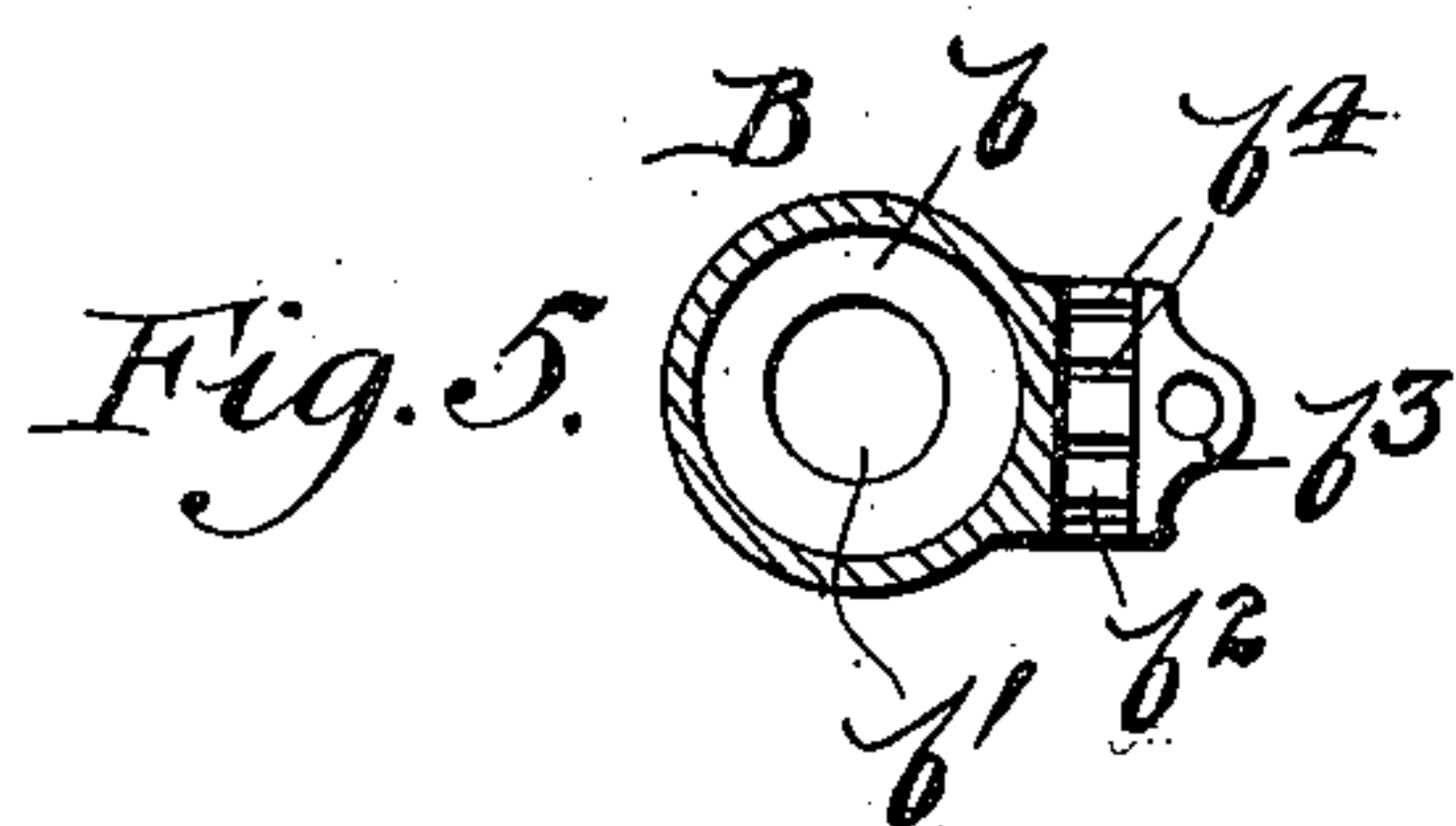
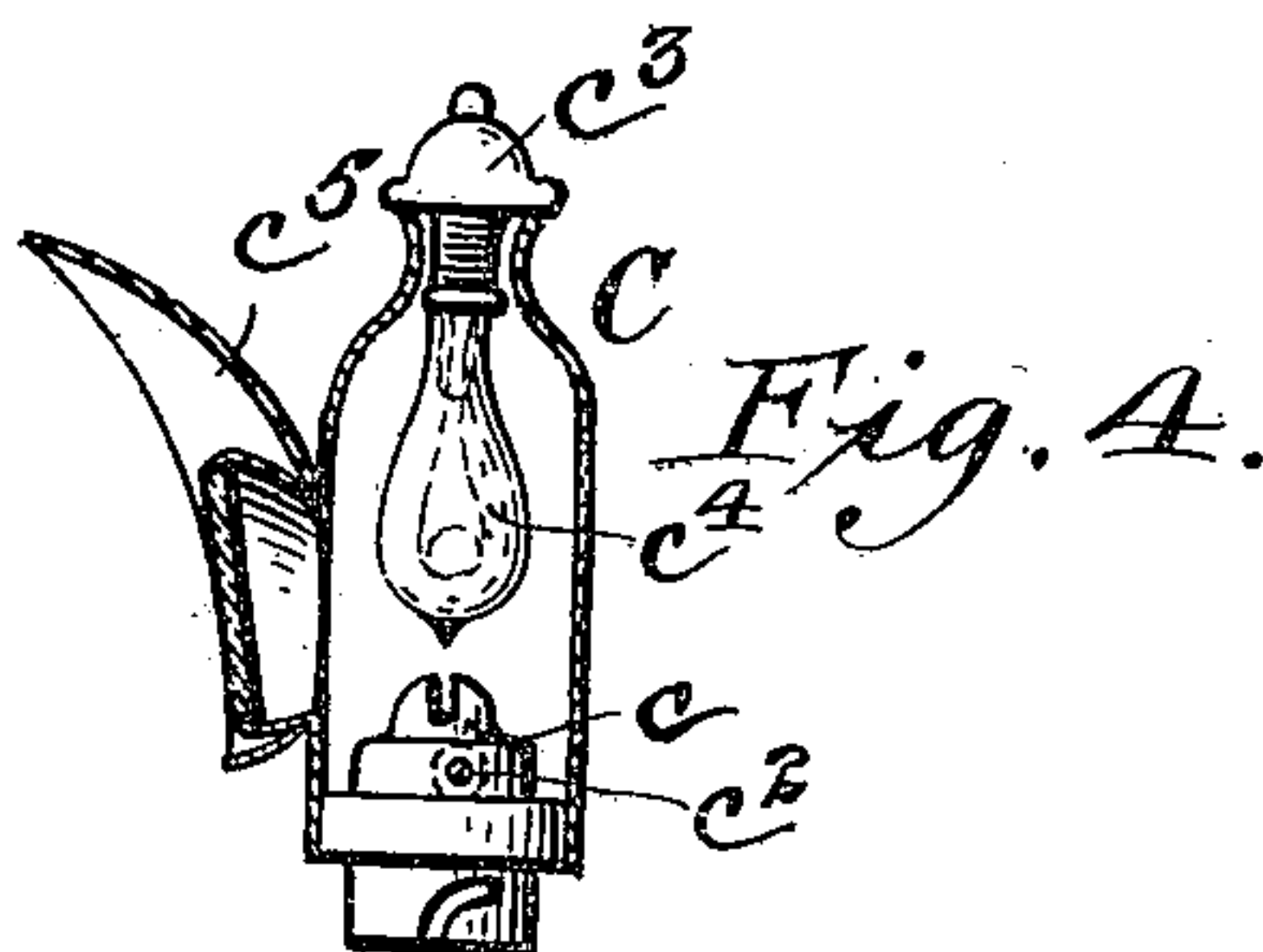
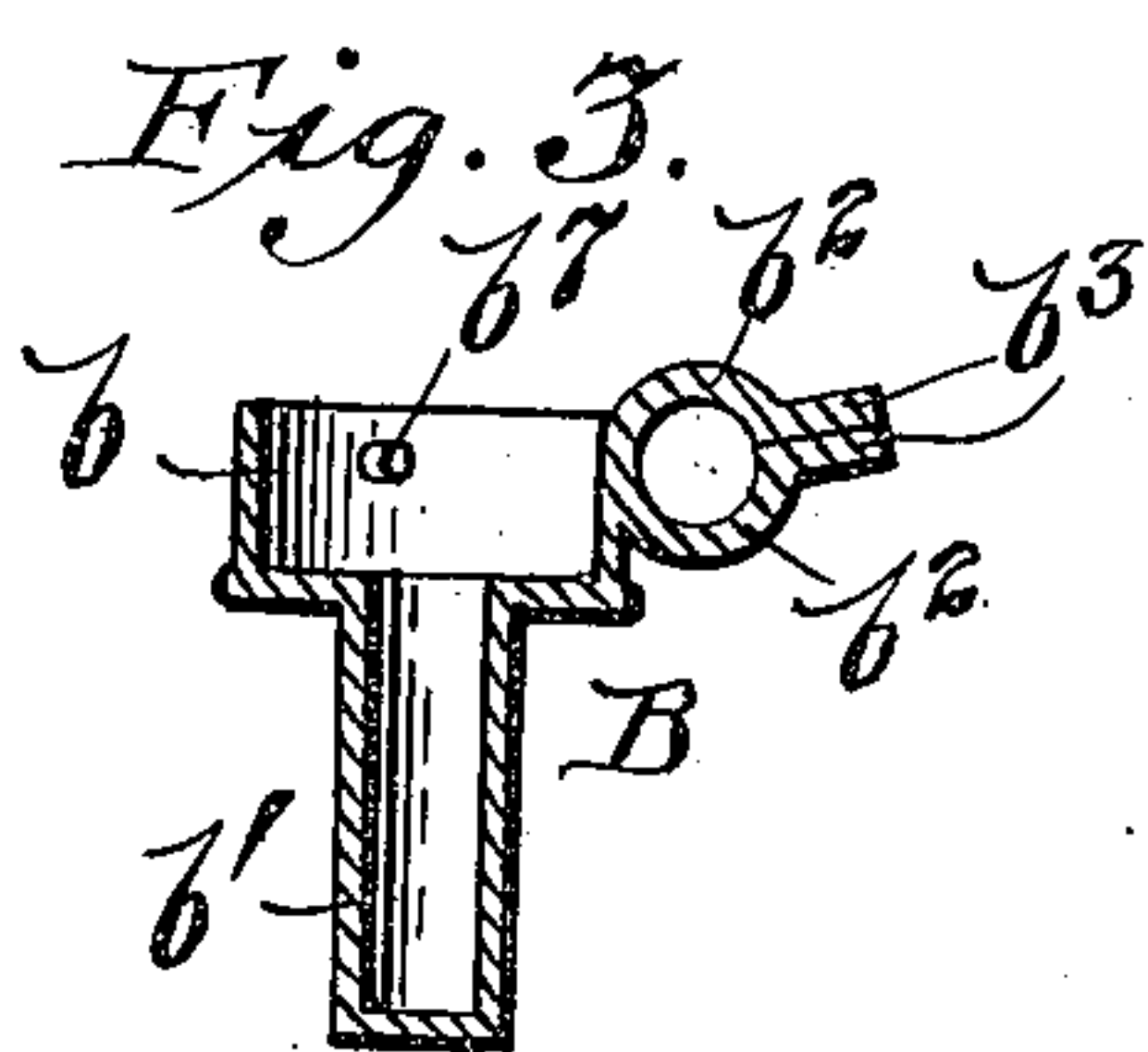
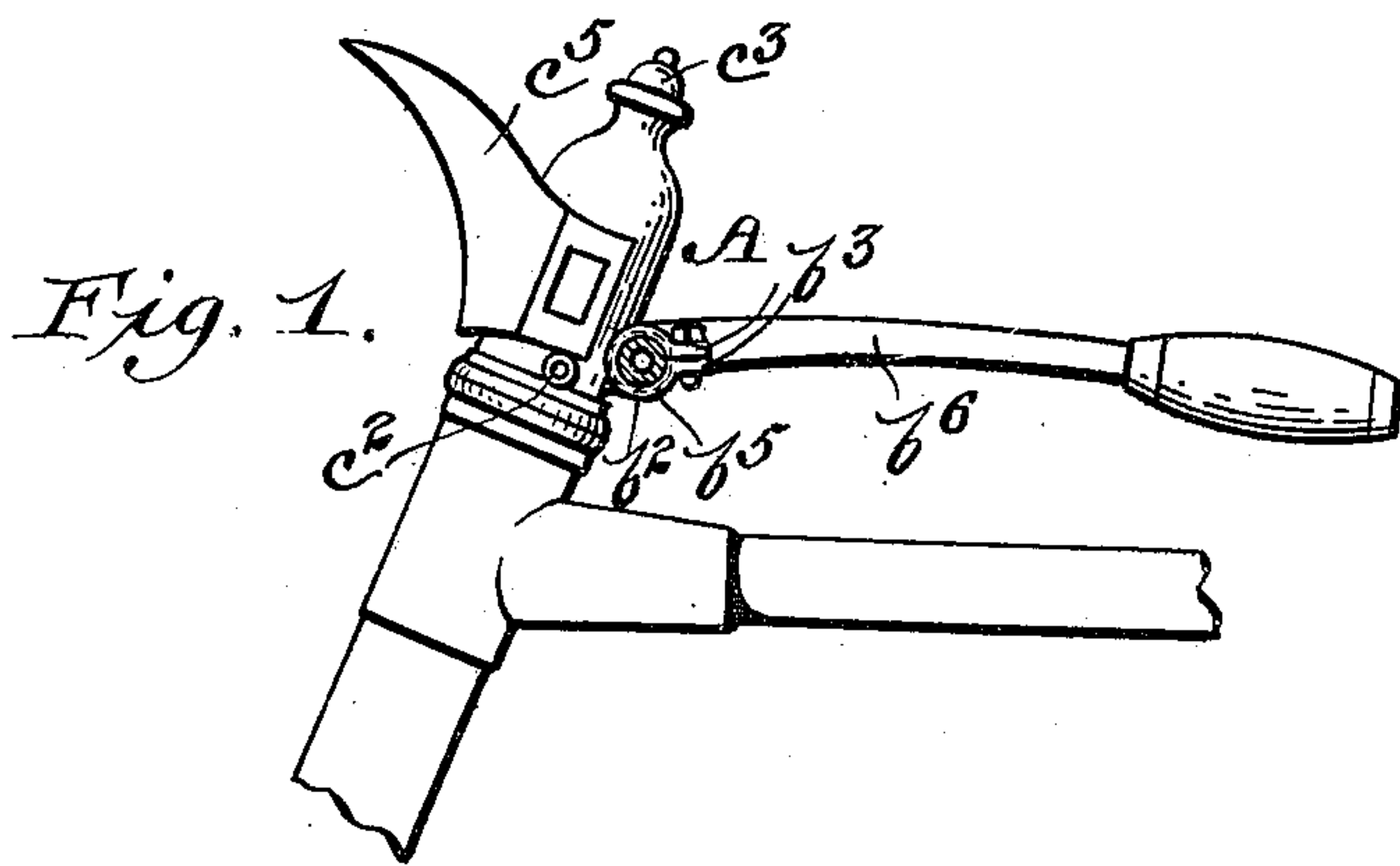
No. 620,110.

Patented Feb. 28, 1899.

J. W. EISENHUTH.
VEHICLE LAMP.

(Application filed Jan. 5, 1898.)

(No Model.)



WITNESSES

Reverance

Geo. Sullivan

INVENTOR

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UNITED STATES PATENT OFFICE.

JOHN WASHINGTON EISENHUTH, OF NEW YORK, N. Y.

VEHICLE-LAMP.

SPECIFICATION forming part of Letters Patent No. 620,110, dated February 28, 1899.

Application filed January 5, 1898. Serial No. 665,721. (No model.)

To all whom it may concern:

Be it known that I, JOHN WASHINGTON EISENHUTH, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Vehicle-Lamps; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in lamps, and more particularly to that class of lamps which are adapted to be applied to vehicles of all kinds, and especially to bicycles or motor-vehicles.

The object of this invention is to provide a lamp which may be constructed in such a manner that it is adapted to be built into the vehicle or cycle, so that it becomes a part of the same and is always present with it and cannot be stolen therefrom.

It consists in providing a lamp having an oil-socket forming a part of the vehicle, the said oil-socket being adapted to support guiding means for the said vehicle and a lamp proper adapted to be secured in the said socket.

It also consists in building a lamp in a vehicle which shall be provided with means for burning oil and means for using electricity, whereby if one gives out the other may be used.

It also consists in certain other novel constructions, combinations, and arrangements of parts, as will be hereinafter more fully described and claimed.

In the drawings, Figure 1 represents the head of a bicycle provided with my improved lamp. Fig. 2 represents a vertical central section through the same. Fig. 3 represents a detail sectional view of the oil-socket. Fig. 4 represents a detail vertical section through the upper part of the lamp. Fig. 5 represents a vertical horizontal section through the said oil-socket and the handle-clamp. Fig. 6 represents a detail horizontal sectional view through a socket carrying handle-bars provided with batteries; and Fig. 7 is a top view of my improved lamp, showing the exterior reflector formed thereon.

While my improved lamp is designed and

well adapted for use upon all kinds of vehicles and cycles, yet for the sake of illustration I have shown in the drawings and will now describe the same as applied to a bicycle.

A in the drawings represents a lamp constructed in accordance with my invention, B an oil-socket, and C the upper part of the lamp.

The socket B is constructed with an upper enlarged portion, as *b*, adapted to receive the lamp proper, C, and is provided at its lower portion with a reduced cylindrical extension, as *b'*, adapted to hold oil or a similar illuminating liquid. The cup B is preferably permanently secured in place in the head D of the bicycle, the oil-receptacle *b'* extending downwardly within the same. Upon the upper enlarged portion *b* are formed jaws *b² b²*, adapted to receive between them a handle-bar of any suitable construction, flanges *b³ b³* being also formed upon the said jaws to clamp the handle-bar in position. As illustrated in the drawings, these jaws may be provided with projections or serrations, as *b⁴*, adapted to engage corresponding projections or serrations, as *b⁵*, formed upon a handle-bar, as *b⁶*. The upper portion of the lamp C is of generally cylindrical shape and carries a burner, as *c*, at its lower end. The burner *c* may be of any desired construction and may be adapted by screw-threads or otherwise to engage the oil-socket, the wick *c'* extending down into the said oil. The usual wick-controlling ratchet *c²* will be provided with an exterior handle, by which it may be operated to raise or lower the wick, as may be desired.

In order to secure the lamp proper, C, in the socket B, I preferably employ snap-catches, as *b⁷*, which will engage corresponding portions formed upon the casing of the lamp C.

In order that I may be able to use electricity with my improved lamp, I provide the same with a top portion, as *c³*, which is removably secured in place upon the top of the lamp. This top portion carries an incandescent lamp, as *c⁴*, the wires connected to the carbon filaments of which are led off to any suitable batteries. I prefer to construct the lamp with a large reflector, as *c⁵*, mounted upon the exterior of the casing and extending for a considerable distance around the front opening of

the lamp, which may be supplied with a lens or any other desired form of glass.

It will be seen that by this construction electricity may be used for making a light or if the batteries give out oil may be employed and take the place of the electric light. These may be used interchangeably, as desired. When using the electric light, I also contemplate forming batteries in a handle-bar, as illustrated in Fig. 6 of the drawings. In this construction the ends of the hollow handle-bar E are provided internally with any suitable battery, as *e*. The illustration shows a zinc-and-carbon battery, any well-known solution being employed in connection with the same. The wires from the poles of the battery are led toward the head through the hollow handle-bar and connected to the lamp in any desired manner.

It will be apparent that batteries might be secured in any part of the frame of the bicycle or vehicle and connected with a lamp of this character without departing from the spirit of my invention.

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

1. In a lamp for vehicles, the combination of a socket permanently secured in the said vehicle, the said socket forming also an oil-receptacle, a casing or chimney secured in the said socket by means of catches and provided with a burner, and means upon the said socket for supporting the handle-bars, substantially as described.

2. In a lamp for vehicles, the combination of a socket built in the said vehicle, the said socket being adapted to carry oil, a casing or chimney secured in the said socket by means of catches, the said casing carrying a burner for consuming oil in the said socket, and an incandescent light, the construction being such that either oil or electricity may be employed for lighting the lamp, substantially as described.

3. In a lamp for vehicles, the combination of a socket rigidly mounted in the frame of the vehicle, the said socket forming an oil-reservoir, clamping-jaws also formed upon the said socket to receive a handle-bar, means for holding the said handle-bar in adjusted positions, and a lamp mounted in said socket by means of suitable catches, substantially as described.

4. In a lamp for bicycles, the combination with a casing rigidly mounted upon the said bicycle, of an incandescent light mounted in the said casing, a handle-bar mounted upon the said bicycle and provided with recesses in its end portions, and batteries mounted in the said hollow handle-bar for supplying an electric current to the said incandescent light, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN WASHINGTON EISENHUTH.

Witnesses:

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