J. C. CULLIGAN.

REFLECTOR.

APPLICATION FILED FEB. 25, 1910.

975,215.

Patented Nov. 8, 1910.

Fig. 2.

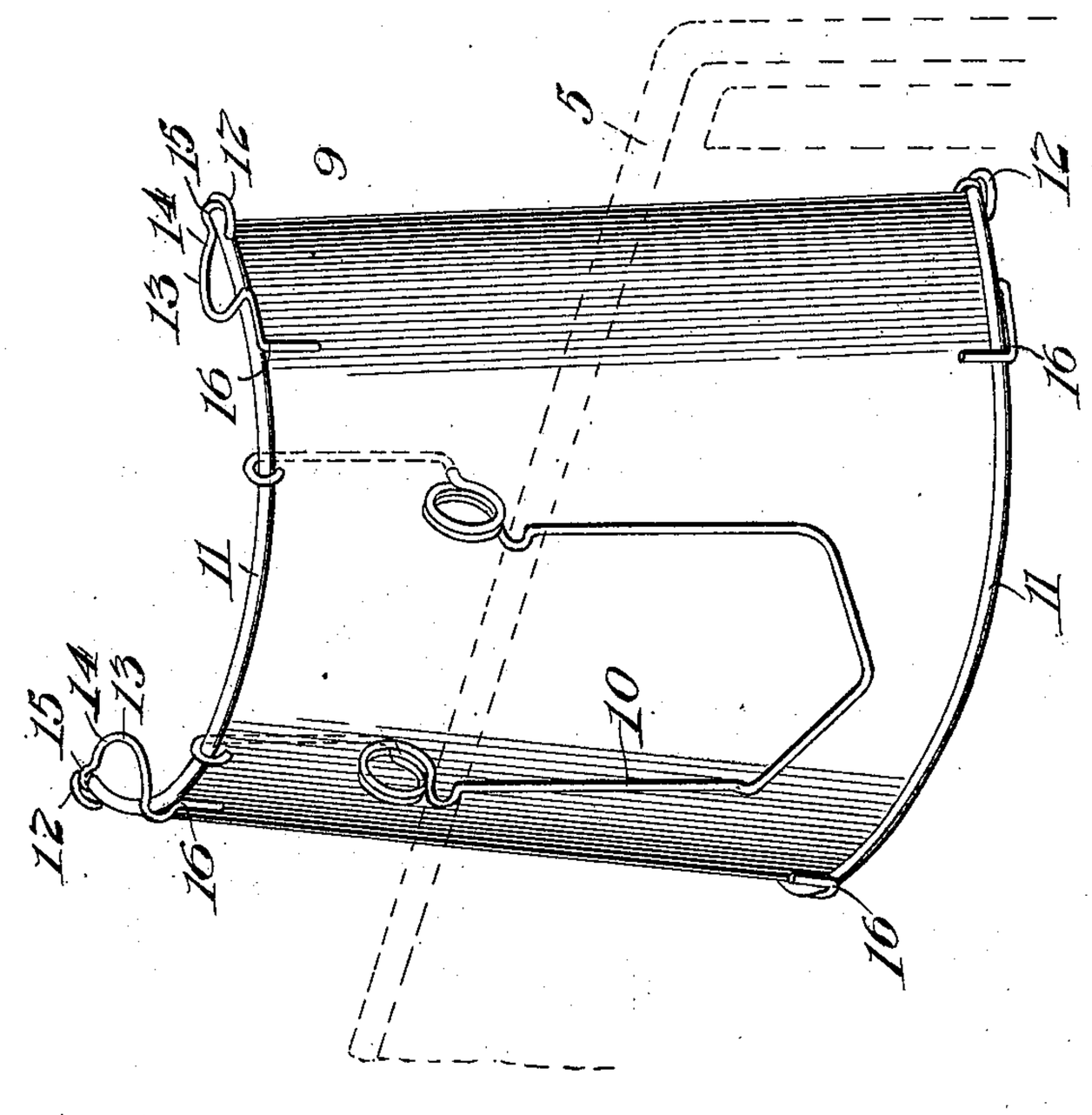
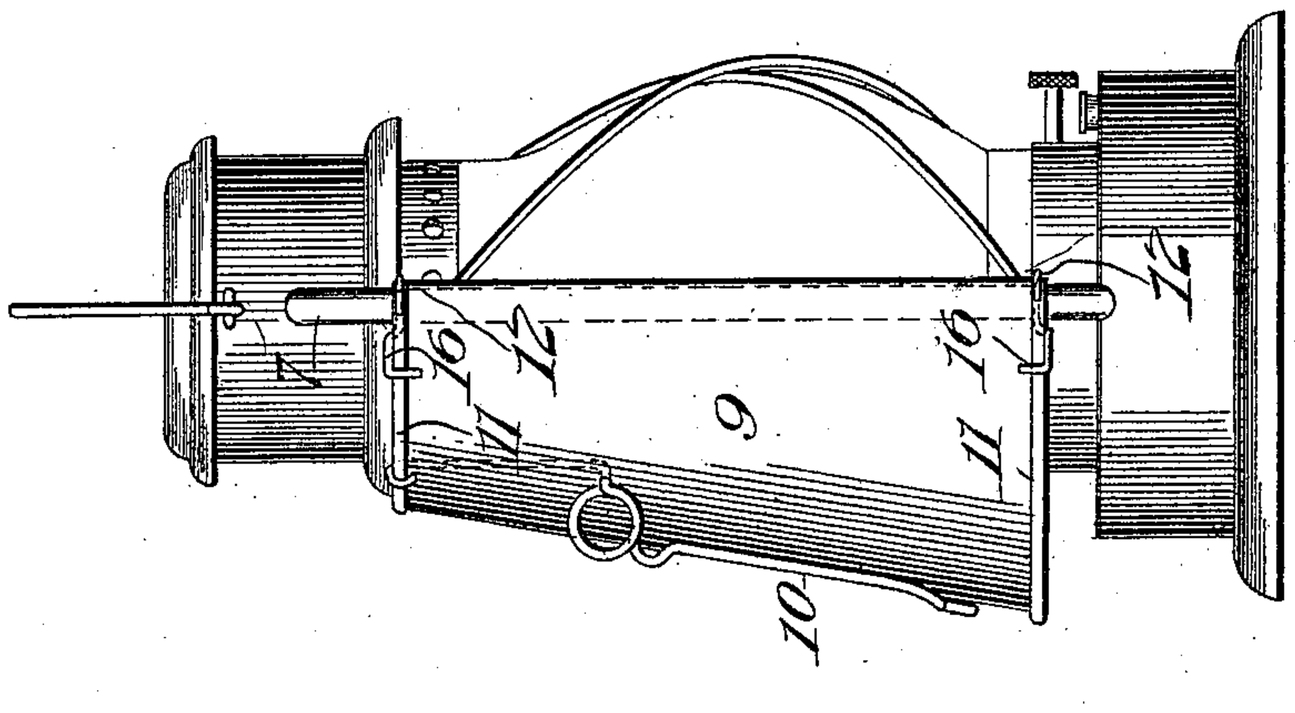


Fig. 1.



Witnesses

T. L. Mockeridge

John A. Donegan.

Inventor

John C. Culligan,

By Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

JOHN C. CULLIGAN, OF JORDANVILLE, NEW YORK.

REFLECTOR.

975,215. Specification of Letters Patent. Patented Nov. 8, 1910.

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To all whom it may concern:

Be it known that I, JOHN C. CULLIGAN, a citizen of the United States, residing at Jordanville, in the county of Herkimer and State of New York, have invented new and useful Improvements in Reflectors, of which the following is a specification.

This invention relates to improvements in reflectors and has particular reference to reflectors used in connection with carriage lanterns.

One object of the invention is the provision of a reflector adapted to support a lantern and provided with means to detachably secure it to the dashboard of a vehicle.

With these and other objects in view, which will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings and more particularly pointed out in the appended claim; it being understood that various changes in the form, proportion, size, and minor details of the device may be made, within the scope of the appended claim, without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings, forming a part of the specification; Figure 1 is a side elevation of the device showing a lantern supported thereby. Fig. 2 is a perspective view of the device showing a dashboard in dotted lines and the device supported thereby.

Similar numerals of reference are employed to designate corresponding parts throughout.

The dashboard is designated by the numeral 5 and the lantern by the numeral 6. The lantern is of a well-known type having oppositely arranged air tubes 7 the opposite ends of which communicate with the dome and burner space.

The device forming the subject matter of the present invention comprises a reflector designated in general by the numeral 9. The reflector 9 is preferably formed of a single piece of sheet metal oblong in contour and curved in the direction of its width to the shape of a semicircle, or substantially so. The concaved surface of the reflector is polished and arranged on the convexed surface is an outwardly and downwardly extending hook 10, the free end of which bears on the surface of the reflector and coöperates with the said reflector to clamp a dashboard therebetween as shown in Fig. 2.

The ends of the reflector are beaded as shown at 11 and arranged within the beading are bounding wires. The ends of the bounding wires extend in advance of the corners of the reflector and are looped, whereby eyes 12 are provided. It might here be stated that the width of the reflector corresponds approximately to the distance between the opposite outer sides of the air tubes 7, while the length of the reflector corresponds approximately to the distance between the burner and lower end of the dome of the lantern.

Arranged in the eyes 12 at the four corners of the reflector are hasps 13, each of which is preferably formed of a single piece of wire. Each hasp includes in its construction a shank 14 one end of which is provided with an eye 15 to engage one of the eyes 12 as shown in the drawings. The shank 14 of the hasp is curved and the end remote from the eye terminates in an angularly bent bill 16. By reference now to the drawings it will be seen that the hasps on the lower corners of the reflector are movable inwardly and toward each other and the curvature of their shanks is such that the said shanks will embrace the air tubes 7. The bills 16 of these hasps extend vertically upward, so that when the shanks are being passed around the air tubes, by virtue of the swiveled connection produced by the eyes the bills 16 may be passed below the lower side of the reflector and thence upwardly and against the outer or convexed face thereof. The hasps at the upper corners of the reflector have their shanks curved sufficiently to embrace the upper end portions of the tubes, while their bills extend vertically downward, so that the said bills may be forced into engagement with the convexed surface of the reflector after the shanks have embraced the tubes.

From the foregoing it can be seen that I have provided a device which is comparatively simple in structure and inexpensive in manufacture, and may be readily attached

to and detached from both the vehicle and lantern whenever desired.

I claim:—

The combination with a lantern having oppositely positioned air tubes and an oblong reflector; of hasps pivoted at one end to the corners of said reflector and having curved shanks to embrace said air tubes, and bent terminals to bear on the rear surface of the reflector.

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

JOHN C. CULLIGAN.

Witnesses:

KITTIE B. WAINMAN,

GEORGE W. BELSHAW.