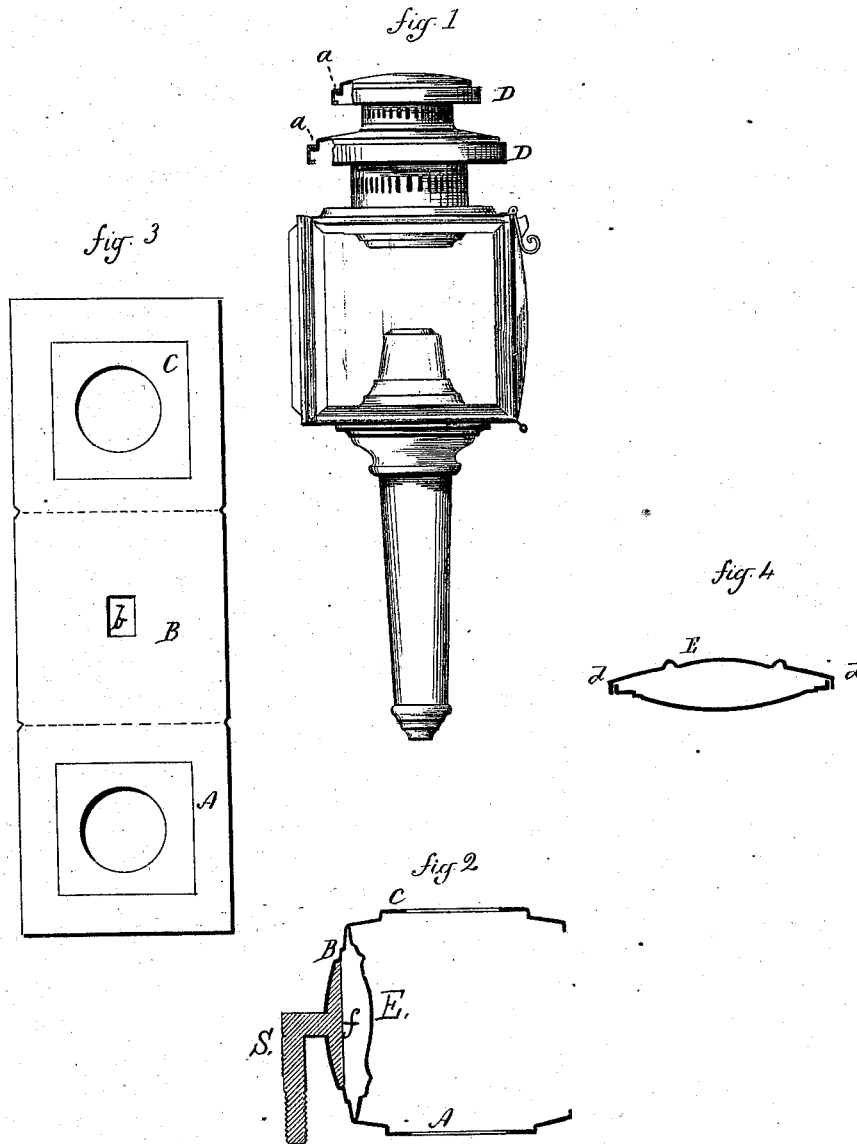


F. C. CANNON.
Carriage-Lamp.

No. 162,898.

Patented May 4, 1875.



Witnesses
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UNITED STATES PATENT OFFICE.

FREDERICK C. CANNON, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN CARRIAGE-LAMPS.

Specification forming part of Letters Patent No. 162,898, dated May 4, 1875; application filed June 13, 1874.

To all whom it may concern:

Be it known that I, FREDERICK C. CANNON, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Carriage-Lamps; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view and partial section; Fig. 2, a vertical section of the shell; Fig. 3, the blank bottom, back, and top; and in Fig. 4, a transverse section through the back or bottom.

This invention relates to an improvement in the manufacture of coach or carriage lamps.

Heretofore the bottom, top, and back have been formed in sections, soldered together, and the lining has been set within, and soldered inside the edge of the bottom or back. This construction necessitates many joints, which expose an unfinished appearance, in addition to the complex construction.

The object of this invention is to simplify and reduce the cost of construction; and it consists in a coach-lamp body, the back, bottom, and top of which are in one and same piece, combined with a shank, having its head upon the inside of the back, the stem projecting outward, and a lining to cover said head, as more fully hereinafter described.

The bottom A, back B, and top C are cut in a single piece from suitable sheet metal, and by suitable dies. The depressions from the inside are made to give the required external projection, as seen in Figs. 2 and 3.

Heretofore these projections have been made

in separate pieces, and soldered to the respective parts, which have also been made in separate or detached pieces. This piece is then bent at the angles to the form seen in Fig. 2.

In the back B a perforation, *b*, is made, through which the shank S is passed, as in Fig. 2, the head *f* of shank upon the inside, where it is secured by solder. Over this the lining E is placed to hide the head. The plates which form the projecting rims of the cap are formed with a shoulder, *a*, around the edge, as seen in Fig. 1. The band D is formed from a strip of U-shaped metal, bent around the cap, one leg of the U lying upon the shoulder *a*, and there soldered upon the under side, which hides the solder from view and gives the cap the appearance of being in one piece. The lining E, which is placed to cover the back and bottom, is formed the size of these parts, with a flange, *d*, to extend over the edge of the back or bottom. This lining is set in place, as in Fig. 4, and the flange *d* soldered to the back or bottom, outside or between the flange *d* and the edge of the back or bottom, as the case may be. This hides from view the means of securing the parts together, and gives to the interior or lining a much more finished appearance than the usual internal soldering.

I claim as my invention—

A coach-lamp body, the back, bottom, and top of which are in one and same piece, combined with a shank, S, having its head *f* upon the inside of the back, the stem projecting outward, and a lining to cover said head, substantially as described.

FRED. C. CANNON.

Witnesses:

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