

(Model.)

F. H. TALBOT.
LOCOMOTIVE HEAD LIGHT.

No. 267,613.

Patented Nov. 14, 1882.

Fig. 1.

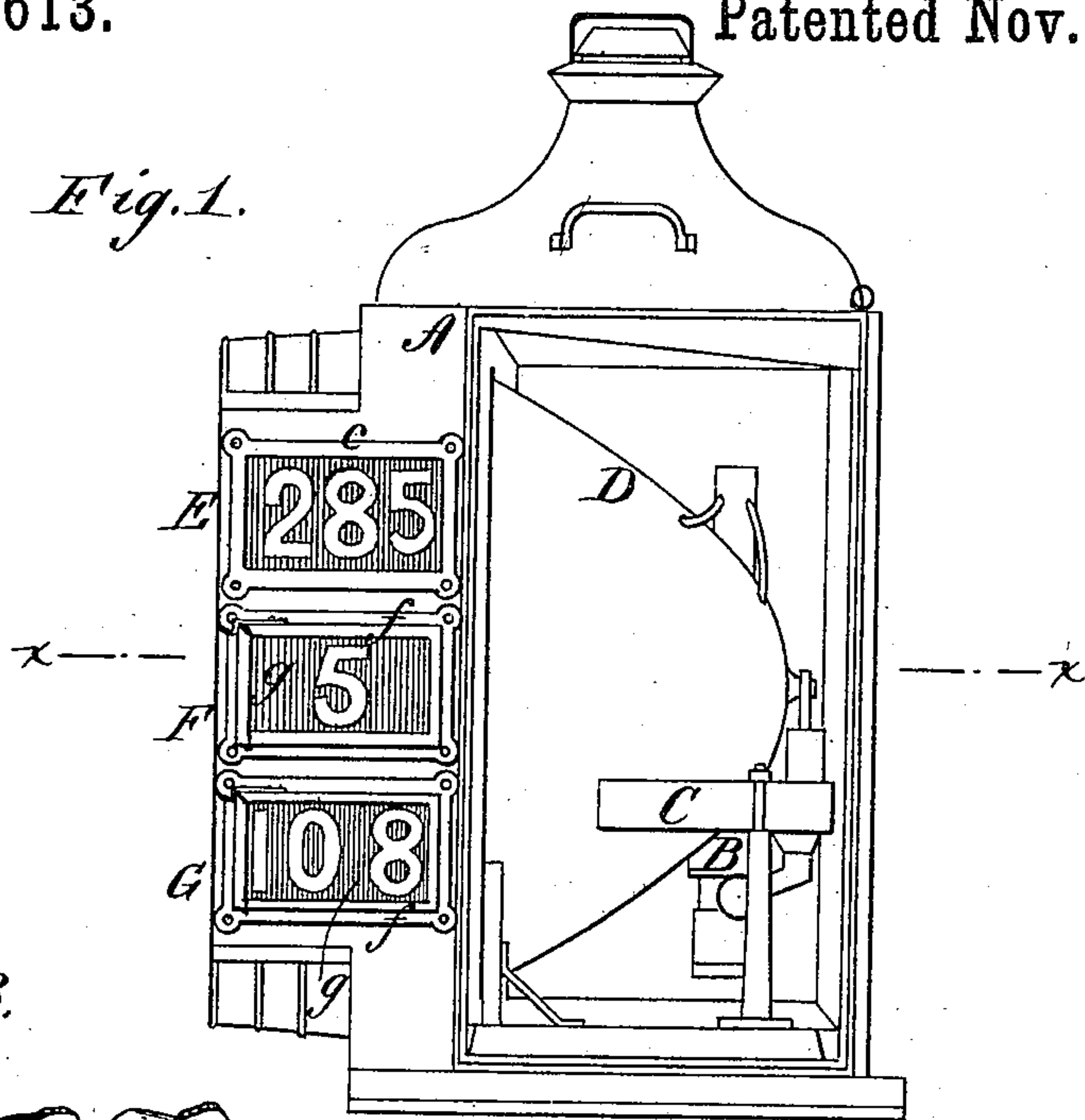


Fig. 3.

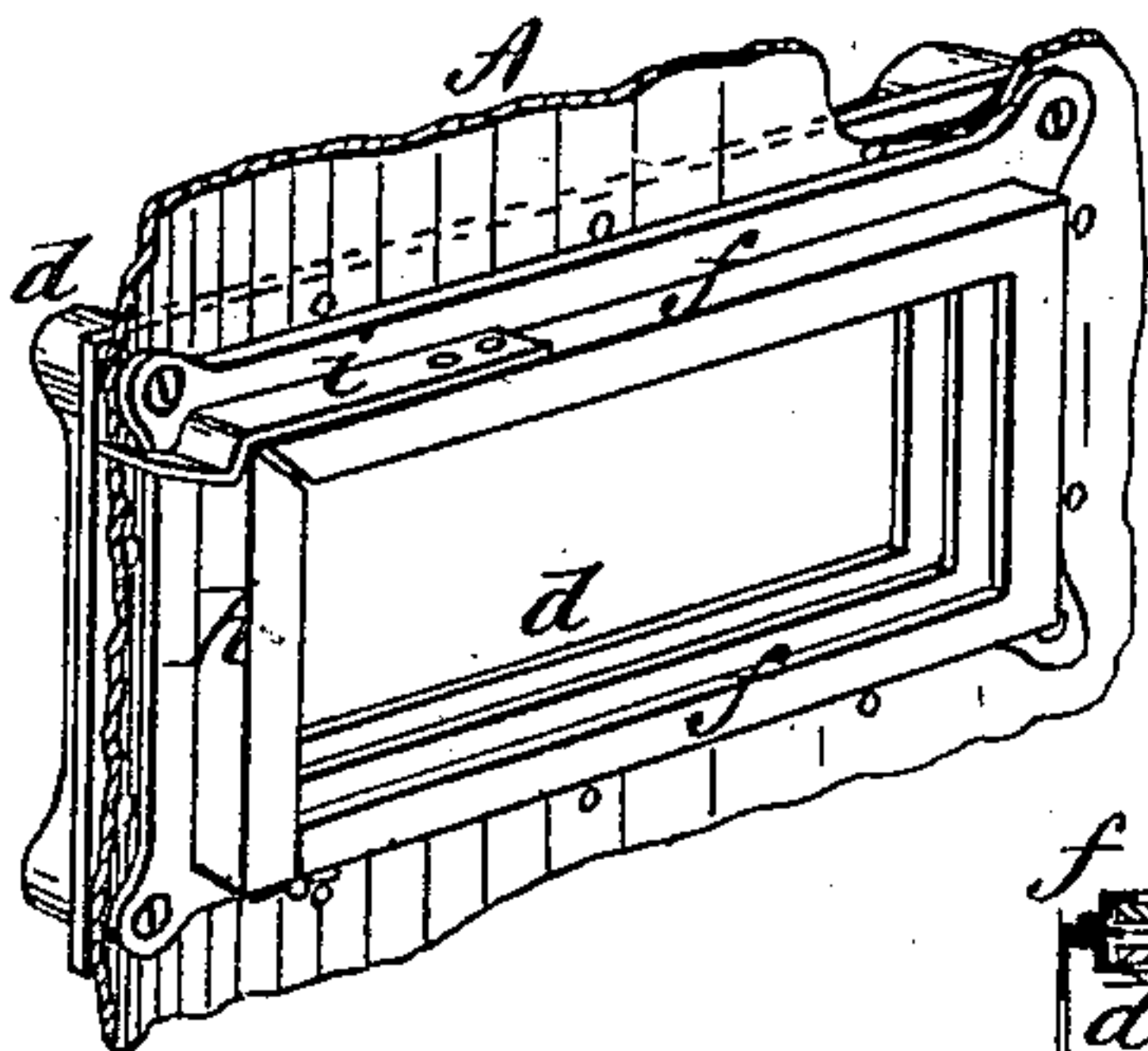
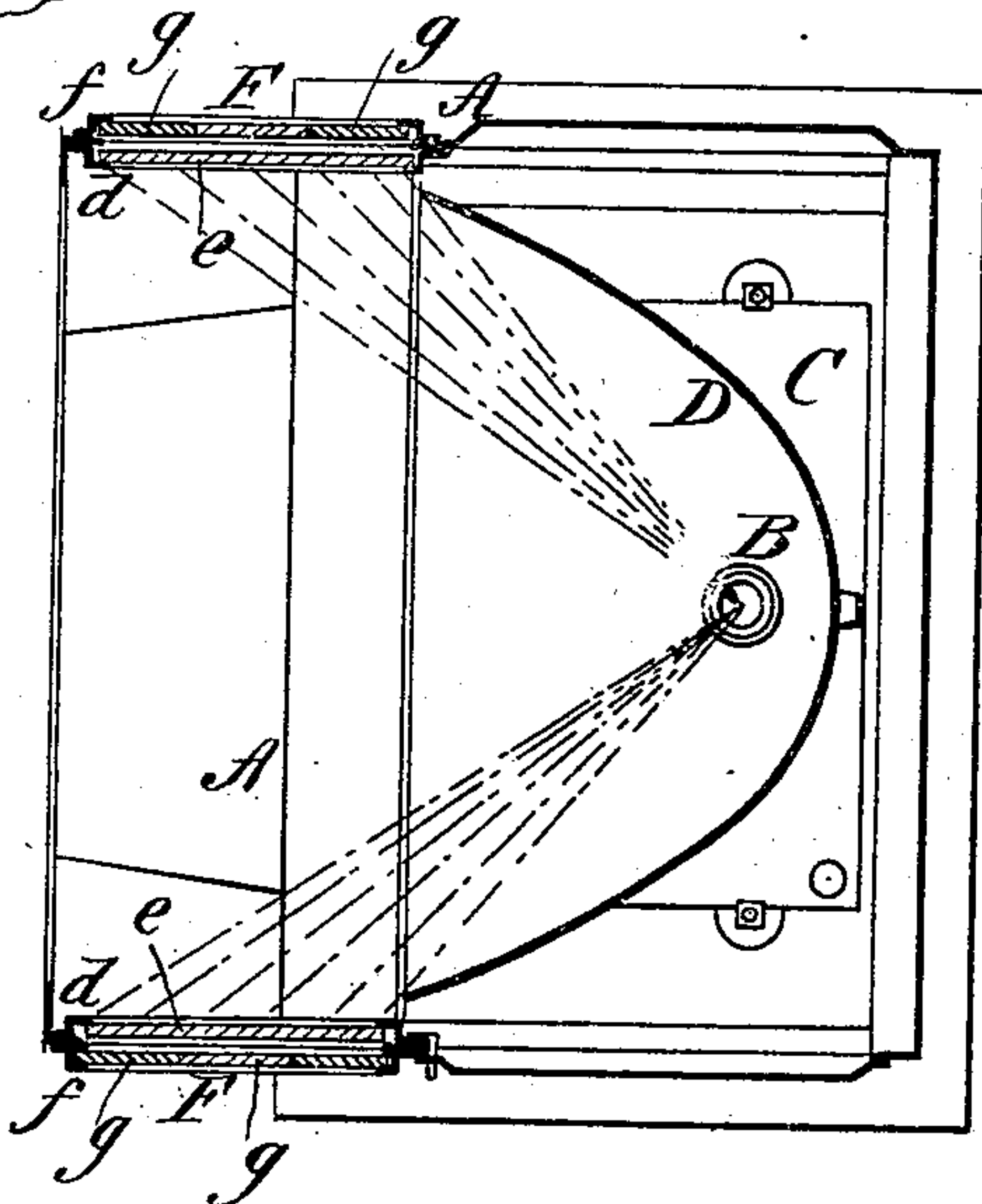


Fig. 4.



Fig. 2.



WITNESSES:

Down Twitchell.
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UNITED STATES PATENT OFFICE.

FRANK H. TALBOT, OF ROCHESTER, NEW YORK, ASSIGNOR TO HIMSELF
AND FERNANDO BROWN, OF CLEVELAND, OHIO.

LOCOMOTIVE HEAD-LIGHT.

SPECIFICATION forming part of Letters Patent No. 267,613, dated November 14, 1882.

Application filed September 14, 1882. (Model.)

To all whom it may concern:

Be it known that I, FRANK H. TALBOT, of Rochester, in the county of Monroe and State of New York, have invented a new and useful
5 Improvement in Locomotive Head-Lights, of which the following is a full, clear, and exact description.

This invention relates to locomotive head-lights in which the lamp, in addition to its function proper of showing a front light, is caused
10 to also exhibit side lights for certain indicating purposes.

The invention consists in a certain arrangement and construction of transparencies, and
15 the frames which carry them for indicating at the sides of the head-light by the direct rays of the lamp the number of the train, the number of the section of the train, and the number of the locomotive drawing it, or other like information
20 useful or necessary in the running of a railroad, each of said transparencies being separate, with provision for the removal of them or certain of them as required.

Reference is to be had to the accompanying
25 drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 represents a side view of a locomotive head-light, with its door removed and having my invention applied. Fig. 2 is a horizontal
30 section of the same on the line xx in Fig. 1. Fig. 3 is a view in perspective of one of the frames which hold certain of the transparencies, and Fig. 4 is a horizontal section of another of
35 said frames.

A indicates the case of the lamp or head-light, and B the burner. C is its oil-pot, and D the reflector. Arranged in the sides of the case in front of the reflector are a series of
40 transparencies, which by their arrangement receive the strongest possible light without interfering with the light upon the track ahead, the same being illuminated by the direct rays of the burner. The upper one, E, of these trans-
45 parencies on each side indicates the number of the engine. As this transparency does not require to be changed, it may be an ordinary darkened glass, with the number of the engine in transparent figures thereon. Said transparency
50 is set in a frame, b , which may be riveted to the

inside of the case A and be constructed to receive the transparency within it from the outside, and which has combined with it an outer retaining-frame, c , secured to the frame b by screws or otherwise.

F and G are other transparencies, also arranged on each side of the case in front of the reflector and below the transparency E, or otherwise arranged in relation to each other, as preferred, but being illuminated in like manner by
55 the direct rays of the burner. These transparencies F and G are each contained within a double frame—that is to say, an inner frame, d , which contains a glass, e , and an outer frame, f , which acts as a retainer and serves to
60 hold within it in front of the glass a stencil-plate, g , that may either be a single plate, as shown in Fig. 1, or be made up in sections, as shown in Fig. 2, to facilitate changes of the indication to be expressed. The transparency F
65 indicates the particular section of a train running on a certain train-number, and the transparency G the number of the train. One end, h , of each outer frame, f , should be made to open and be secured when closed by a spring-
70 clasp, i , or otherwise, to facilitate removal and changing of the stencils, the glasses e preventing the ingress of air or draft both during such removal and when the stencils are in place. These transparencies F G may, if desired, be
75 used in connection with other means for indicating the number of the locomotive than that which has here been described; but the transparency here shown for the purpose is preferred, as it receives the direct rays of the burner, and
80 can therefore be seen at a greater distance.

My improved locomotive head-light will be found exceedingly serviceable, as all railroad companies run their trains by number in order to distinguish them, and the lamp or head-light
85 here described will show at all times what train is passing, it showing the number of the train, also the particular section, should there be more than one train running on the same number, and the number of the locomotive drawing the
90 train. This will enable train-dispatchers and employes in general on a railroad to see what train is passing.

Having thus described my invention, I claim
as new and desire to secure by Letters Patent— 100

1. In a locomotive head-light, the combination, with its burner B, reflector D, and case A, of the advance side transparencies, F G, for indicating the train-section and number of the train, said transparencies being composed of removable stencil-plates and fixed glasses, essentially as and for the purposes herein set forth.
2. In combination with the case A, the inner and outer frames, *d f*, the one of which is made to open, the glass *e*, and the stencil-plate *g* of the transparencies F G, essentially as described.

FRANK HORACE TALBOT.

Witnesses:

FERNANDO BROWN,
JOHN S. BENTLEY.