

(No Model.)

A. HARRIS & G. M. CLARK.

LOCOMOTIVE HEAD LIGHT.

No. 270,791.

Patented Jan. 16, 1883.

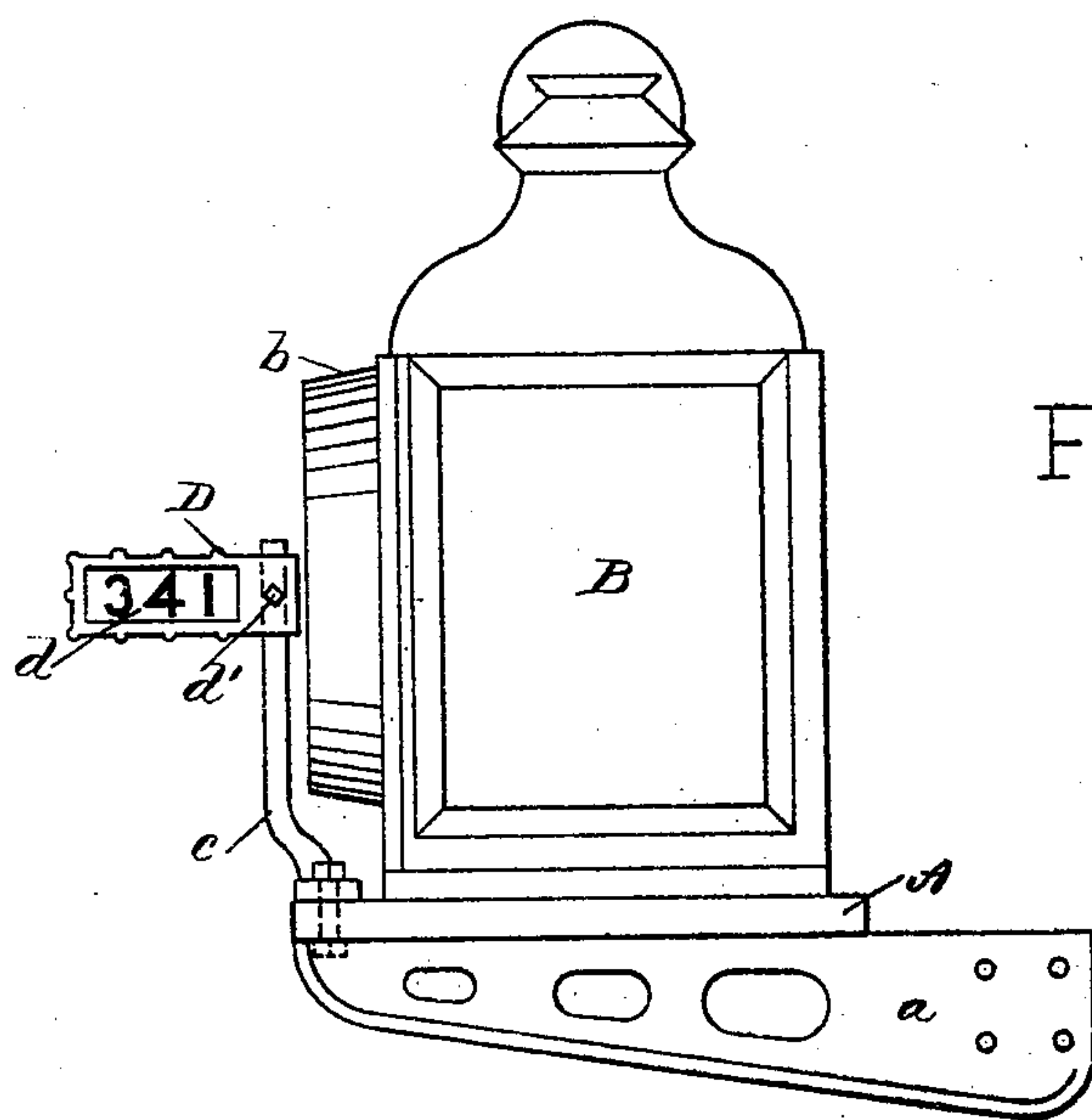


Fig 1

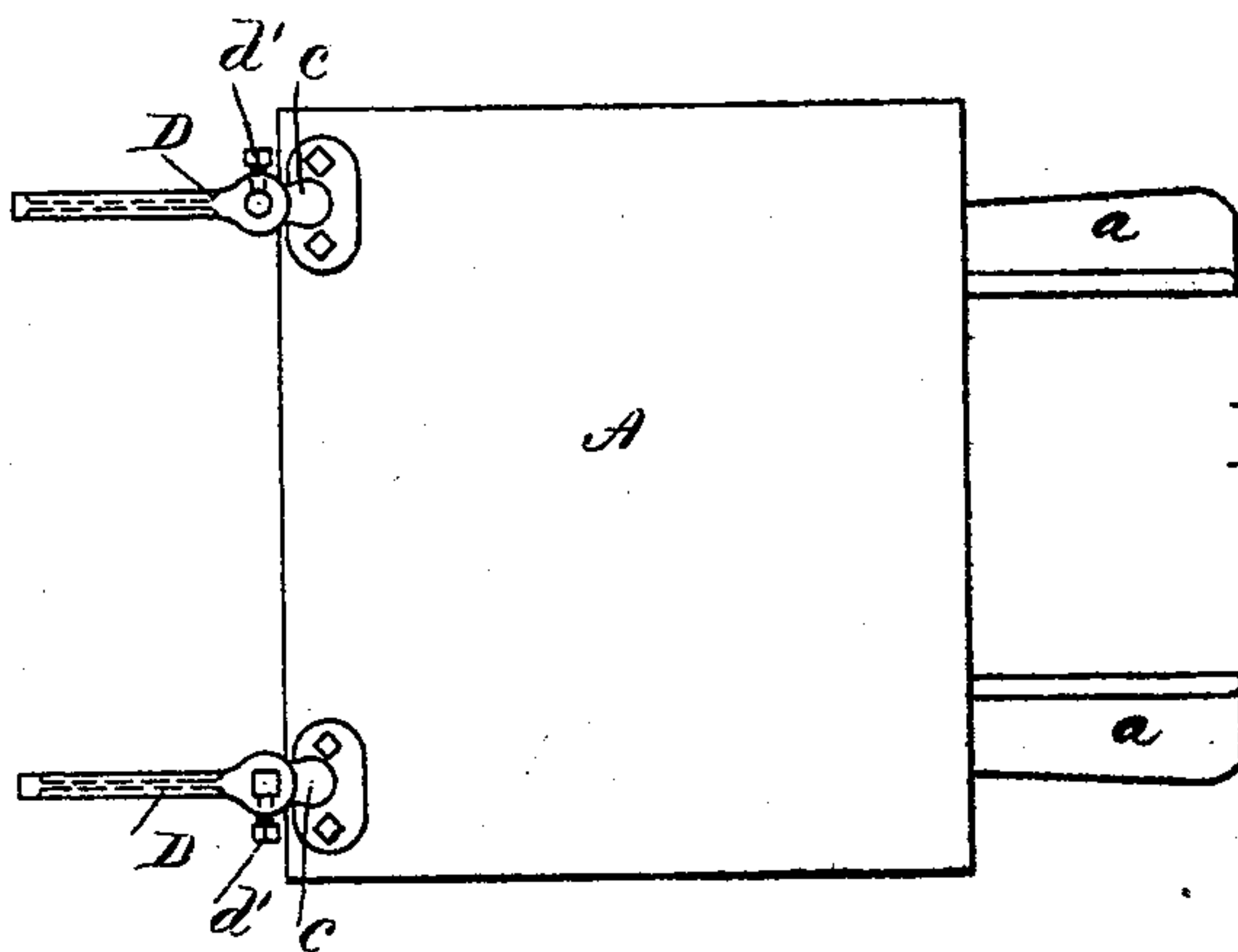


Fig 2

WITNESSES.

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UNITED STATES PATENT OFFICE.

ARTHUR HARRIS AND GEORGE M. CLARK, OF CHICAGO, ILLINOIS, ASSIGNORS
TO J. MCGREGOR ADAMS, OF SAME PLACE.

LOCOMOTIVE HEAD-LIGHT.

SPECIFICATION forming part of Letters Patent No. 270,791, dated January 16, 1883.

Application filed November 28, 1882. (No model.)

To all whom it may concern:

Be it known that we, ARTHUR HARRIS and GEORGE M. CLARK, both of Chicago, in the county of Cook and State of Illinois, have invented certain Improvements in Locomotive Head-Lights, of which the following is a specification.

This invention relates to improvements in devices for exhibiting signals on locomotive head-lights; and, briefly considered, it consists in transmitting light thrown forward by the main reflector through transparent plates placed in front of the head-light, which plates may bear a number or other mark, the plates being supported upon standards attached to the platform or board on which the head-light rests, and being made movable on said standards, whereby to be capable of adjustment across or in the plane of the front edge of the rim and its glass, or at a right or other angle thereto, all as hereinafter more particularly pointed out.

In the accompanying drawings, Figure 1 is a side view of our improved head-light. Fig. 2 is a plan or top view of the platform or board supporting the head-light, and showing the attachment of the standards and transparent signal-plates thereto.

Similar letters of reference indicate similar parts in both figures.

A is the head-light platform or board; supported by the bracket-arms *a a*.

B is the exterior case of the head light or lantern, and *b* its rim.

At each side of the platform A, at the front thereof, is bolted or otherwise secured a vertical standard, *c*, extending preferably somewhat above the center of the rim.

D D are metal frames, inclosing glass plates *d d*, which frames are slipped over the vertical standards *c c*, and secured thereto by set-screws *d' d'*. As shown in Fig. 2, the standards may be either square or round. When a round standard is used the frame *D* may be made to swing upon the standard to any angle to the plane of the front edge of the rim. The other standard in Fig. 2 is shown square, the frame *D*, fitting thereon, not being capable of change in arrangement, except to a position parallel to the plane of the front edge of the rim. The frames *D D* are also adapted to move vertically upon their standards and be secured at any desired height.

By use of this invention the signal can be

so placed as to permit it to be visible from either the front or side of the train or from both points of view. One of the plates *D*, if desired, may be used in a position parallel to the plane of the front edge of the rim and the other in a position at a right angle thereto.

It is not necessary that the standards *c c* shall be attached to the platform or board supporting the head-light, as, without any deviation from our invention, they may be connected with the base or other part of the head-light.

The signal-glasses are made removable from their frame, so that glasses of different colors may be used.

Our invention may be applied to any head-light in ordinary use without change being made thereon.

We describe the transparent signal-glasses as inclosed in metal frames; but it is obvious that the frame may be dispensed with and the whole molded of glass.

We disclaim the invention described in Letters Patent No. 207,284, granted August 20, 1878, to William Kelley for improvement in signals for locomotive head-lights.

We claim as our invention—

1. Combined with a locomotive head-light, standards arranged in advance of the rim, said standards supporting signal-plates adapted to be placed and adjusted thereon to a right or other angle to the plane of the front edge of the rim, substantially as set forth.

2. Combined with the platform or board of a locomotive head-light, stationary standards having signal-plates mounted thereon, and adapted to be placed and adjusted upon said standards to a right or other angle to the plane of the front edge of the rim, substantially as set forth.

3. The combination, with a locomotive head-light and standards placed in advance thereof, of signal-plates slipped upon said standards and capable of vertical movement and adjustment thereon, substantially as set forth.

In testimony whereof we have hereunto set our hands and seals this 22d day of November, 1882.

ARTHUR HARRIS. [L. S.]
GEO. M. CLARK. [L. S.]

Witnesses:

LAURENCE BROWN,
OSBORNE SAMPSON.