No. 787,158. PATENTED APR. 11, 1905.

F. W. DRESSEL.

DASH HEADLIGHT.

APPLICATION FILED AUG. 6, 1904.

Fig. 1

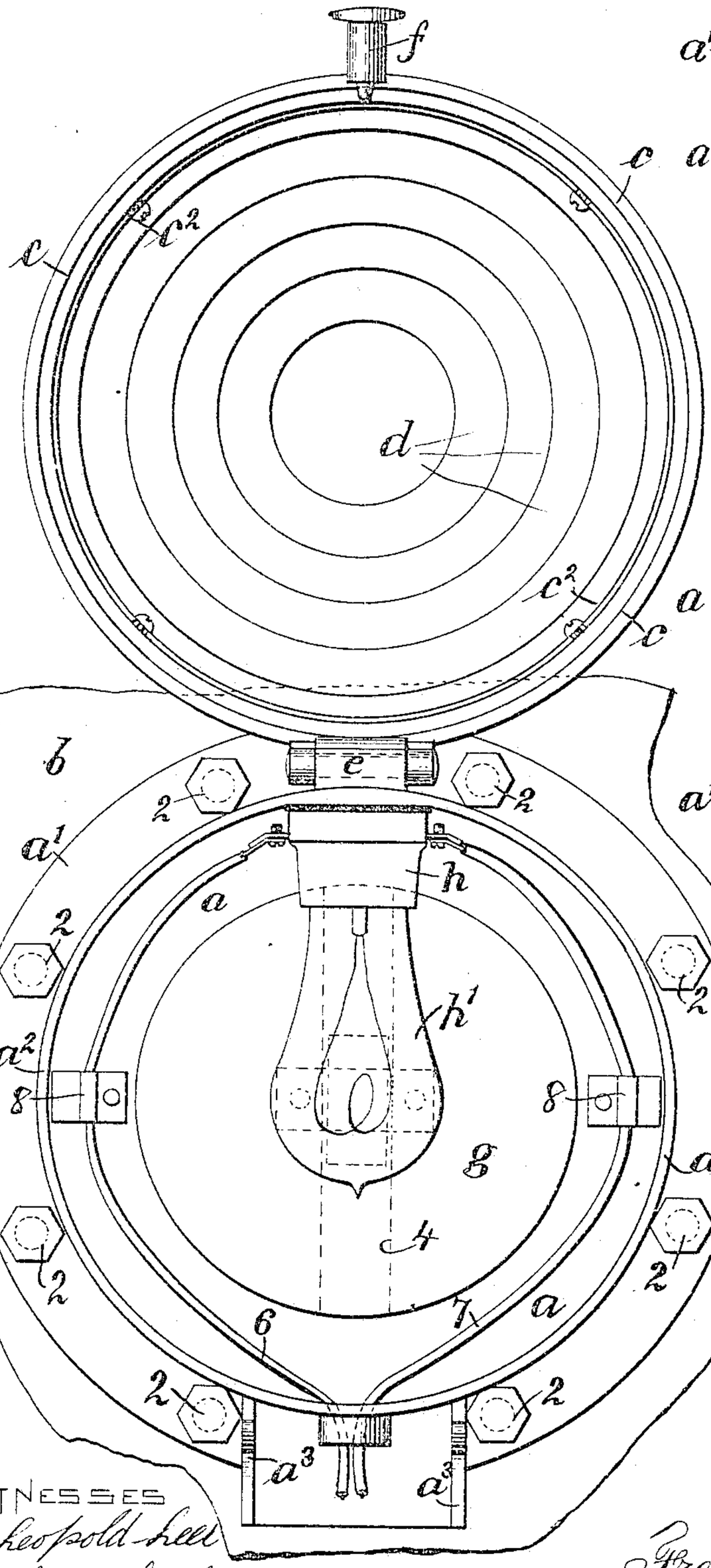
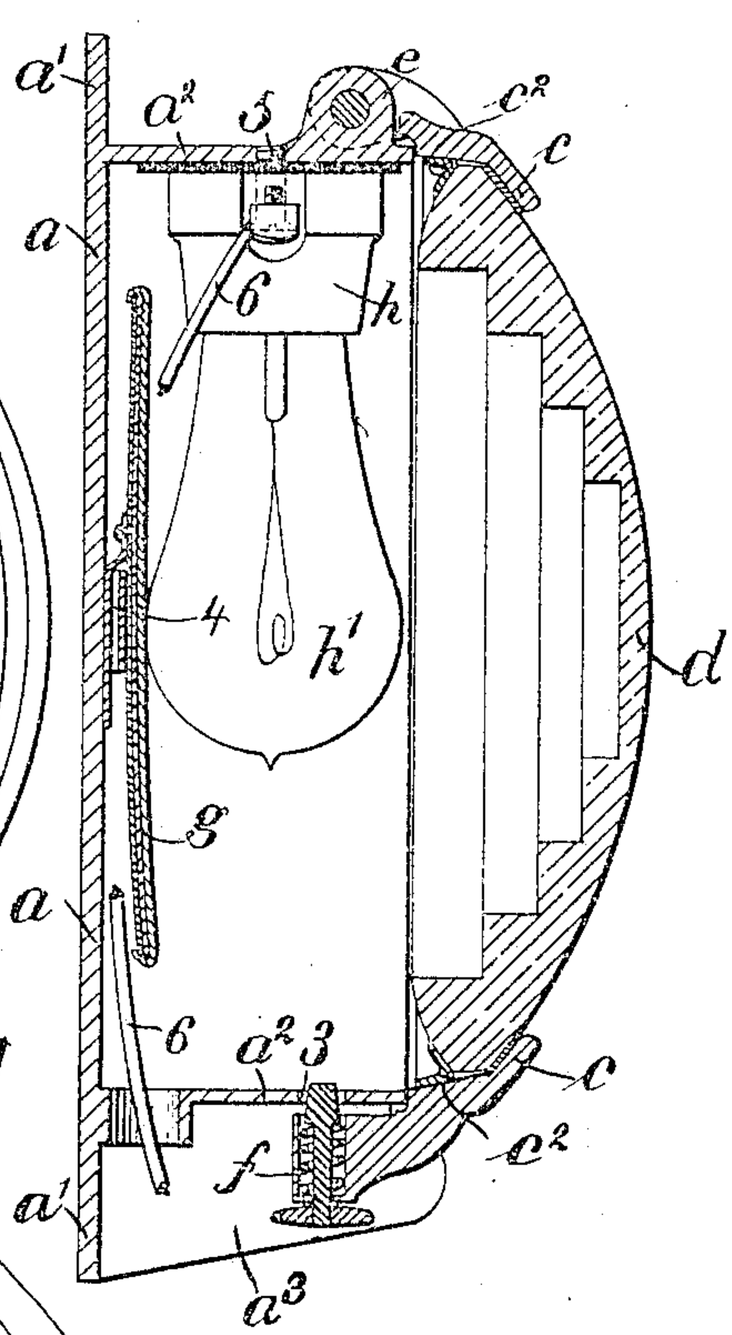


Fig. 2



WITNESSES

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No. 787,158. Patented April 11, 1905.

UNITED STATES PATENT OFFICE.

FREDERICK W. DRESSEL, OF NEW YORK, N. Y., ASSIGNOR TO THE DRESSEL RAILWAY LAMP WORKS, OF NEW YORK, N. Y., A CORPORATION OF NEW YORK.

DASH-HEADLIGHT.

SPECIFICATION forming part of Letters Patent No. 787,158, dated April 11, 1905.

Application filed August 6, 1904. Serial No. 219,718.

To all whom it may concern:

Be it known that I, FREDERICK W. DRESSEL, a citizen of the United States, residing in the borough of Manhattan, in the city, county, and State of New York, have invented an Improvement in Dash-Headlights, of which the following is a specification.

My invention relates to an improvement in dash-headlights for railway-cars, especially surface and elevated cars operated by electricity. Heretofore this class of headlights has usually been passed forward through a large hole made in the dash and has been secured to the dash by bolts passing through the same and through a flange of the headlight against the inner surface of the dash. To obtain access to the interior of these headlights it has usually been necessary to bodily separate parts of the headlight from one another. My invention is designed to overcome these difficulties, and in carrying out the same I provide a headlight adapted to be connected to the outer surface of the dash by bolts passing therethrough, the headlight comprising a flanged body portion receiving a reflector, an incandescent electric lamp, and the lead-wires and a cover, hinged thereto and secured by a spring-catch. The cover comprises a metal ring and prismatic lens-glass, and the flanged body is provided with ribs protecting the spring-catch from accidental release and the lead-wires from external contact.

In the drawings, Figure 1 is an elevation representing my improved dash-headlight as secured to the dash of a car and with the cover thrown open, and Fig. 2 is a vertical section through the same with the cover closed.

The body portion of the dash-headlight is preferably formed of cast metal, a back a, flange a', circular rim a^2, and ribs a^3 being formed integral of the cast metal. The back a and flange a' are in the same plane, the rim a^2 at right angles to said parts, and the ribs a^3 parallel with one another and extending between the outer surface of the circular rim a^2 and the flange a' at the lower portion of the body of the dash-headlight. Through the flange a' are holes for bolts 2, which connect the dash-headlight to the outer surface or face of the dash b of a car.

The cover comprises a metal ring c and prismatic lens-glass d, the lens-glass and ring being connected by a clamping-ring c^2, held to the ring c by screws, there being a rubber washer preferably employed between the ring c and the lens d. The lens-glass d is preferably of usual character. This cover is connected to the body by a hinge e at one side, upon which the same is adapted to swing, preferably in an upward direction, and a spring-catch f is employed, formed with the lower edge of the ring c and adapted to engage an aperture 3 in the lower portion of the circular rim a^2 between the ribs a^3. This spring-catch is shown as comprising a taper-pointed stem passing through a recess in which is a helical spring. This spring-catch in itself is of usual construction.

Within the body of the dash-headlight is a reflector g, secured to the inner surface of the back by a connection 4, which is of any desired character, the reflector being preferably removable. Within this body portion h represents a socket, of porcelain, adapted to receive an incandescent electric-light bulb h', said socket being secured to the circular rim a^2 adjacent to the hinge e by a screw 5.

6 and 7 represent the lead-wires, which pass into the body of the dash-headlight through an opening between the ribs a^3 to binding-posts of the porcelain socket h, the lead-wires being preferably connected at intermediate points by clips 8 upon the surface of the back a. The parts are so proportioned and arranged that the ribs a^3 not only come at each side of the spring-catch f and beyond the line of said catch in its engaging position, but said ribs also come at each side of the line of the lead-wires as they enter the dash-headlight. In this manner the ribs protect the spring-catch from contact with an external part and accidental release and also protect the lead-wires from external contact. This external contact might arise from a moving rope or part of a fender or other device coming in contact with the headlight, these ribs perform-

ing the function of warding off such contact or blow.

From the foregoing it will be apparent that in connecting the dash-headlight it will only be necessary to make a few holes for the bolts 2 in the dash and that with the headlight connected to the outer surface of the dash the parts within are readily accessible by simply loosening the spring-catch and lifting the cover, the desirability of getting at the parts within being apparent from the fact that the incandescent electric lights need frequent replacing because of the filament breaking or the lamp burning out.

The reflector *g* and the incandescent electric-light bulb *h'* may, as shown, be so positioned with reference to one another that the said light-bulb preferably contacts with the surface of the reflector when screwed down to place in the socket, this contact assisting in reducing the vibration of said parts to a minimum and the one part helping to keep the other part in position.

I claim as my invention—

1. A dash-headlight comprising a metal body portion, a hinged cover, a catch for holding the cover at one side, and means connected with the body portion coming at each side of and beyond the catch for protecting the same from external contact or accidental release.

2. A dash-headlight, comprising a metal body portion, an electric incandescent bulb, and means for securing the same within the body portion, and a hinged cover portion and means connected to the body portion and extending at each side and beyond the catch of the cover and also at each side of the electric lead-wires entering the body portion, protecting said catch and wires from external contact.

3. A dash-headlight having a body portion of metal comprising a back and flange in the same plane, a circular rim at right angles thereto and external ribs parallel to one another spaced apart and connecting the rim and the flange, a cover hinged at one side to the circular rim, and a spring-catch connected to the other side of the cover and adapted to pass between the ribs and engage an aperture in the circular rim.

4. A dash-headlight having a body portion of metal comprising a back and flange in the same plane, a circular rim at right angles thereto and external ribs parallel to one another spaced apart and connecting the rim and the flange, a cover hinged at one side of the circular rim, a spring-catch connected to the other side of the cover and adapted to pass between the ribs and engage an aperture in the circular rim, a reflector within the body connected to the back, a socket and incandescent electric-light bulb, the socket also being connected within the body and to the circular rim, and lead-wires extending from the socket through an opening in the circular rim between the ribs, substantially as set forth.

5. A dash-headlight, consisisting of a body portion comprising a back and flange in the same plane, a circular rim at right angles thereto, a cover comprising a ring and glass, and means for securing the same to the circular rim, the flange of the body portion having apertures and bolts passing through the apertures and adapted to pass through holes in the dash for securing the dash-headlight to the outer surface of the dash, substantially as set forth.

6. A dash-headlight for electric illumination, consisting of a body and cover, the body comprising in one integral structure a back and flange in the same plane, a circular rim at right angles thereto, and ribs external to the rim and extending between the same and the flange, the flange having apertures for bolts adapted to connect the body portion to the outer surface of the dash, the cover comprising a metal ring and prismatic lens-glass, a hinge connecting the metal ring of the cover to the circular rim at one side, a spring-catch at the other side of the cover-ring connecting the same to the circular rim, said spring-catch coming between and inside of the boundary or edge of the ribs, and there being an aperture in the circular rim also between these ribs, whereby the said spring-catch and the lead-wires to the electric light are protected from external contact and the catch from accidental release.

Signed by me this 4th day of August, 1904.

FREDERICK W. DRESSEL.

Witnesses:

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