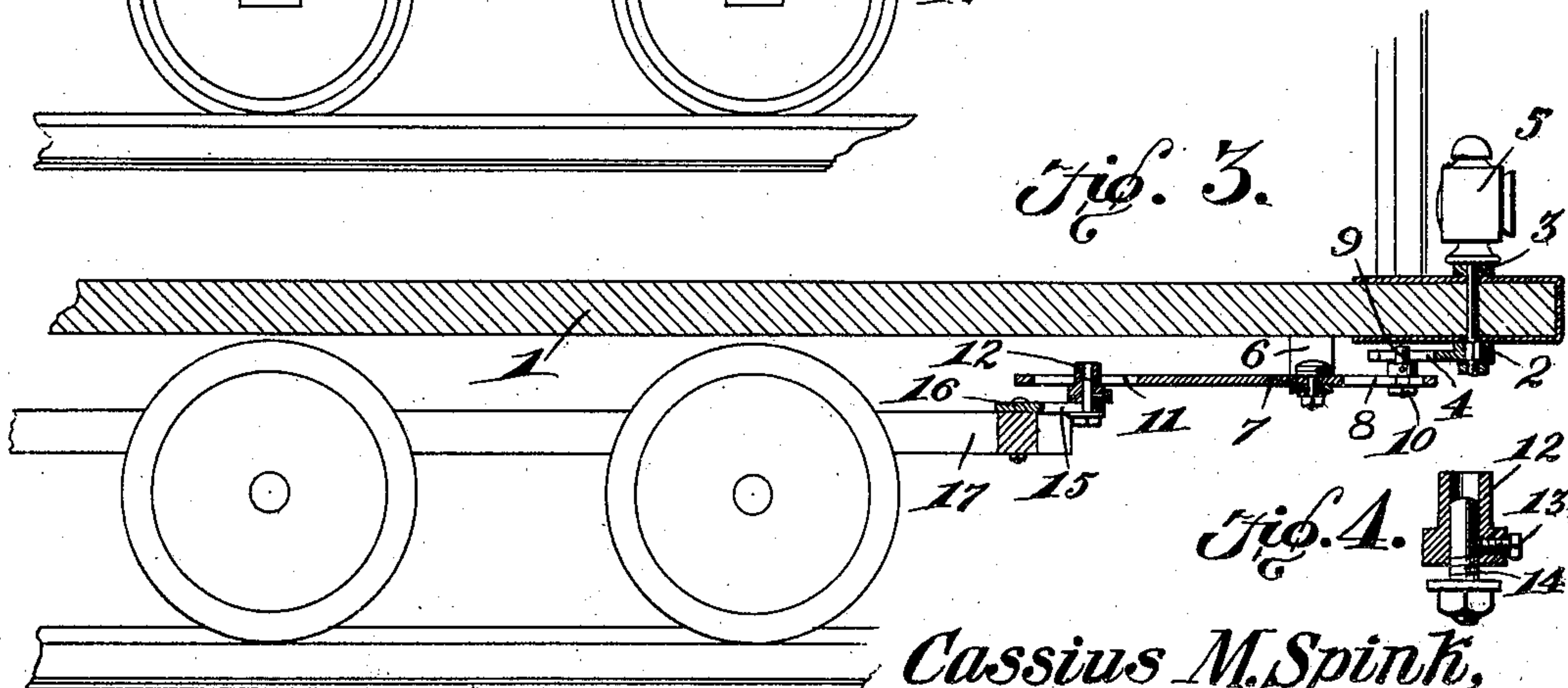
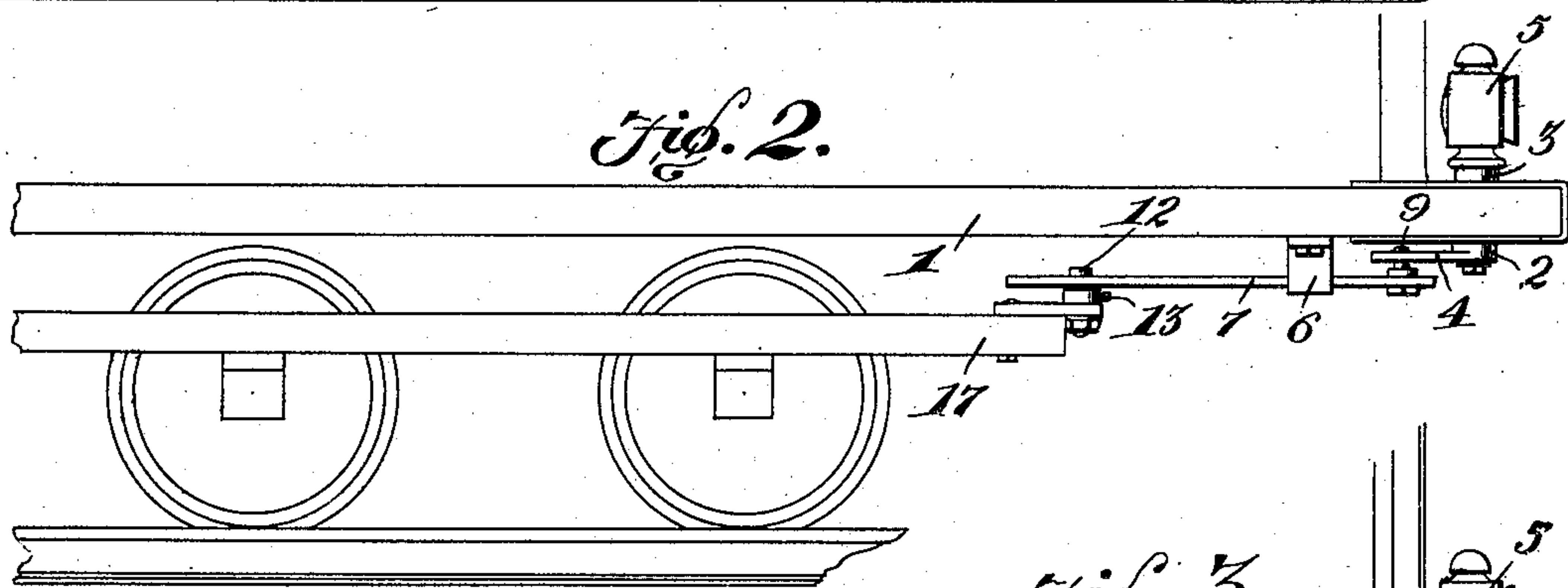
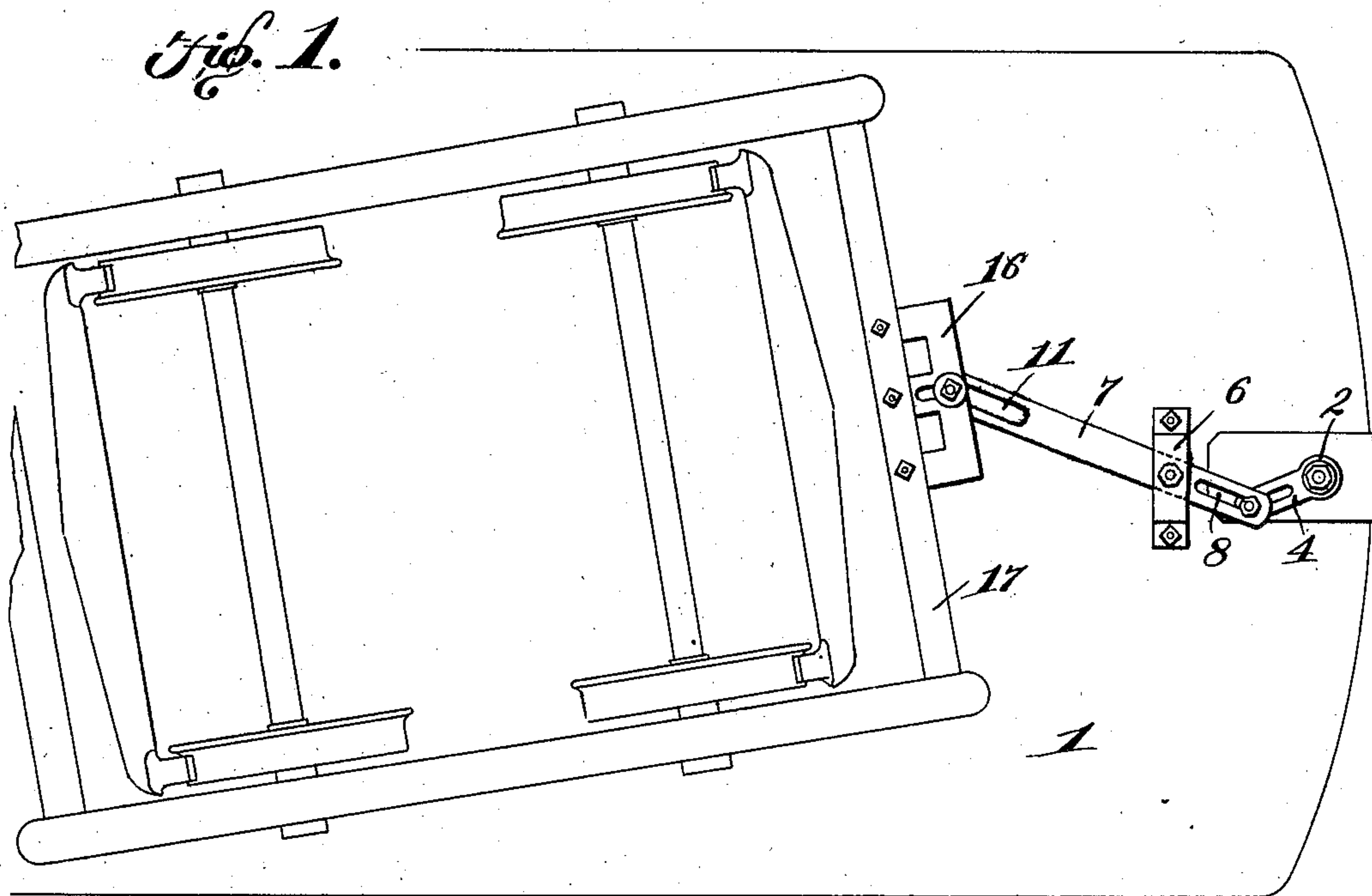


No. 842,819.

PATENTED JAN. 29, 1907.

C. M. SPINK.
CAR HEADLIGHT SUPPORT.
APPLICATION FILED MAY 18, 1906.



WITNESSES:

E. J. Stewart
Hubert D. Lawson

Cassius M. Spink,
INVENTOR.

By *C. A. Snow & Co.*
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UNITED STATES PATENT OFFICE.

CASSIUS M. SPINK, OF WARREN, INDIANA, ASSIGNOR OF ONE-HALF TO
JACOB D. LINES, OF WARREN, INDIANA.

CAR-HEADLIGHT SUPPORT.

No. 842,819.

Specification of Letters Patent.

Patented Jan. 29, 1907.

Application filed May 18, 1906. Serial No. 317,613.

To all whom it may concern:

Be it known that I, CASSIUS M. SPINK, a citizen of the United States, residing at Warren, in the county of Huntington and State of Indiana, have invented a new and useful Car-Headlight Support, of which the following is a specification.

This invention relates to headlights for railway-cars, and more particularly to means whereby the headlight will be automatically swung in the direction in which the car is moving, thereby rendering the device particularly advantageous where the car is rounding a curve because of the fact that the light instead of remaining in fixed relation to the car-body will swing with the truck.

With the above and other objects in view the invention consists of a rotatable support for the headlight, said support being mounted at a desired point on the car-platform and having a slotted arm at its lower end which is engaged by a finger adjustably mounted in a lever. This lever is fulcrumed at a point between its ends and is movably engaged by an actuating device connected to the truck of the car in such a manner that when the truck turns in either direction movement is transmitted to the support of the headlight and the same is caused to swing in the proper direction.

The invention also consists of certain other novel features of construction and combinations of parts, which will be hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings is shown the preferred form of the invention.

In said drawings, Figure 1 is a bottom plan view of a portion of a plow and showing the mechanism for actuating the lamp-support. Fig. 2 is a side elevation of the complete mechanism. Fig. 3 is a longitudinal section therethrough, and Fig. 4 is an enlarged section through a part of the mechanism.

Referring to the figures by characters of reference, 1 is a car-body on the platform of which is mounted a rotatable support 2, held against vertical movement by means of sleeves 3, suitably secured thereto. The lower end of the support is located below the platform of the car and has a longitudinally-slotted arm 4 immovably secured to it. A headlight 5 is mounted on the upper end of the support 2, and when the same points di-

rectly to the front the arm 4 extends longitudinally of the bottom of the car-body. A bracket 6 is secured to the car-body, and fulcrumed thereon is a lever 7, having a slot 8 in its forward end, in which is adjustably mounted a finger 9. This finger is secured in place in any desired manner, as by means of clamping-nuts 10, and projects into the slot in the arm 4. Another slot 11 is formed longitudinally in the other end of lever 7 and is engaged by a sleeve 12, secured, as by means of a set-screw 13, upon a stem 14, which is adjustably fastened in a slot 15. This slot is formed within a plate 16, suitably fastened to the front of a car-truck 17.

The slot 15, lever 7, and arm 4 are adapted to aline when the car is on a straight track. When, however, a curve is reached, the truck will of course swing laterally in relation to the truck, and the sleeve 12, carried by the truck, will move within the slot 11 and cause lever 7 to move upon its fulcrum. The finger 9 will therefore be moved within the slot in arm 4, and said arm, as well as the support 2, will be swung so that the headlight 5 will move in the same direction as the truck. The approach of the car will thus be plainly indicated to persons standing on the curve.

It will be noted that the entire device, consisting of the plate 16, the lever, and the support, constitutes a complete attachment which can be readily connected to cars ordinarily used without any material expense. The fact that the finger 9, sleeve 12, and stem 14 are adjustable renders the attachment applicable to cars of different proportions.

If it is desired to throw the lamp 5 out of gear with the truck, the sleeve 12 may be disengaged from the lever 7. It is of course to be understood that the support 2 may be of any suitable length, so as to hold the lamp close to the platform or adjacent the top of the car, or, if desired, the lamp may be positioned directly in front of the platform. All of these arrangements are so obvious that it is not deemed necessary to go into a detailed description thereof.

The preferred form of the invention has been set forth in the foregoing description; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or

sacrificing the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of the claims.

5 What is claimed is—

1. The combination with a car-body and a truck mounted to swing thereunder; of a headlight-support mounted to partly rotate upon the body, an arm movable with the support, a plate upon and movable with the truck, a lever fulcrumed between its ends, means adjustably mounted upon the plate for movably engaging the lever at one side of its fulcrum, and means adjustably mounted
10 upon the lever at the other side of its fulcrum for movably engaging the arm.

2. The combination with a car-body, and a truck mounted to swing thereunder; of a

headlight-support mounted to partly rotate upon the body, a longitudinally-slotted arm 20 movable with the support, a longitudinally-slotted plate upon the truck and movable therewith, a lever fulcrumed between its ends and slotted longitudinally, means adjustably mounted in the slot in the plate for 25 engaging one of the slots in the lever, and means adjustably mounted in the other slot in the lever for movably engaging the slotted arm.

In testimony that I claim the foregoing as 30 my own I have hereto affixed my signature in the presence of two witnesses.

CASSIUS M. SPINK.

Witnesses:

GEO. A. ROBERTS,
JOHN I. WILLIAMS.