O. B. McCOY.

ADJUSTER FOR LOCOMOTIVE HEADLIGHTS.

APPLICATION FILED JAN. 27, 1909.

958,522.

Patented May 17, 1910.

Fig. 1

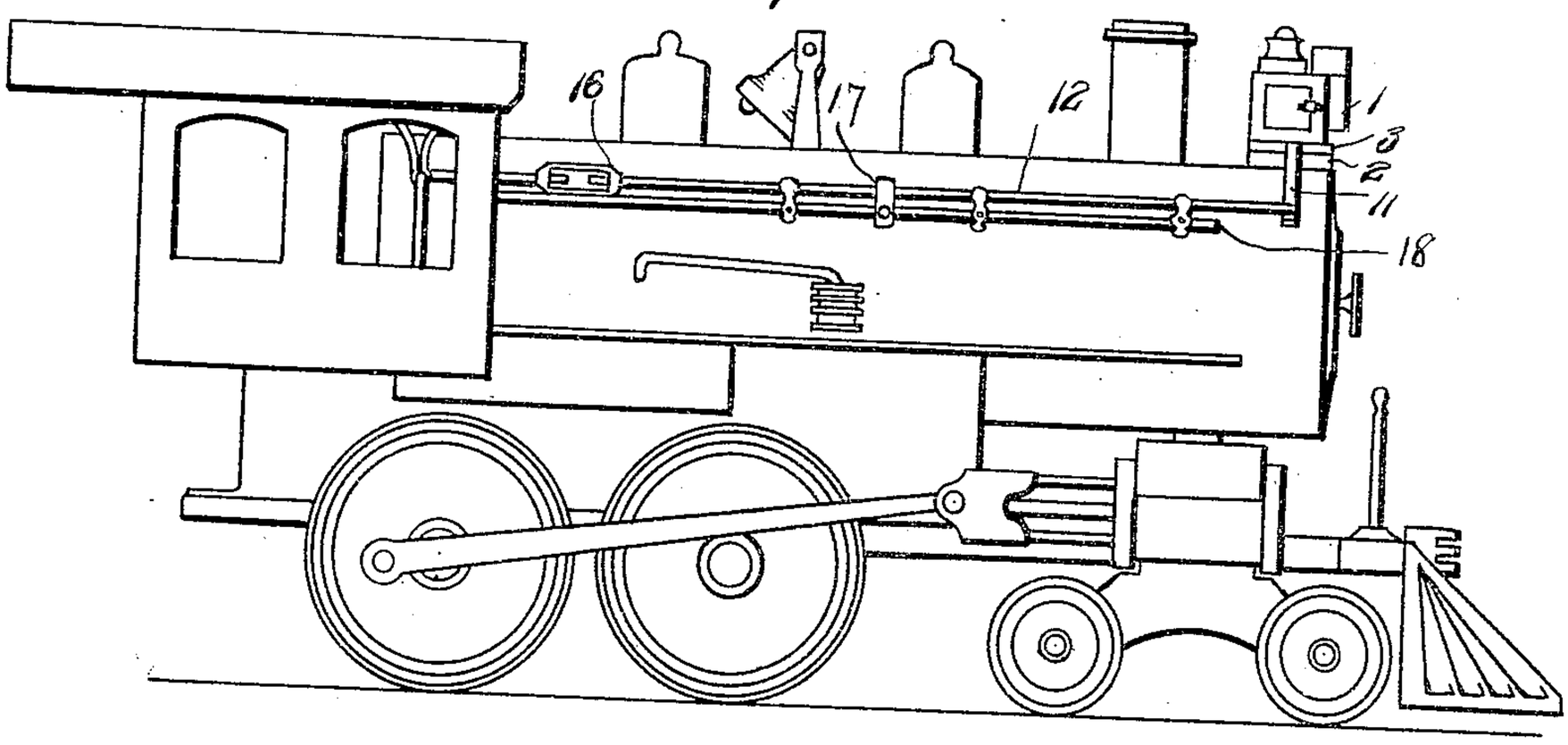

Fig. 2

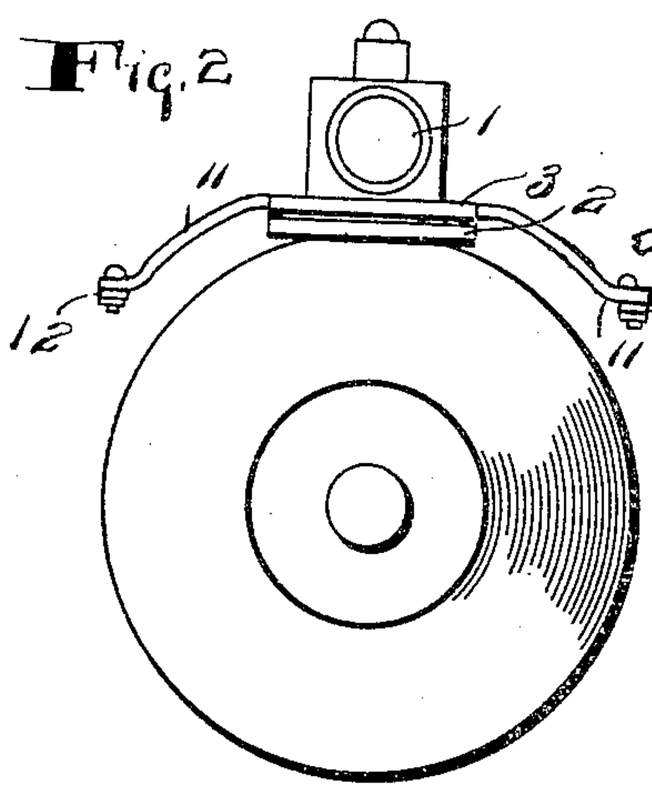

Fig. 3

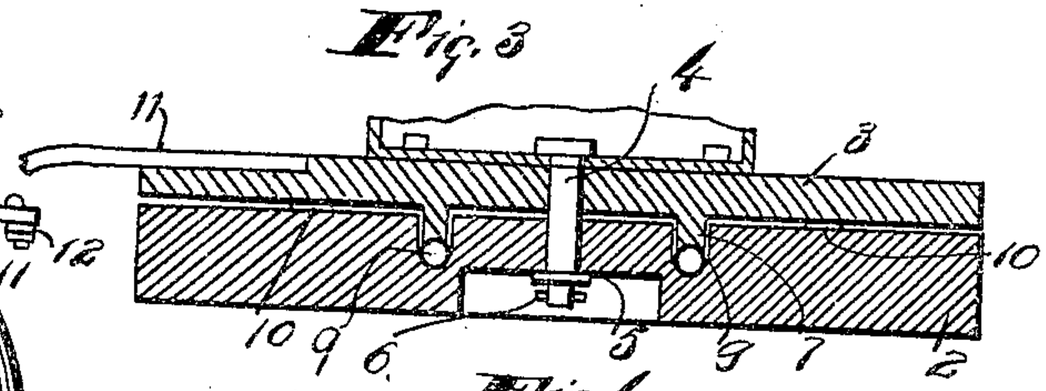

Fig. 4

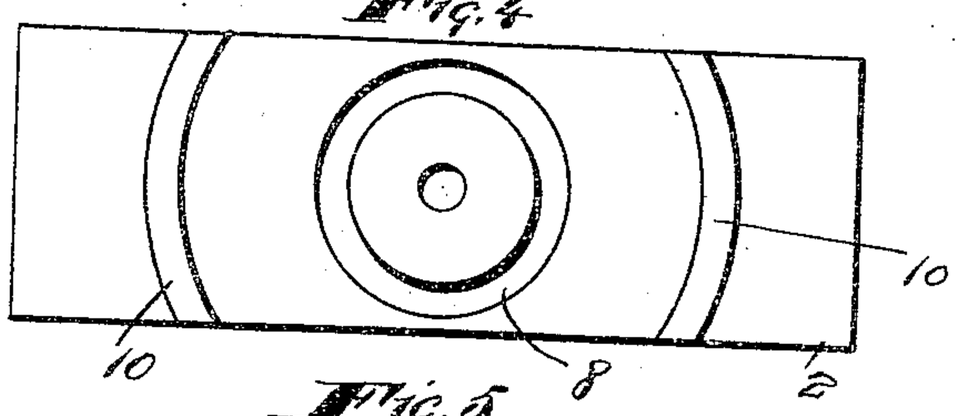

Fig. 5

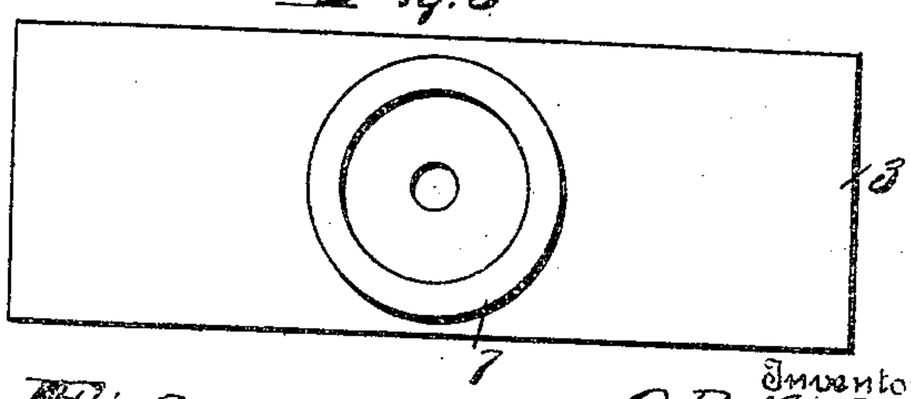

Fig. 6

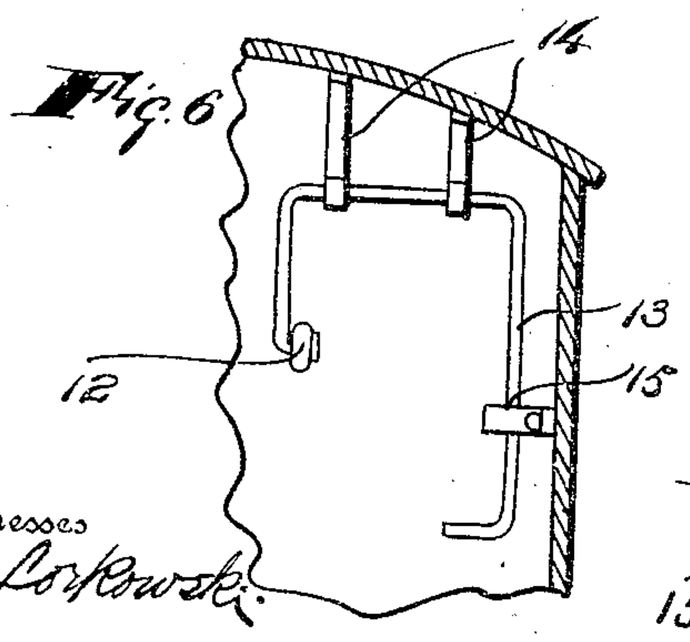

Fig. 7.

Witnesses

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UNITED STATES PATENT OFFICE.

OLAN B. McCOY, OF FORT WORTH, TEXAS.

ADJUSTER FOR LOCOMOTIVE-HEADLIGHTS.

958,522. Specification of Letters Patent. **Patented May 17, 1910.**

Application filed January 27, 1909. Serial No. 474,572.

To all whom it may concern:

Be it known that I, OLAN BUNN MCCOY, a citizen of the United States, residing at Fort Worth, in the county of Tarrant and State of Texas, have invented certain new and useful Improvements in Adjusters for Locomotive-Headlights, of which the following is a specification.

My invention relates to means for mounting and adjusting the head-lights of locomotives so that the head-light may be turned to throw the light on the track in front of the locomotive when running on curved tracks.

The object is to provide an adjusting mechanism by which an engineer in a cab may throw the light on the track in front of the locomotive when turning curves in the track whether the turn is to the right or to the left and to provide mechanism which will hold the light firm and steady against wavering or shaking.

Other objects and advantages will be fully explained in the following description and the invention will be more particularly pointed out in the claim.

Reference is had to the accompanying drawings which form a part of this application and specification.

Figure 1 is a side elevation of a locomotive, showing the adjusting mechanism mounted thereon. Fig. 2 is a front elevation of the boiler, showing the head-light and the adjusting mechanism mounted thereon. Fig. 3 is a vertical cross-section of the means for mounting and adjusting the head-light. Fig. 4 is a plan view of the base piece of the adjusting mechanism. Fig. 5 is an inverted view of the turn-table on which the head-light is mounted. Fig. 6 is a broken view of the cab, showing the manner of operating the rod which moves the turn-table. Fig. 7 is a plan view of the keeper or latch hereinafter referred to.

Similar characters of reference are used to indicate the same parts throughout the several views.

The drawings show a head-light 1 of ordinary construction. I provide a base piece 2 which must be rigidly attached to the upper front portion of the boiler. A turn-table 3 is mounted on the base 2 and secured thereto by a swivel or pivot bolt 4. The bolt 4 is provided with a washer 5 and a cotter pin 6 to prevent the displacement of the washer. The turn-table has a depending track or circular flange 7 which runs in a circular groove 8 in the base 2. Ball bearings 9 may be interposed between the bottom of the groove 8 and the rim or flange 7 to prevent friction. The connection of the turn-table in this manner prevents rocking motion of the head-light. Balancing guards 10 are attached to the base or bearing block 2. These guards are curved in the direction of the rotation of the turn-table and prevent friction against the base 2. These guards also balance the turn-table and prevent binding of the track 7 in the groove 8. It is apparent that the connection of the bearing block 2 with the turn-table may be accomplished by different shapes of the parts which form the joint. The turn-table 3 is provided with a handle or crank 11 and such crank or handle may be attached to each side thereof. The member 12 which extends from the engineer's cab and connects with the handle may be a rod or wire or cord. With such member the head-light will be subject to the control of the engineer. If the member is a rod the engineer can either push or pull the rod to turn the head-light. The moving member 12 may have a crank connection in the cab of the engineer. The crank 13 may be journaled in brackets 14 which are attached to a convenient portion of the cab. A keeper 15 may be provided to hold the crank 13 against movement when the crank is to remain in its normal position. This will prevent turning of the head-light accidentally. Turn-buckles 16 may be provided for varying the length of the adjusting member. A guide 17 is attached to rod 18 of the boiler for the moving member 12 which moves freely through the guide.

It is apparent that a number of changes may be made in the construction and arrangement of the various parts forming the head-light adjuster without departing from my invention.

Having fully described my invention, what I claim as new and desire to secure by Letters Patent, is,—

A head-light adjuster for locomotives comprising a bearing block rigidly attached to the locomotive boiler and provided with a groove in the upper surface thereof, a turn-table for carrying the head-light connected with said bearing block and having

a depending flange moving in said groove, balancing guards on said block concentric with said groove to prevent rocking motion of said turn-table on said block and maintaining the turn-table in a plane parallel to the plane of the bearing block, and means for turning said turn-table.

In testimony whereof, I set my hand in the presence of two witnesses, this 22nd day of January, 1909.

OLAN B. McCOY.

Witnesses:
A. L. JACKSON,
J. W. STOTT.