A. N. LUCAS.

HEADLIGHT COVER.

APPLICATION FILED FEB. 19, 1918.

1,268,133.

Patented June 4, 1918.

2 SHEETS—SHEET 1.

Fig. 1.

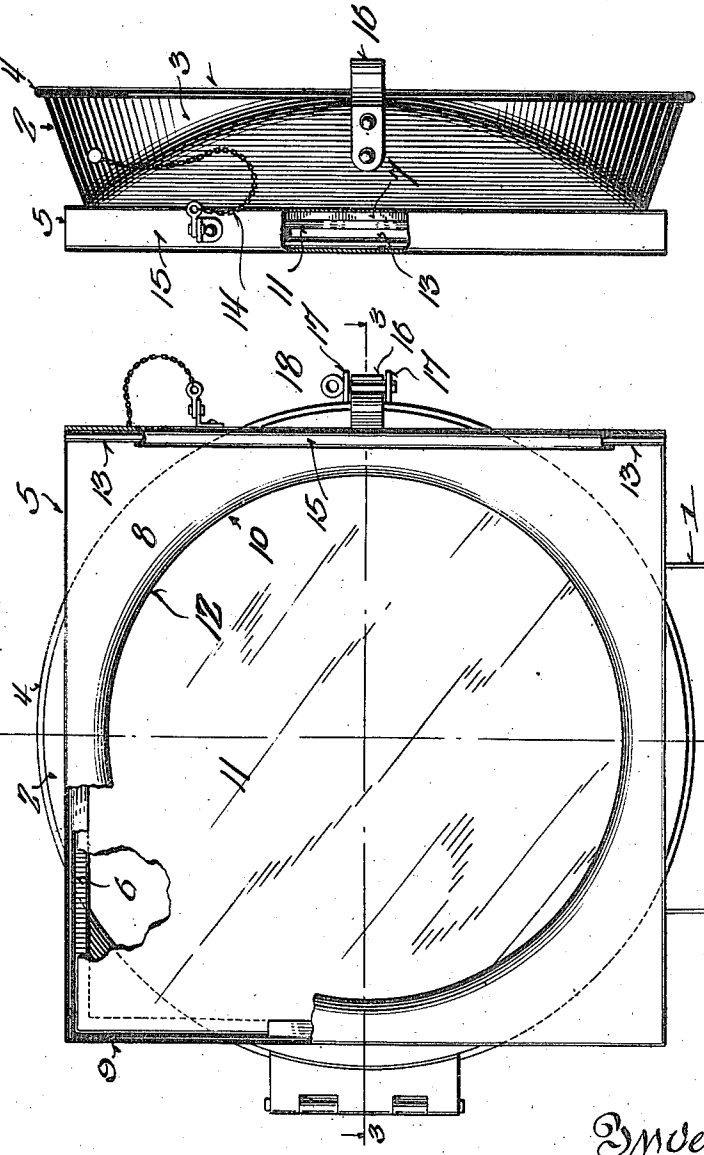


Fig. 2.

Witness:

Inventor:

Abraham N. Lucas

by Geo. W. Young

Attorney

A. N. LUCAS.

HEADLIGHT COVER.

APPLICATION FILED FEB. 19, 1918.

1,268,133.

Patented June 4, 1918.

2 SHEETS—SHEET 2.

Fig. 1.

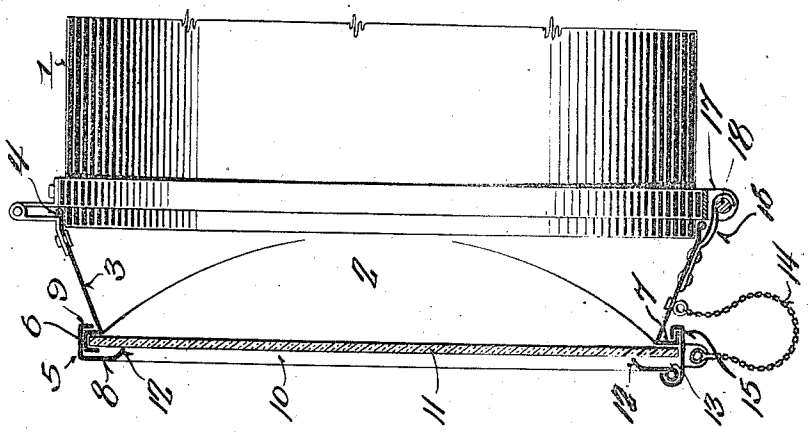
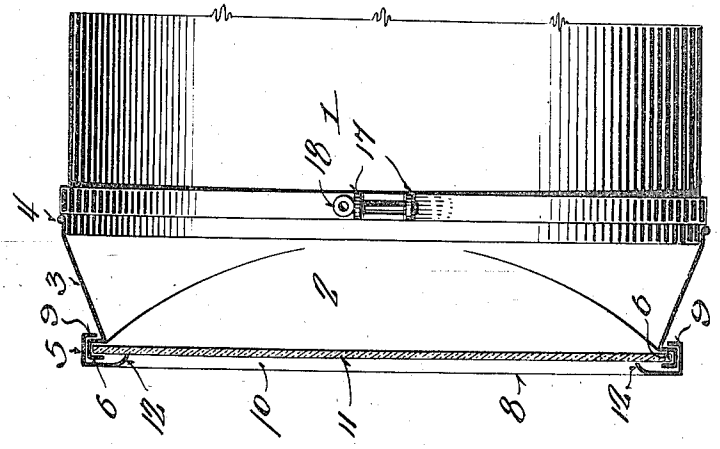


Fig. 2.



Witness:

Inventor:
Abraham N. Lucas
By Geo. W. Young
Attorney

UNITED STATES PATENT OFFICE.

ABRAHAM N. LUCAS, OF MILWAUKEE, WISCONSIN.

HEADLIGHT-COVER.

1,268,133. Specification of Letters Patent. Patented June 4, 1918.

Application filed February 19, 1918. Serial No. 218,077.

To all whom it may concern:

Be it known that I, ABRAHAM N. LUCAS, a citizen of the United States, and resident of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Headlight-Covers; and I do hereby declare that the following is a full, clear, and exact description thereof.

This invention relates to improvements in headlight covers particularly to those adapted for use on locomotives and has for its main object to provide a cover for carrying the glass which does away with putty, screws and lugs.

Another object is to provide a cover adapted to fit the standard round headlight cage now in use and which will receive a square glass thus doing away with the necessity of cutting a round glass which results in a great loss of time and considerable expense due to breakage caused in the cutting.

A further object is to provide a cover into which the glass can be inserted in sections should it be desired.

The invention in one practical form in which it may be embodied is illustrated in the accompanying drawings, in which:

Figure 1 is a front elevational view of my headlight cover, with parts broken away and in section to more clearly illustrate the invention.

Fig. 2 is a transverse sectional view through the cover as indicated by line 2—2 of Fig. 1.

Fig. 3 is a transverse sectional view through the cover as indicated by line 3—3 of Fig. 1, and

Fig. 4 is a side elevational view of the cover with parts broken away and in section.

In present use the standard headlight cages used on locomotives are cylindrical in shape and are provided with a cover similar in shape, thus necessitating the use of a round glass which is held in place by putty or bolts. The glasses for these covers are supplied in rectangular shape and upon breakage of the glass it is necessary to cut the same circular in shape to fit the covers. This usually results in the breakage of a number of pieces of glass before one is properly cut, thus causing a great loss of time and expense.

In order to do away with these objectionable features the circular headlight cage 1 in the drawing has hingedly connected thereto a cover 2 which comprises a shell 3 having its inner end 4 circular in shape to conform to the circular cage. From the inner end 4 the shell extends outwardly to form a rectangular housing 5. This housing is provided at three sides with grooves 6 formed by bending the shell outwardly, laterally and inwardly. At the fourth side of the housing the shell is bent outwardly and laterally to form the flange 7. A face plate 8 is secured to the grooves by means of the sides 9 which are crimped over the grooved portions 6.

Centrally of the face plate 8 is a circular cut out portion 10, the edge 12 of which is bent inwardly to exert a slight tension upon the glass 11 carried in the grooves 6. From this it will be seen that the glass will be firmly held against the outwardly bent portion of the grooves 6 and the flange 7 due to the tension of the edge 12 exerted upon the glass, while at the same time should there be any expansion of the glass caused by the heat from the headlight it will be compensated for by the resiliency of the edge 12 thus avoiding possible breakage from this cause.

At one side of the face plate, corresponding to the flange 7, is a bead 13. It will be seen by this construction an opening is formed between the flange 7 and the bead 13 thus permitting the glass 11 to be inserted into the grooves 6. Attached to the side of the cover 2 by means of a chain or cord 14 is a clip 15 adapted to slidably engage the bead 13 and the flange 7 thereby closing the slot formed between these two members and locking the glass into place. For the purpose of locking the cover in its closed position a tongue 16 is riveted to the side of the cover and extends through ears 17 carried on the cage and is locked in place by the pin 18.

From the foregoing description it will be seen that I have constructed a simple and economical headlight cover that can be attached to any standard headlight and which at the same time does away with the use of a round glass, also putty, screws and so on for the purpose of securing the glass in the cover thus saving considerable time and expense in replacing the glass should it become damaged. Further, it will be obvious that while I have shown the glass made of

one piece the same can be inserted into the housing in sections should the same be desired without departing from the invention.

What is claimed is:

1. A headlight casing, a circular cover adapted to fit the casing and provided with a rectangular housing for holding a glass, grooves at three sides of the housing, a slot in one side of the housing for the reception of the glass, flanges formed at the side of the slot, and a clip engaging the flanges and slidably mounted thereon for locking the glass in place.

2. A headlight casing, a cover attached thereto, comprising a shell cylindrical in shape at its attaching end and rectangularly shaped at its outer end, grooves formed at three sides of its outer end, a face plate adapted to fit over the grooves and having a bead formed at one of its edges, a flange formed at the corresponding edge of the shell, and a clip adapted to engage said bead and flange.

In testimony that I claim the foregoing I have hereunto set my hand at Milwaukee, in the county of Milwaukee, and State of Wisconsin.

ABRAHAM N. LUCAS.