

M. W. HAMPTON.
HEADLIGHT SIGNAL.
APPLICATION FILED MAY 26, 1910.

1,001,392.

Patented Aug. 22, 1911.

Fig. 1.

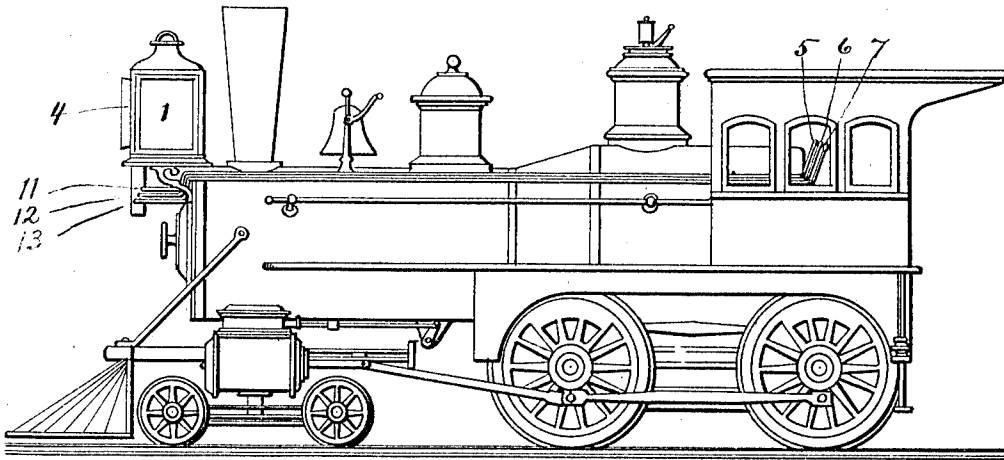


Fig. 2.

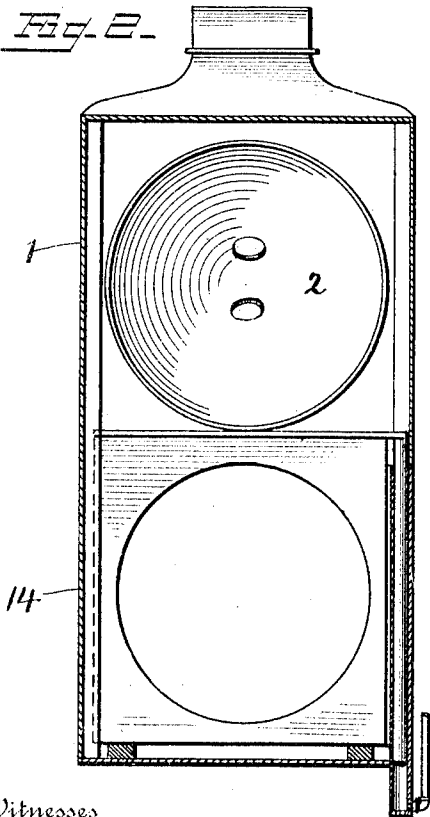
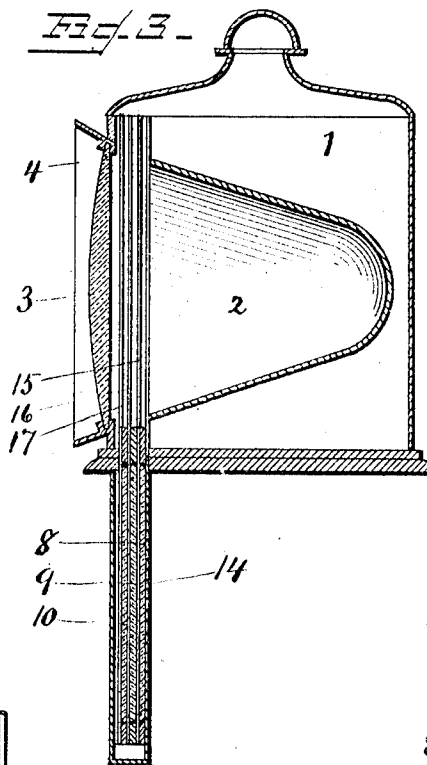


Fig. 3.



Witnesses
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MARVIN W. HAMPTON, OF SPOKANE, WASHINGTON.

HEADLIGHT-SIGNAL.

1,001,392.

Specification of Letters Patent. Patented Aug. 22, 1911.

Application filed May 26, 1910. Serial No. 563,536.

To all whom it may concern:

Be it known that I, MARVIN W. HAMPTON, a citizen of the United States, residing at Spokane, in the county of Spokane and State of Washington, have invented certain new and useful Improvements in Headlight-Signals, of which the following is a specification.

My invention relates to headlight signals for use particularly in steam and electric railways; and the object of the same is to so construct the device that said signals may be operated by the engineer from his cab by the simple manipulation of a series of levers having connection with the compressed air from engine, or otherwise, as desired.

A further object is to have a series of colored slides inclosed in a receptacle depending from the headlight so that said slides may be operated from the air from the pipes controlled by the aforesaid levers.

In the drawings forming a part of this specification, and in which like symbols of reference represent corresponding parts in the several views:—Figure 1 is a side elevation of a locomotive with my invention attached; Fig. 2 is a sectional front view of the headlight; and, Fig. 3 a longitudinal section of the same.

1 represents the usual headlight of engine; 2 the reflector of the same; 3 the ordinary white lens; and 4 the flange supporting the lens.

5, 6 and 7 are colored levers in the cab of the engine, said colors corresponding with a series of slides 8, 9 and 10, which are preferably colored red, green, and black. These levers control pipes 11, 12 and 13, which are connected with compressed air in engine.

14 is a frame depending from headlight for reception of slides 8, 9 and 10, said

slides being guided by partitions 15, 16 and 17, when air is applied to the bottom of the colored slides to raise the same. When the air is released the slides drop automatically down into the frame or receptacle 14.

The operation of the device will be apparent from the foregoing description. The engineer simply operates the lever desired, being guided by the color of the same, so that air may be let into or cut-off from the pipe desired, thus controlling the slide desired. When it is desired to shut the light off altogether the black lever and slide are brought into requisition.

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

1. A headlight signal, consisting of a series of slides, depending guides therefor, air-pipes leading to the cab of the engine from the base of the slides, and means for controlling the air in said pipes so as to control the slides.

2. A headlight signal, consisting of a series of slides, depending guides for the slides, a series of pipes leading to the base of the slides, and levers controlling air in said pipes.

3. A headlight signal, consisting of a depending casing or receptacle, slides operating in said receptacles, diaphragms separating the slides, air pipes leading to the base of the slides, and levers controlling the air-pipes.

In testimony whereof I affix my signature in presence of two witnesses.

MARVIN W. HAMPTON.

Witnesses:

EDWARD J. VOSS,
Mrs. W. P. CUMMINS.