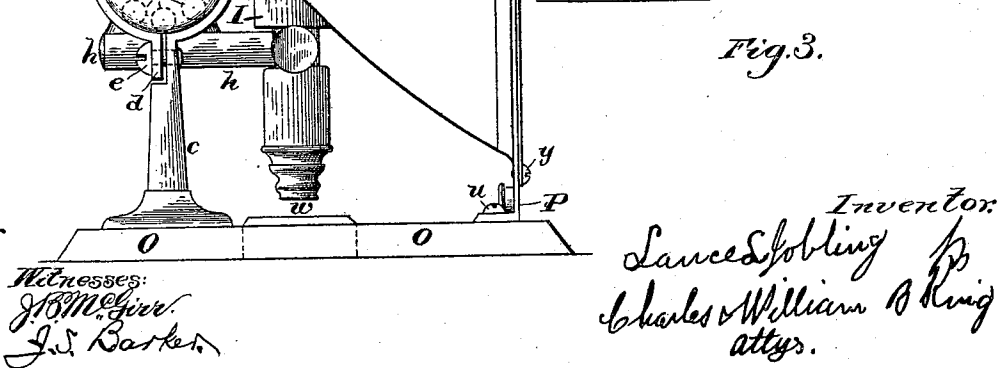
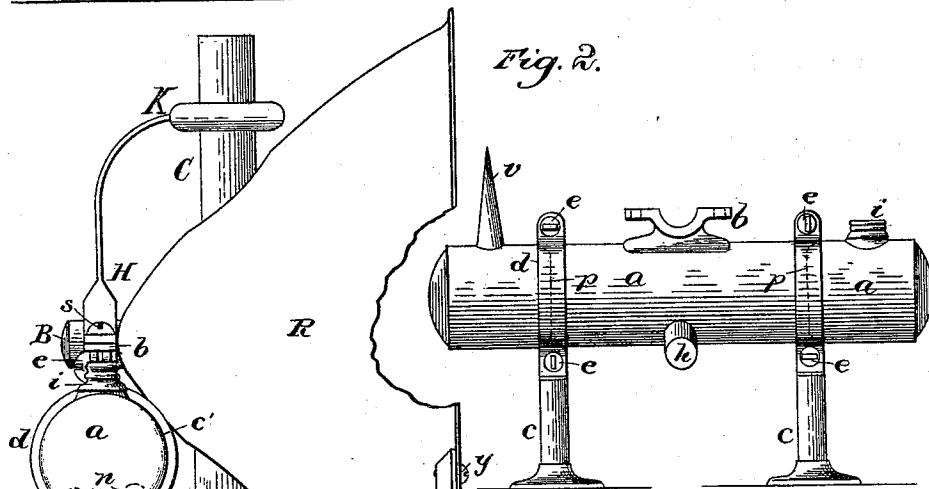
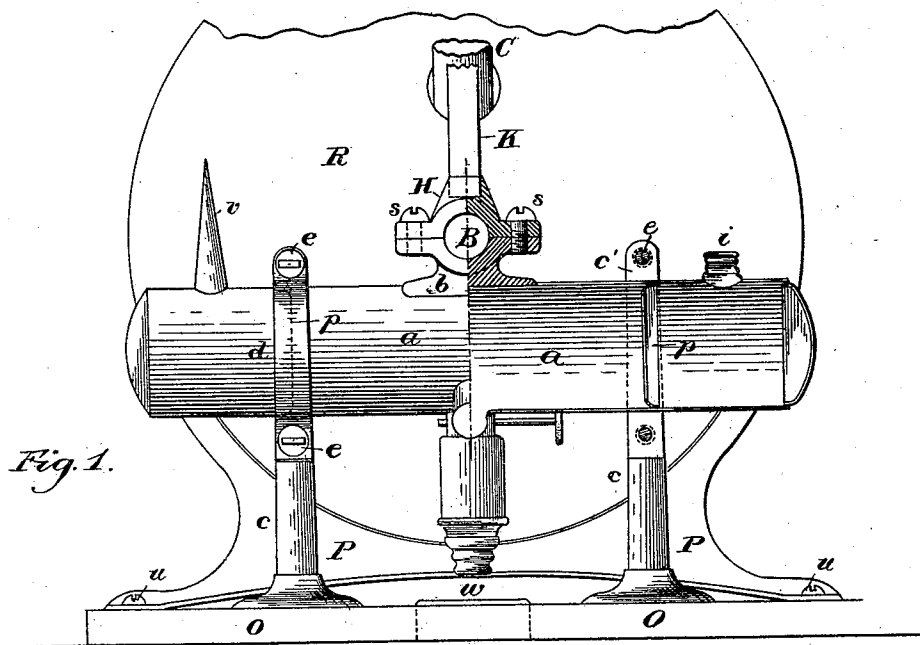


(No Model.)

L. L. JOBLING.
LOCOMOTIVE HEADLIGHT.

No. 475,242.

Patented May 17, 1892.



UNITED STATES PATENT OFFICE.

LANCE L. JOBLING, OF HOUSTON, ASSIGNOR TO J. L. DEEGAN, OF GALVESTON, TEXAS.

LOCOMOTIVE HEAD-LIGHT.

SPECIFICATION forming part of Letters Patent No. 475,242, dated May 17, 1892.

Application filed June 15, 1891. Serial No. 396,400. (No model.)

To all whom it may concern:

Be it known that I, LANCE L. JOBLING, a citizen of the United States, residing at Houston, in the county of Harris and State of Texas, have invented certain new and useful Improvements in Locomotive Head-Lights; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has for its object to improve locomotive head-lights by so constructing the reservoir and burner and mounting the same that they may be easily removed from and connected with the reflector without moving the latter; and it consists of a reservoir for the head-light having certain features of novelty and in various improvements in the apparatus as a whole, all of which will be hereinafter pointed out.

In the drawings, Figure 1 is a rear elevation of a head-light apparatus embodying my invention, one-half of the oil-reservoir being in central longitudinal section. Fig. 2 is a side view of the apparatus, and Fig. 3 is a rear elevation of the reservoir and its supports detached.

In the drawings, R designates the reflector, which may be of the usual parabolic shape. It is supported upon the slide-board O at its front edge by the bracket P.

u and *y* designate, respectively, the screws by which the bracket P is secured to the slide-board and to the reflector, and *w* indicates the air-hole through the board.

cc represent standards rising from the board O in rear of the reflector and having their upper ends formed into semicircular bearings *c'* for the oil-reservoir *a*. This reservoir is circular in cross-section and is supported by the standards, being held in the bearings *c'* thereof by the semicircular bands *d*, which are secured to the standards by the screws *e e*.

B is a boss extending rearward from the central portion of the reflector and being adapted to rest in the bearing *b* on the top of the reservoir *a*, where it is held by the cap H, which is connected with the bearing by the screws *s*. This construction of parts gives to the reflector a support at its rear and also se-

cures the reservoir from turning in its supports. A holder K for the lamp-chimney C is carried by the cap H.

h is the oil-feed pipe leading from the reservoir to the burner I, this tube being straight and thus much less liable to clog than is the common form of feed-pipe, which is made with an elbow.

The reservoir *a* is divided by a number of transverse partitions *p*, which are perforated in their lower portions at *n* for the free passage of the oil from one part of the reservoir to another. These partitions serve as braces to strengthen the reservoir and also prevent the oil from rushing from end to end thereof as the locomotive sways, which violent movements of the oil seriously interfere with its proper feed to the burner, particularly when the oil is low in the reservoir, and thus causing the light to flicker or go out.

i represents the filling-opening to the reservoir, and *v* the air-vent.

There are several advantages, besides those which have been referred to, incident to a reservoir constructed and arranged as I have shown and described. As now ordinarily constructed the reservoirs for locomotive head-lights are curved, following more or less nearly the outside contour of the reflector. This makes it difficult to get at the burner to clean it and to regulate the light. I, however, make the reservoir straight and mount it in rear of the reflector, so that it in no wise interferes with free access to the burner, which may be manipulated easily, as circumstances may require.

When it is desired to remove the reservoir and burner, it is only necessary to take off the cap H and chimney-holder K and the bands *d* and to remove the chimney C, when reservoir may be slipped from its support, it being entirely unnecessary to move the reflector to permit this.

Without limiting myself to the precise construction and arrangement of parts shown, what I claim is—

1. In a head-light apparatus, the combination of the lamp or burner, the reflector, the straight reservoir circular in cross-section, detachably mounted in rear of the reflector, and

means for securing the reservoir from turning in its supports, substantially as set forth.

2. In a head-light apparatus, the combination of the burner, the reflector, the reservoir, 5 the standards *c*, having their upper ends formed into bearings shaped to fit the reservoir, and the removable bands adapted to be secured to the standards and, together with the said bearing portions thereof, to form en-

circling bearings for the reservoir, from which it may be removed at pleasure by removing the said bands, substantially as set forth. 10

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

LANCE L. JOBLING.

Witnesses:

JNO. L. DEEGAN,
M. D. BENNETT.