Feb. 17, 1925.

1,526,696

M. J. DAVIS

HEADLIGHT

Filed April 23, 1923 2 Sheets-Sheet 1

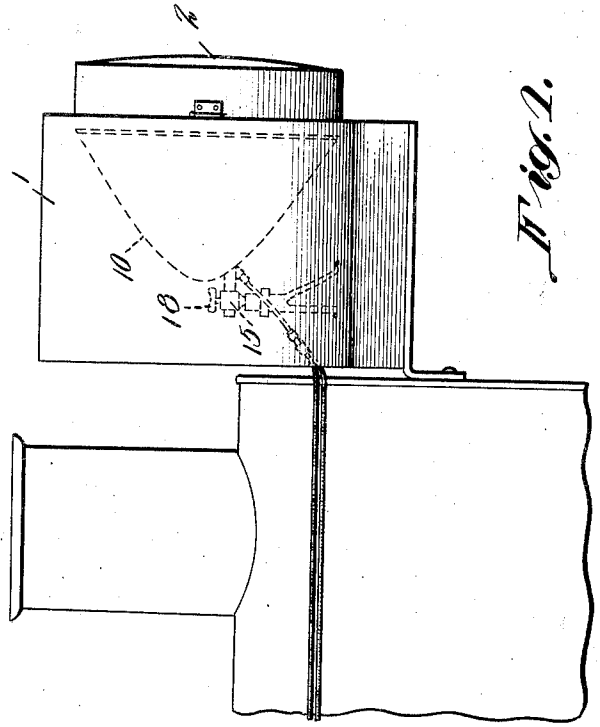


Fig. 2.

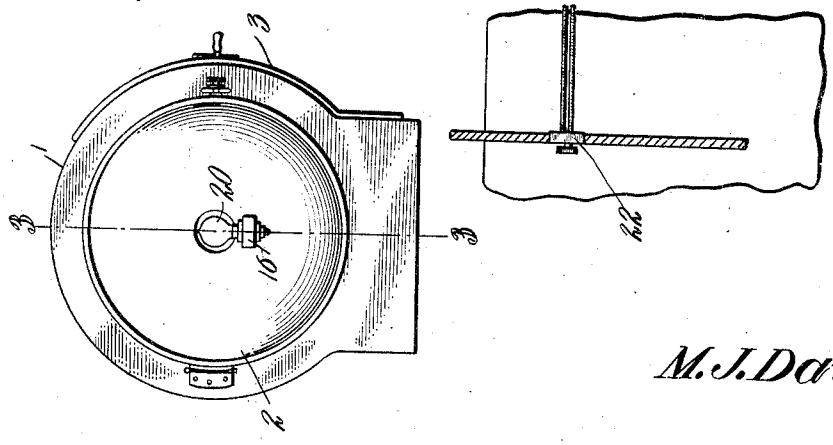


Fig. 1.

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HEADLIGHT

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Fig. 3.

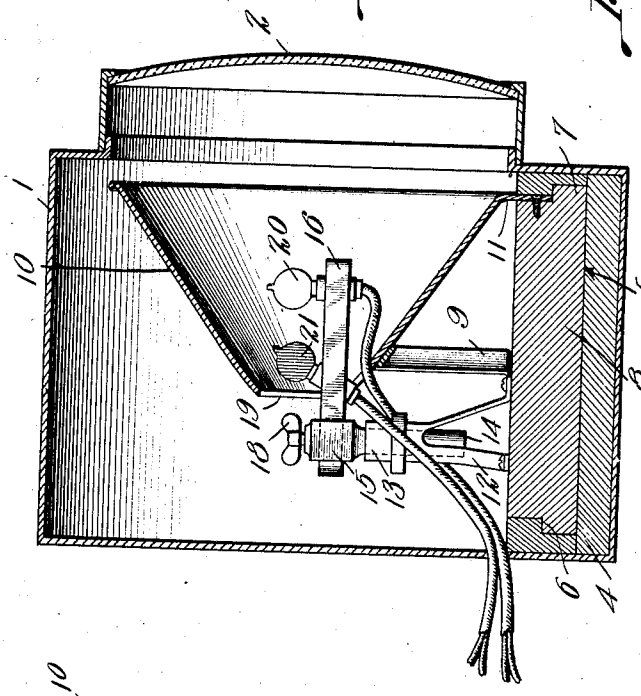
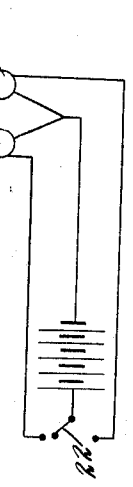


Fig. 5.



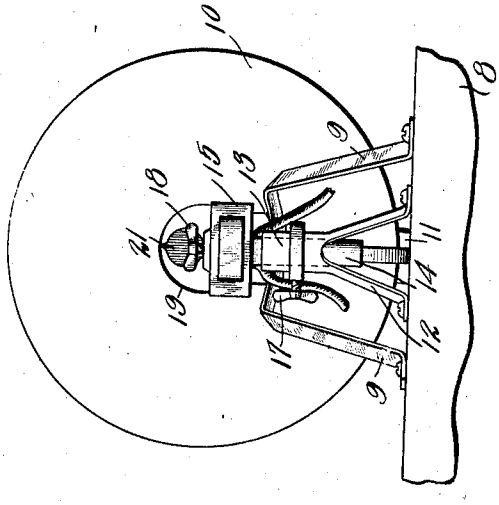


Fig. 4.

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Patented Feb. 17, 1925. 1,526,696

UNITED STATES PATENT OFFICE.

MOSES J. DAVIS, OF PUEBLO, COLORADO.

HEADLIGHT.

Application filed April 23, 1923. Serial No. 634,001.

To all whom it may concern:

Be it known that I, MOSES J. DAVIS, a citizen of the United States, residing at Pueblo, in the county of Pueblo and State of Colorado, have invented a new and useful Headlight, of which the following is a specification.

This invention relates to headlights of that type used for example on locomotives.

One of the objects of the invention is to provide means whereby, through the actuation of a switch, the lamp can be caused to throw either a white light or a colored light.

Another object is to provide a headlight utilizing lamps of the colors to be projected, said lamps being stationary in the housing and so located that neither of them will interfere with the proper projection of light rays from the other.

A still further object is to provide improved means for mounting the lamps adjustably whereby they can be positioned accurately with reference to the reflector in the lamp housing.

With the foregoing and other objects in view which will appear as the description proceeds, the invention consists of certain novel details of construction and combination of parts which will be hereinafter more fully described and pointed out in the claim, it being understood that various changes may be made in the construction and arrangement of the parts without departing from the spirit of the invention as claimed.

In the accompanying drawings the preferred form of the invention has been shown.

In said drawings:

Figure 1 is a side elevation of the headlight.

Figure 2 is a front elevation thereof.

Figure 3 is an enlarged section on line 3—3 Figure 2.

Figure 4 is a rear elevation of the lamp support and reflector removed from the housing.

Figure 5 is a diagram of wiring that may be used with the lamps.

Referring to the figures by characters of reference 1 designates a lamp housing provided with the usual lens 2 at the front thereof and a door 3 serves to close one side of the housing. The base of the housing, indicated at 4, is formed with a transverse channel 5 in the top thereof extending to the side opening that is normally closed by door 3. The side walls of this channel are undercut as at 6 so as to engage longitudinal ribs 7 formed along opposite sides of a slide 8 insertable into the channel 5 through the side of the housing. Secured on the slide 8 are standards 9 soldered or otherwise attached to the rear portion of a reflector 10. The front portion of the reflector has an ear 11 extending downwardly therefrom attached to the slide 8.

Secured on the slide 8 back of the reflector 10 is a pedestal 12 having a tubular body portion 13 in which is slidably mounted a rotatable stem 14. This stem projects downwardly from an angular sleeve 15 in which is slidably mounted a supporting bar 16. A set screw 17 serves to hold stem 14 against movement in the body 13 and another set screw 18 is used for holding the bar 16 against movement within the sleeve 15.

An opening 19 is provided in the rear end or apex portion of the reflector 10 and bar 16 extends through this opening. An incandescent lamp 20 is carried by the front end portion of bar 16 and is adapted to throw a white light. Another incandescent lamp 21 is carried by bar 16 directly back of lamp 20 and is designed to throw a red light. Both lamps are electrically connected to a switch 22 that can be located in the cab of the locomotive or at any other convenient place. The lamps can be disposed in any suitable circuit such as shown for example in Figure 5.

It is to be understood that the bar 16 can be adjusted vertically and angularly relative to the reflector by loosening the set screw 17 and sliding and rotating stem 14. By loosening set screw 18 bar 16 can be adjusted longitudinally. Thus the lamps 20 and 21 can be properly positioned relative to the reflector.

By moving the switch 22 to one position the lamp 20 will be placed in circuit and the rays therefrom will be properly reflected by the reflector 10. As the lamp 21 is located between lamp 20 and the opening 19 it will not interfere with the projection of the white light. Any rays from lamp 20 passing through lamp 21 will not come against the reflector but will pass on through the opening 19. By moving switch 22 to another position the lamp 21 will be placed in circuit. Thus a red light will be thrown on the reflector and as the lamp 20 is of ordinary glass perfectly transparent, the red light rays can pass directly through it and

their proper projection will not be interfered with.

By providing a headlight such as described the usual white light projected therefrom can be quickly changed to a red light in the event of an emergency or whenever it is desired to display a danger signal.

While this invention is designed especially for use on locomotives it is to be understood that it can be employed efficiently on boats or wherever a headlight is used.

What is claimed is:

In a headlight, the combination with a housing and a reflector therein having an opening in the apex portion thereof, of a pedestal mounted in the housing and back of the reflector, a stem rotatably and slidably mounted in the pedestal, means for holding the stem against movement, a sleeve upon the stem, a bar slidably mounted within the sleeve and extending at right angles to the stem, means for holding the bar against movement, said bar being insertible longitudinally through the opening in the reflector, and into position in front of the reflecting surface, front and rear lamps mounted on the bar and movable therewith into position in front of the opening in the reflector, and means for closing a circuit to either lamp.

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

MOSES J. DAVIS.

Witnesses:
PERRY McDOW,
H. C. HELLSTERN.