May 29, 1928. 1,671,680

L. C. MUELHEIM ET AL

CAB LIGHT

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Fig 1

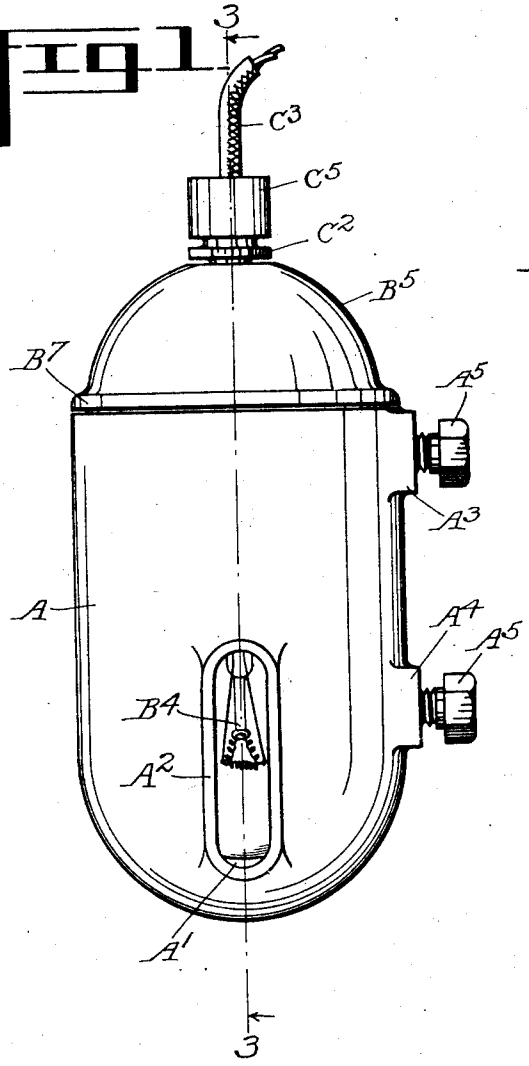
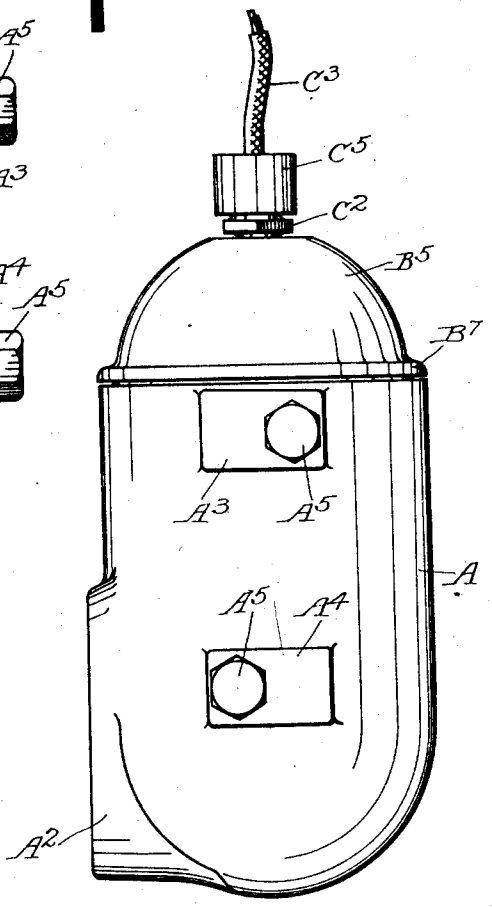


Fig 2



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Fig. 3

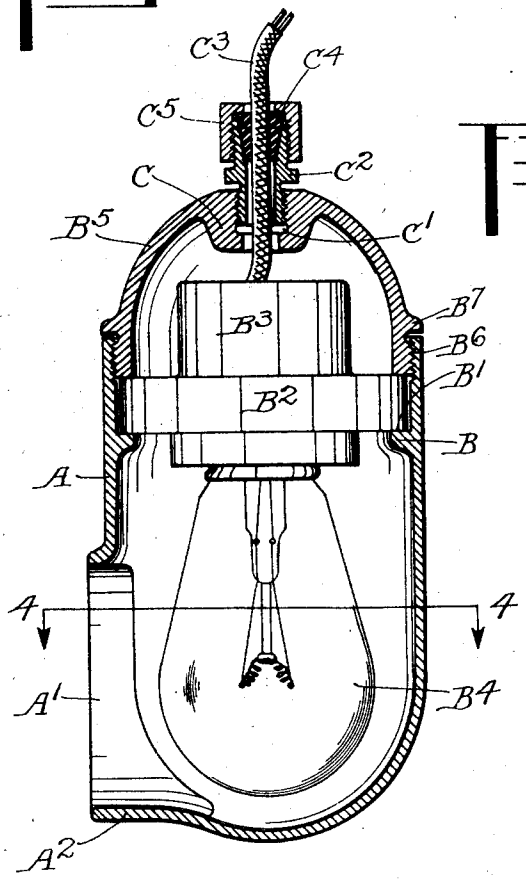


Fig. 5

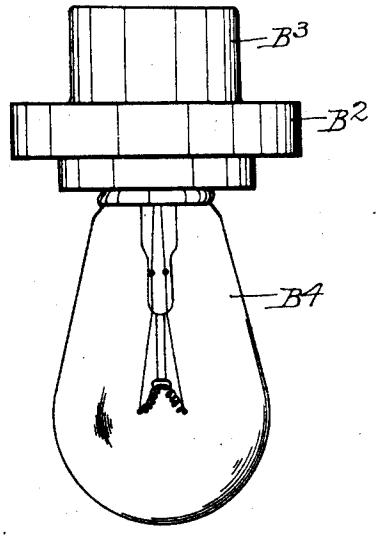
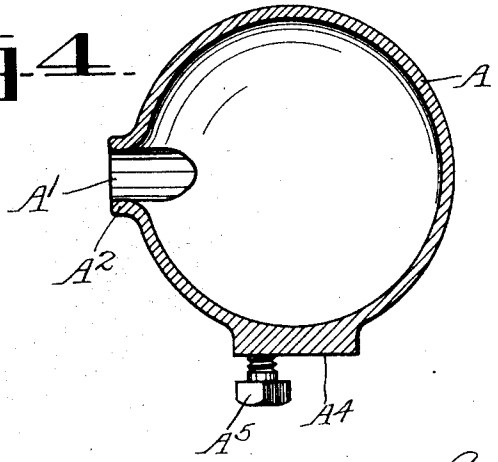


Fig. 4



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UNITED STATES PATENT OFFICE.

LEO C. MUELHEIM AND ALONZO G. PACK, JR., OF BALTIMORE, MARYLAND.

CAB LIGHT.

Application filed February 28, 1927. Serial No. 171,483.

Our invention relates to improvements in cab lights and has for one object to provide a new and improved form of cab or instrument light wherein the electric light bulb may be entirely protected, may be easily replaced and wherein the ray of light may be accurately positioned and limited in the direction in which it is thrown. Other objects will appear from time to time throughout the specification and claims.

Our invention is illustrated more or less diagrammatically in the accompanying drawings, wherein—

Figure 1 is a side elevation looking in the direction from which the light comes;

Figure 2 is an elevation showing the device of Figure 1 viewed from the right;

Figure 3 is a section along the line 3—3 of Figure 1;

Figure 4 is a section along the line 4—4 of Figure 3;

Figure 5 is a detail view of the single light supporting element.

Like parts are indicated by like characters throughout the specification and drawings.

A is the lamp protecting bowl. It is closed at the bottom, open at the top and provided at one side with the horizontally disposed narrow slot A^1 which narrow slot is enclosed in outwardly projecting housing member A^2 integral with the bowl. A^3 A^4 are pads on the outer wall of the bowl whose plane is preferably at right angles to the plane bounding the walls of the member A^2. A^5 A^5 are cap screws threaded in these pads whereby the pads may be screwed to a bracket or other suitable support in a locomotive cab.

Interiorly the housing or bowl is provided with a flange B having a horizontal bearing surface B^1. B^2 is an insulating flange adapted to rest on the bearing surface B and to be socketed within the housing. This insulating flange carries and may be integral with the electric light socket B^3 in which is threaded the usual type of electric light bulb B^4. B^5 is the housing cover. It is threaded at B^6 into the housing and has a flange B^7 overlying the end of the housing to make a finished joint and when screwed up clamps the flange B^2 against the surface B^1 of the shoulder B to hold the light socket in place. This cover B^5 is generally curved to conform to the contour of the housing so that when screwed in place a close hemispherical housing is provided for the electric light.

The center of the cover B^5 is thickened as at C to provide a socket C^1 into which may be threaded the sleeve C^2. C^3 is the conducting core passing through the sleeve C^2, socket C^1 to the electric light support. C^4 is a packing ring in the end of the sleeve C^2 adapted to be compressed by the gland C^5 to make a tight closure and hold the conductor in place.

The slot A^1 is left open, no closing means being needed for that because the electric light bulb itself is so far inside that it is effectively protected against breakage and is so far inside that the danger of deposition of grease, dirt, and the like on the bulb to a sufficient extent to interfere with the lighting effect is negligible.

We claim:

1. A housing for locomotive cab lights and the like comprising a cylindrical open ended casing threaded at its open end and interiorly flanged at a point adjacent the threads, a lamp socket flanged to fit the interior of the casing and adapted to rest upon the flange in the casing, a closure for the casing threaded to engage the threads in the casing and adapted when screwed home to lock the flange on the lamp socket against the flange in the casing and means separate from the closure for supporting the casing.

2. A housing for locomotive cab lights and the like comprising a cylindrical open ended casing threaded at its open end and interiorly flanged at a point adjacent the threads, a lamp socket flanged to fit the interior of the casing and adapted to rest upon the flange in the casing, a closure for the casing threaded to engage the threads in the casing and adapted when screwed home to lock the flange on the lamp socket against the flange in the casing and means separate from the closure for supporting the casing, the closure being centrally apertured, an electric conductor extending into the casing through said aperture, a plug through which the conductor passes threaded in the closure and packing means interposed between the plug and the conductor, a cap threaded on the plug to hold the packing means in place.

3. A housing for locomotive cab lamps and the like comprising a generally cylindrical casing, spherical at the bottom and open at the top, a generally spherical closure

threaded into the open end of the casing, means independent of the closure for supporting the casing, an electric light base contained within the casing, held in place therein but not supported by the closure, a longitudinal slot in the casing, the casing walls being outwardly extended to surround the slot, the slot terminating substantially at the bottom of the casing and being longitudinally extended parallel to the axis of the casing.

Signed at Baltimore, city of Baltimore and State of Maryland this 21 day of February, 1927.

LEO C. MUELHEIM.
ALONZO G. PACK, JR.