T. S. RAY & C. T. HAM.

Locomotive Head-Light Attachment.

No. 165,426. Patented July 13, 1875.

Figure 1.

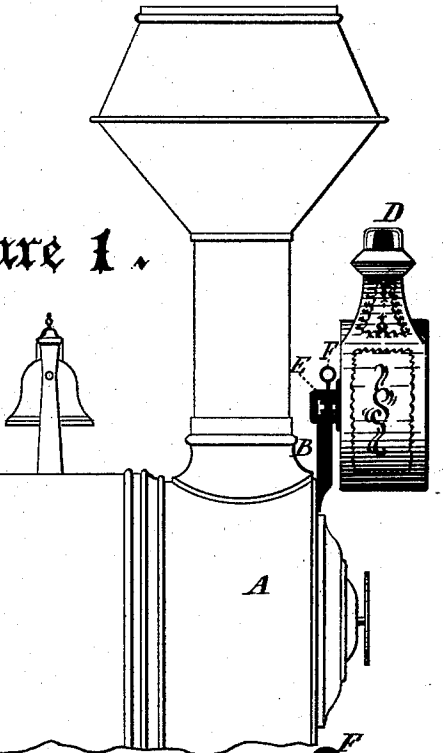


Figure 2.

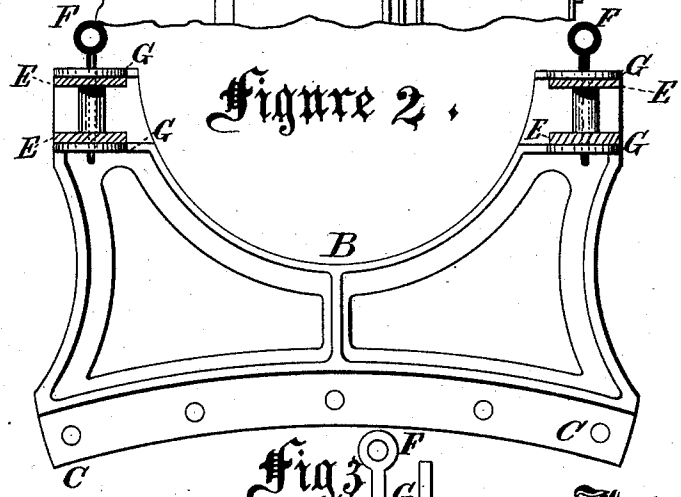
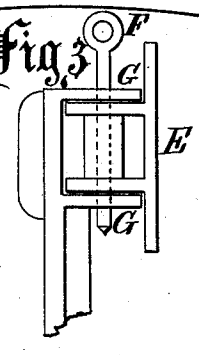


Fig. 3



Witnesses.

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THOMAS S. RAY AND CHARLES T. HAM, OF BUFFALO, NEW YORK.

IMPROVEMENT IN LOCOMOTIVE HEAD-LIGHT ATTACHMENTS.

Specification forming part of Letters Patent No. **165,426**, dated July 13, 1875; application filed June 7, 1875.

To all whom it may concern:

Be it known that we, THOMAS S. RAY, and CHARLES T. HAM, of the city of Buffalo, in Erie county, and State of New York, have invented a new and Improved Attachment for Locomotive Head-Lights, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

The object of our invention is to provide a convenient means for readily attaching, disconnecting, or partly disconnecting a head-light; and it consists in the combination of a frame connected permanently to the locomotive, and two projecting pieces on the lamp for forming a changeable joint, the whole being so constructed and combined that either side of the attachment may easily be disconnected and thereby form a hinge on the opposite side, so that the lamp may be made to swing upon either joint and present its face either to the right or left side of the track, and so that it may be easily taken off for repairs or for other purposes, as will be more clearly hereinafter shown.

In the said drawings, Figure 1 is a side elevation of our invention and a portion of a locomotive to which it is connected. Fig. 2 represents a front elevation of the frame and a section through the brackets or pieces belonging to and projecting from the lamp, and Fig. 3 is a side view of one of said pieces or brackets and a fragment of the frame to which it is connected.

A represents a part of an engine or locomotive, to which the frame B is connected by the bolts C. D is the head-light. It is fastened to the frame B by means of the brackets or projecting pieces E, and pins or bolts F, and parts G, on frame B. They are so arranged as to form a hinge-joint when one of the pins F is taken out, thereby allowing the lamp to swing on the remaining pin. It is obvious that in this way either side may be made to act as a joint so that the lamp may be made to face either side of the track when lighting it, or for other purposes, or it may easily be made to swing around so that the engineer may light it from the locomotive when necessary. This arrangement also allows the lamp to be easily and quickly taken off for repairs or for cleaning when necessary.

The frame B may be constructed of cast-iron, that being the cheapest material and sufficiently strong for the purpose.

We claim as our invention—

The frame B, provided with the projecting pieces G, in combination with the parts E, removable pins F, and lamp D, substantially as and for the purposes specified.

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