

(No Model.)

T. FRAME.
LOCOMOTIVE HEADLIGHT AND SIGNAL.

No. 568,605.

Patented Sept. 29, 1896.

Fig. 1.

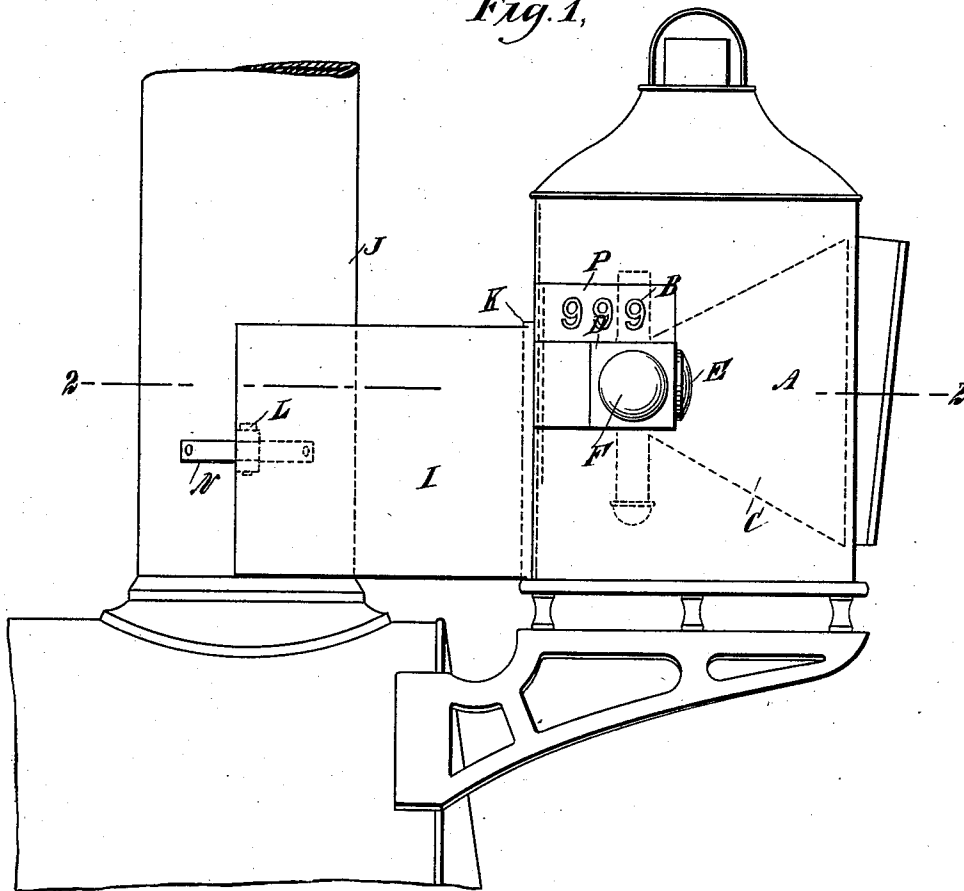


Fig. 2.

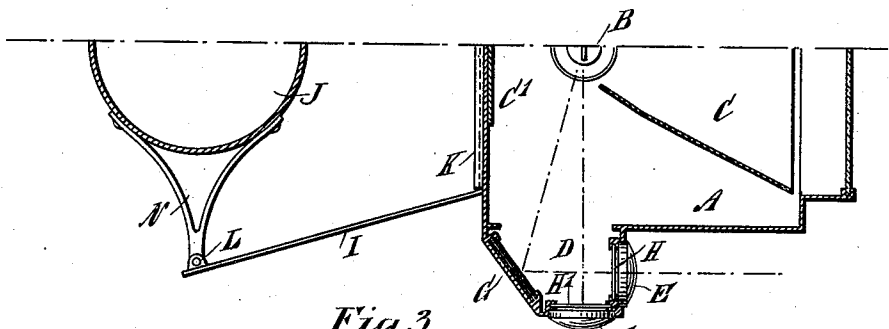
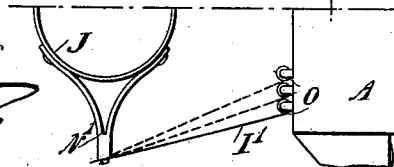


Fig. 3.

WITNESSES:

Edward Thorpe.
Ruf. Hoston.



INVENTOR

T. Frame.
BY Munn & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

THOMAS FRAME, OF SALIDA, COLORADO.

LOCOMOTIVE HEADLIGHT AND SIGNAL.

SPECIFICATION forming part of Letters Patent No. 568,605, dated September 29, 1896.

Application filed November 12, 1895. Serial No. 568,665. (No model.)

To all whom it may concern:

Be it known that I, THOMAS FRAME, of Salida, in the county of Chaffee and State of Colorado, have invented a new and Improved Locomotive Headlight and Signal, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved locomotive headlight and signal which is simple and durable in construction and arranged in such a manner that the rays of light emanating from a lamp are utilized for illuminating signal-lamps located in the side of the headlight.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improvement. Fig. 2 is a sectional plan view of the same on the line 2 2 of Fig. 1, and Fig. 3 is a sectional plan view of a modified form of reflector.

The locomotive-headlight is provided with the usual casing A, in which is held the lamp B, the truncated headlight-reflector C, and the reflector C' on the back of the casing for throwing rays of light forward on the track in front of the locomotive. In the sides of the casing A are arranged compartments D, each of which contains at its forward end a lens E, and on the side is arranged a lens F, standing at right angles to the lens E. A reflector G in the compartment D serves to throw the rays of light from the lamp B forward through the lens E, and the rays of light from said lamp B pass transversely through the lens F. Each lens E or F is adapted to be screened by colored panes H H', respectively, of glass or like transparent or translucent material. By this arrangement any desired colored light can be thrown out at the lenses E and F to give a desired signal. Thus it will be seen that the rays of light emanating from the burning lamp B are utilized for illuminating the track in front of the locomotive in the usual manner, and also to illuminate

the signal-lenses E and F and throw out the signal-rays both at the front and at the side of the locomotive.

During the day signal-flags I, constructed of metal and colored according to the signal to be given, are displayed on the sides of the locomotive between the back of the casing A and the smoke-stack J. The forward end of each sheet-metal flag I is fitted into a loop K on the back of the casing A, and the rear end is fastened by an eye and bolt L to the bracket N, secured to the smoke-stack J. By this arrangement the flags can be readily exchanged, according to the signal to be displayed.

The flags are preferably made of thin metal sheets I', differently colored and each wound on a spring-roller O, arranged vertically, and the several rollers O journaled one alongside the other on the back of the casing A, as shown in Fig. 3. The free end of each sheet is adapted to be drawn rearwardly to be hooked or otherwise fastened onto the bracket N'. By this arrangement any desired flag may be moved into an outstretched position to give the desired signal, while the other flags remain wound up on their rollers O.

Transparent numerals P are arranged in the sides of the casing A to give the number of the locomotive, the said numerals being illuminated from the headlight-lamp B.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A locomotive headlight and signal, provided with a headlight-casing, and a colored signal-flag held on the back of the casing and projecting rearwardly therefrom and having its rear end supported from the smoke-stack, substantially as shown and described.

2. A locomotive headlight and signal, provided with a headlight-casing, and a colored signal-flag held on the back of the casing and projecting rearwardly therefrom, and a bracket on the smoke-stack and adapted to detachably support the rear end of the flag, substantially as shown and described.

THOMAS FRAME.

Witnesses:

W. S. O'BRIEN,
J. W. DEWEESE.