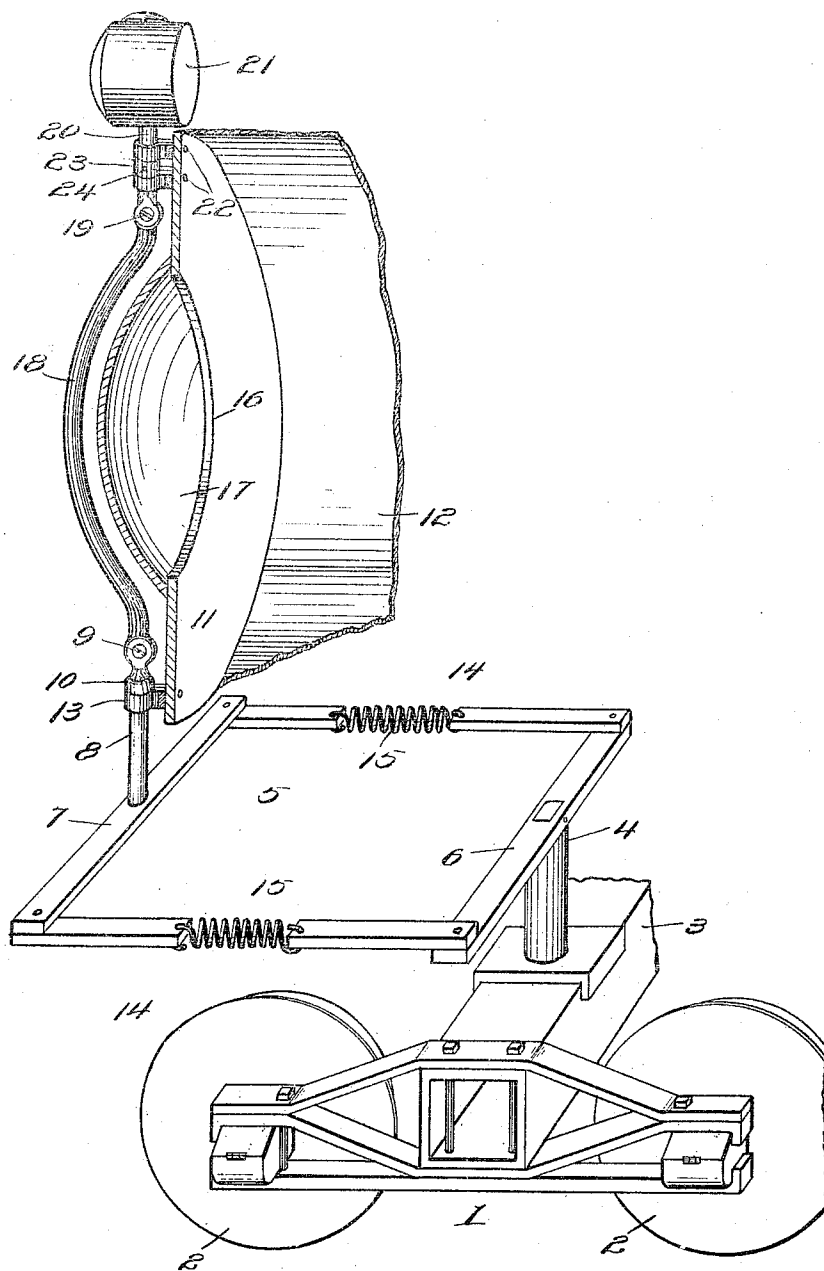


R. D. & J. C. EWEN.
HEADLIGHT.
APPLICATION FILED AUG. 27, 1909.

995,527.

Patented June 20, 1911.



Witnesses

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UNITED STATES PATENT OFFICE.

ROBERT DAVID EWEN AND JAMES CALDER EWEN, OF WHITEFISH, MONTANA.

HEADLIGHT.

995,527.

Specification of Letters Patent. Patented June 20, 1911.

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To all whom it may concern:

Be it known that we, ROBERT DAVID EWEN and JAMES CALDER EWEN, citizens of the United States, residing at Whitefish, in the county of Flathead and State of Montana, have invented new and useful Improvements in Headlights, of which the following is a specification.

This invention relates to improvements in devices for automatically operating headlights for electric cars, locomotives, and such other vehicles wherein a light is used to illuminate the path of travel, and it consists essentially of the novel construction and arrangement of parts whereby the headlight is turned or shifted to either side of a right line as the direction of the vehicle is changed, so that the light from said headlight or lamp will be thrown directly between the rails of the track.

The invention further consists in the construction, arrangement and combination of the several parts, whereby an intermediate link may be readily swung or disengaged from its connections so as to allow the door upon the face of the smoke box to be readily opened so as to provide free access to the said smoke box.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and arrangement of parts hereinafter fully described and claimed.

In the accompanying drawings, there has been illustrated a simple and preferred embodiment of the invention, and in which the figure is a perspective view of the device in its applied position upon the truck of a railway locomotive.

In the accompanying drawing the numeral 1 designates the truck of an ordinary locomotive supporting the wheels 2 and being provided with the usual bolster 3. The bolster 3, in the present instance, is provided with upstanding member 4, to which is secured a substantially rectangular frame 5. The member 4 is centrally connected with the rear transverse member 6 of the said frame 5, while connected with the forward transverse member 7 of the said frame is a projecting member 8, preferably cylindrical in cross section and having its upper portion provided with ears 9. The member 8 is preferably enlarged adjacent its point of connection of its ears 9 as designated by the numeral 10 and this enlargement is

adapted to serve as a bearing whereby the said post 8 is connected with the face 11 of the smoke box 12 through the medium of suitable eyes 13. The longitudinal members 14 of the frame 5 are each constructed of a pair of members suitably connected together through the medium of resilient elements 15. By this arrangement, it will be noted that any jar or shock imparted to the bolster 3 is entirely compensated for by the said resilient members 15, but, at the same time the tension of the said members 15 is great enough to rotate the rod 8 when the truck 1 travels upon a curve.

The smoke box 12 is provided with the usual opening 16 which is normally closed through the medium of the usual door 17. The door 17 of the usual construction of locomotive is of a concavo-convex formation, and in order to provide for this peculiar construction the ears upon the post 8 have removably connected therewith a curved link 18 corresponding to the contour of the said door 17. The opposite end of the said link 18 is provided with an eye having a pivotal connection with ears 19 secured upon a post extension 20 carrying a headlight or lamp 21 and which is mounted in suitable spaced brackets or eyes 22. By reference to the figure of the drawing it will be noted that a pair of these eyes are employed, and positioned between these eyes is a suitable collar member 23 connected with the post extension 20 through the medium of a detachable element 24. The member 21 is removably connected with the post extension 20, and by providing the collar 23, it will be noted that the said extension may be readily removed from the eyes 22 after the link 18 has been disconnected from the ears 19 thereof. It will be further noted that either the retaining elements 9 or 19 may be readily removed so that the curved link 18 may be swung or separated from the members 8 or 20, so that the door 17 may be readily opened and access to the interior of the smoke box 12 may be obtained.

From the above description, taken in connection with the accompanying drawing it will be noted that we have provided a comparatively simple and thoroughly efficient device for the purpose intended, and while we have illustrated and described the preferred embodiment of the invention, as it now appears to us, minor details of con-

struction, within the scope of the following claim may be resorted to if desired.

Having thus described the invention what is claimed is:

- 5 The combination with a locomotive having the usual smoke box and bulging door therefor, the locomotive being provided with the usual bolster, of a rectangular frame having its inner member secured to
10 the bolster, the longitudinal sides of the frame being resilient, the outer member of the frame being provided with an upstanding member, an eye upon the smoke box of the locomotive supporting the said member,
15 a curved link removably connected with the member, said link being of a contour

corresponding with the shape of the bulging door of the locomotive, the upper portion of the locomotive being formed with spaced eyes, a rotatable member mounted within 20 the said eyes and having its lower extension removably connected with the curved link, a collar connected with this member and positioned between the eyes, and a headlight carried by the said member. 25

In testimony whereof we affix our signatures in presence of two witnesses.

ROBERT DAVID EWEN.
JAMES CALDER EWEN.

Witnesses:

J. F. McFARLANE,
JOHN MUNRO.