

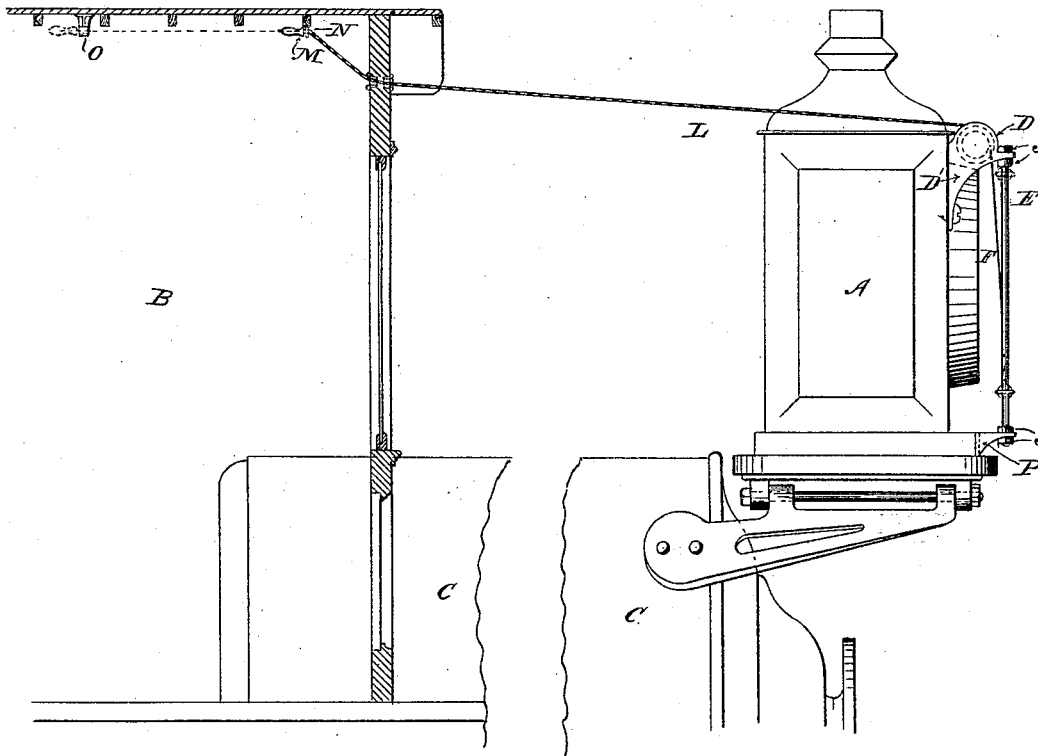
(No Model.)

C. A. FIELDS.  
HEAD LIGHT SCREEN.

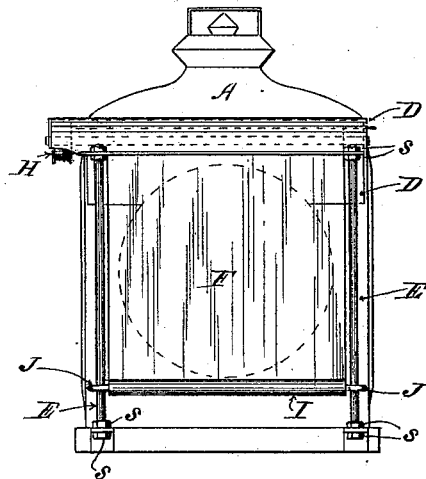
No. 343,632.

Patented June 15, 1886.

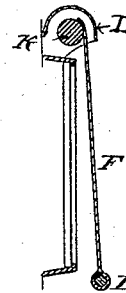
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses

*R. H. Sanford*  
*H. N. Park*

Inventor

*Charles A. Fields,*  
*By A. Paul,*  
*Att'y.*

# UNITED STATES PATENT OFFICE.

CHARLES A. FIELDS, OF MINNEAPOLIS, MINNESOTA.

## HEAD-LIGHT SCREEN.

SPECIFICATION forming part of Letters Patent No. 343,632, dated June 15, 1886.

Application filed November 27, 1885. Serial No. 184,047. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES A. FIELDS, a citizen of the United States, and a resident of Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain Improvements in Head-Light Screens, of which the following is a specification.

My invention relates to an adjustable screen, that may be readily attached to any ordinary locomotive so as to be operated from the cab of the locomotive, to wholly or partially shut off the light.

My invention consists, generally, in the construction and combination hereinafter described, and pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation of a head-light with my device applied thereto, a partial elevation of the boiler and a partial section of the cab being also represented. Fig. 2 is a front elevation of the head-light and screen. Fig. 3 is a detail section of the screen.

A in the drawings represents a head-light, that may be of any preferred style or construction. C represents a partial elevation of a boiler, to the front end of which the head-light is secured by any suitable means. B represents a partial section of the cab. These parts may all be of any suitable construction.

To the front of the casing of the head-light I secure, by any suitable means, a bracket, D, within which is journaled a roller, K. This bracket is preferably of substantially the shape shown in the drawings, and projects in a curved form over the roll K, so as to substantially inclose the roll, except at the lower side. The bracket projects at one end beyond the side of the head-light, and upon the roll K in this projecting portion is a pulley, H. A suitable cord, L, is wound partially around the pulley and carried back to the cab.

Upon the roll K is a screen or curtain, of suitable heavy fabric or other material, as canvas or duck. The lower edge of the screen is provided with a weight, which is preferably in the form of a heavy roll, I, which is passed through a tube formed in the lower edge of the screen. The forward edge of the bracket is formed or provided with a projecting ledge, D', to which are secured the upper ends of the guide-rods E E. The lower ends of the rods

are secured to a ledge formed on or secured to the lower part of the head-light. These rods are preferably provided with suitable fastening-nuts, S S. The roll I is provided with eyes or rings J J, that pass around the guide-rods E E. The weight I is sufficient to normally hold the curtain or screen down, so that the glass of the head-light is covered and no light can escape therefrom. The cord L is provided with suitable means, as the handle M, and the cab suitable means, as the ring N and hook O, by which the cord may be secured in position to hold the screen up or allowed to drop to let the screen down over the light.

It will be seen that with this device the head-light can be covered at any time. This is found to be a great convenience on many occasions, and especially on the class of engines known as "motors," and used on street-railways. These engines have a head-light at each end, and it is desirable to cover the light on the end that is toward the cars.

The screen may also be used for making signals with the light, and will be found especially desirable for this purpose.

I am aware that a head-light of a locomotive has been provided with a flexible semi-transparent signal curtain or shade, arranged in front of the light inside the glass and wound upon a roller that is actuated by a coiled spring, and having a cord with forked ends that pass over pulleys and are attached to the upper and lower corners of the shade, while the other end may be carried back into the cab, within control of the engineer.

In my construction the curtain is outside the glass, where it is not injured by the heat from the light, as would be the case were it inside the glass. When the curtain is rolled up, it is protected from rain, snow, and ice by the curved overhanging bracket. The brackets may readily be secured to the front of any ordinary head-light, and as readily removed.

I am also aware that a window-curtain has been provided with guides on opposite sides of the frame and slides that move on said guides, and guards of approximately circular form, that receive the edge portions of the curtain as the curtain is rolled and unrolled, and I do not claim said constructions.

I claim as my invention—

1. The combination, with the head-light, of the curved bracket D, projecting from the front of the head-light casing and open at its lower side, the roll K, journaled within said  
5 bracket, the screen F on said roll, the weight I, having eyes J J, the guide-rods E E, and the cord L, all substantially as and for the purpose set forth.

2. The combination, with the head-light,  
10 of the curved bracket D, projecting from the front of the head-light casing and open at its lower side, the ledge D', projecting from the

front of the bracket, the roll journaled within the bracket and provided with the pulley H, the cord L, the screen on said roll, the weight 15 I, having eyes J J, the ledge P, and the guide-rods E E, extending from the ledge D' to the ledge P, all substantially as set forth.

In testimony whereof I have hereunto set my hand this 21st day of November, 1885.

CHARLES A. FIELDS.

In presence of—  
A. C. PAUL,  
H. N. PECK.