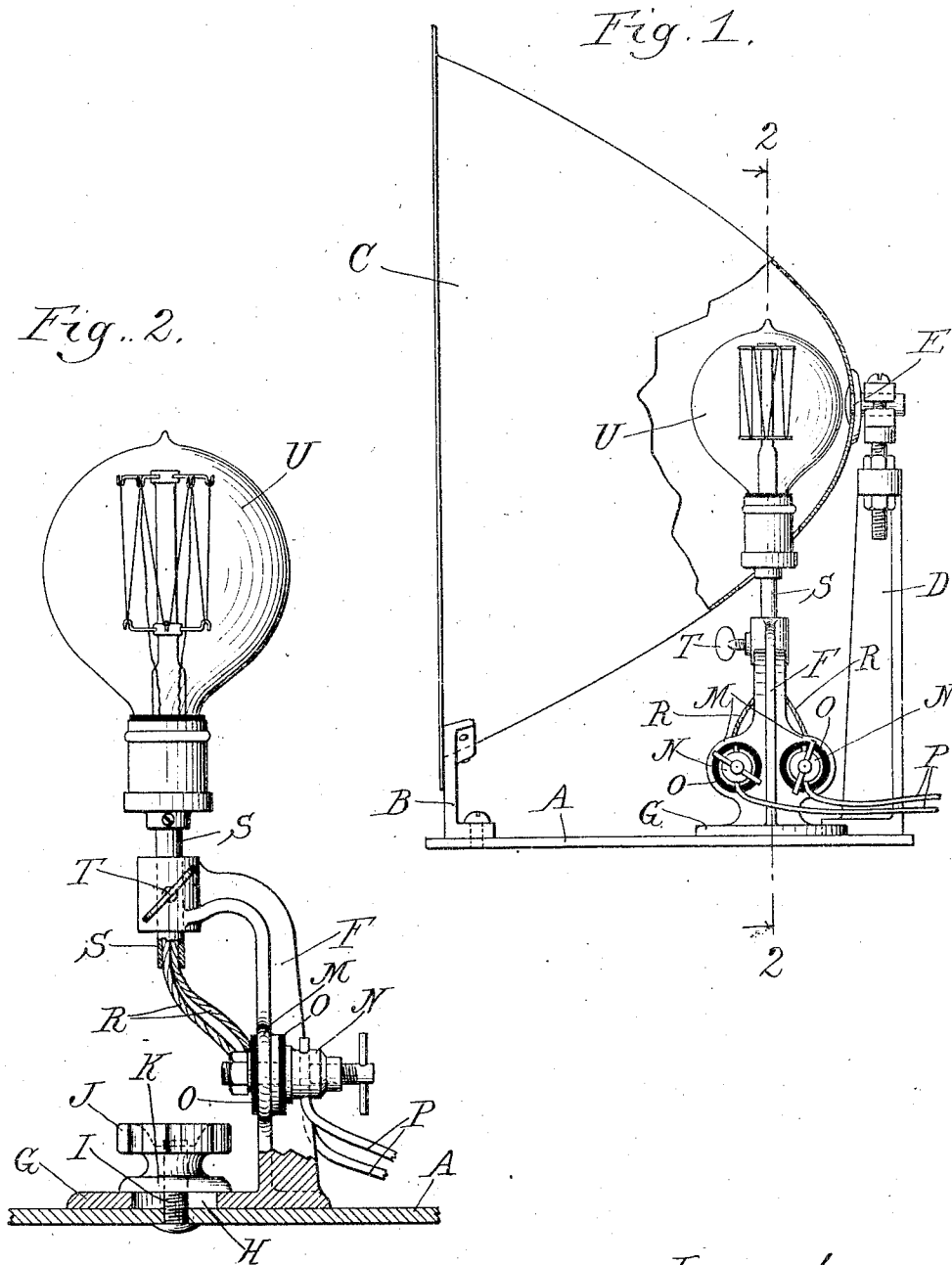


M. A. ROSS.
ELECTRIC HEADLIGHT.
APPLICATION FILED JULY 15, 1912.

1,056,585.

Patented Mar. 18, 1913.



Witnesses,
Edward F. Wray.
Laurel M. Doernum

Inventor,
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UNITED STATES PATENT OFFICE.

MARK A. ROSS, OF CHICAGO, ILLINOIS, ASSIGNOR TO PYLE-NATIONAL ELECTRIC HEADLIGHT COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF NEW JERSEY.

ELECTRIC HEADLIGHT.

1,056,585.

Specification of Letters Patent.

Patented Mar. 18, 1913.

Application filed July 15, 1912. Serial No. 709,366.

To all whom it may concern:

Be it known that I, MARK A. ROSS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Electric Headlights, of which the following is a specification.

My invention relates to electric headlights particularly intended for switch engines and for the employment of incandescent lamps.

It is illustrated in the accompanying drawings wherein—

Figure 1 is a side elevation with parts broken away and Fig. 2 is a detail cross-section.

Like parts are indicated by the same letters in both figures.

A is a base carrying the bracket B on which is mounted the reflector C.

D is a standard on the base to which the reflector is secured at E.

F is a lamp standard on the base G which standard is provided with a large aperture H.

I is a bolt which passes through the base A and through the aperture H and is received into the thumb-nut J which is provided with the large flange K overlying the aperture H.

On the lamp standard F are projections M M each provided with a binding post N and insulation O therefor. The inleading wires P P are connected to the outside of each of the binding posts, and to the inside of each is connected one of the flexible conductors R R which lead to the tube S mounted on the upper end of the lamp standard.

T is a thumb-screw whereby this tube is adjustably screwed in position.

U is the lamp mounted on the upper end of the tube.

The several parts thus described can, of course, be greatly changed in respect to size, proportion and arrangement, but what I have illustrated presents the essential parts of an operative structure.

The use and operation of my invention are as follows: The reflector and base are properly related and mounted in position. The lamp standard is then brought into position and the lamp introduced through the front end of the reflector and attached to the socket on the upper end of the tube. The lamp can be adjusted vertically by moving the tube up or down in the upper end of

the lamp standard and securing it by means of the thumbscrew in the desired position. The lamp may be adjusted in any direction in its horizontal plane by sliding the base of the lamp standard about and securing it in position by the thumbscrew and bolt.

The employment of binding posts on the lamp standard makes it possible to employ very short flexible wires to lead from such binding posts to the tube. This is important, because the vibration to which such a device is subjected tends to break these necessarily flexible connections, but if these flexible conductors are short and arranged as here shown, this danger is substantially obviated. The inleading wires, though more or less flexible, are heavy and not liable to injury from the vibration of the locomotive.

I claim:

1. In a locomotive headlight the combination of a reflector base and a reflector mounted thereon with a lamp standard provided with a standard base having a large perforation and a thumb-nut and a connection from the thumb-nut to the reflector base through the perforation whereby the lamp standard is mounted on the base and adjustable in any direction thereon, a lamp socket vertically adjustably mounted on the standard and a lamp mounted in the socket.

2. In a locomotive headlight the combination of a reflector base and a reflector mounted thereon with a lamp standard provided with a standard base having a large perforation and a thumb-nut and a connection from the thumb-nut to the reflector base through the perforation whereby the lamp standard is laterally adjustably mounted on the base, a lamp socket vertically adjustably mounted on the standard and a lamp mounted in the socket, binding posts on the lamp standard and short flexible conductors leading from the binding posts to the lamp socket.

3. In a locomotive headlight the combination of a reflector base and a reflector mounted thereon with a lamp standard laterally adjustably mounted on the base, a lamp socket vertically adjustably mounted on the standard, binding posts mounted on the standard, short flexible conductors leading from the binding post to the socket and a lamp mounted in the socket.

4. In a locomotive headlight the combination of a reflector base and a reflector

mounted thereon with a lamp standard mounted on the base and adjustable in any direction thereon, a lamp socket vertically adjustably mounted on the standard and a
5 lamp mounted in the socket, binding posts on the standard and short flexible conductors leading from the binding posts to the lamp sockets.

10 5. In a locomotive headlight the combination of a reflector base and a reflector mounted thereon with a lamp standard mounted on the base, a lamp socket verti-

cally adjustably mounted on the standard and a lamp mounted in the socket, the standard being adjustable on the base independent of the vertical position of the lamp. 15

In testimony whereof, I affix my signature in the presence of two witnesses this 12th day of July 1912.

MARK A. ROSS.

Witnesses:

FRANCIS W. PARKER, Jr.,
LAUREL M. DOREMUS.