

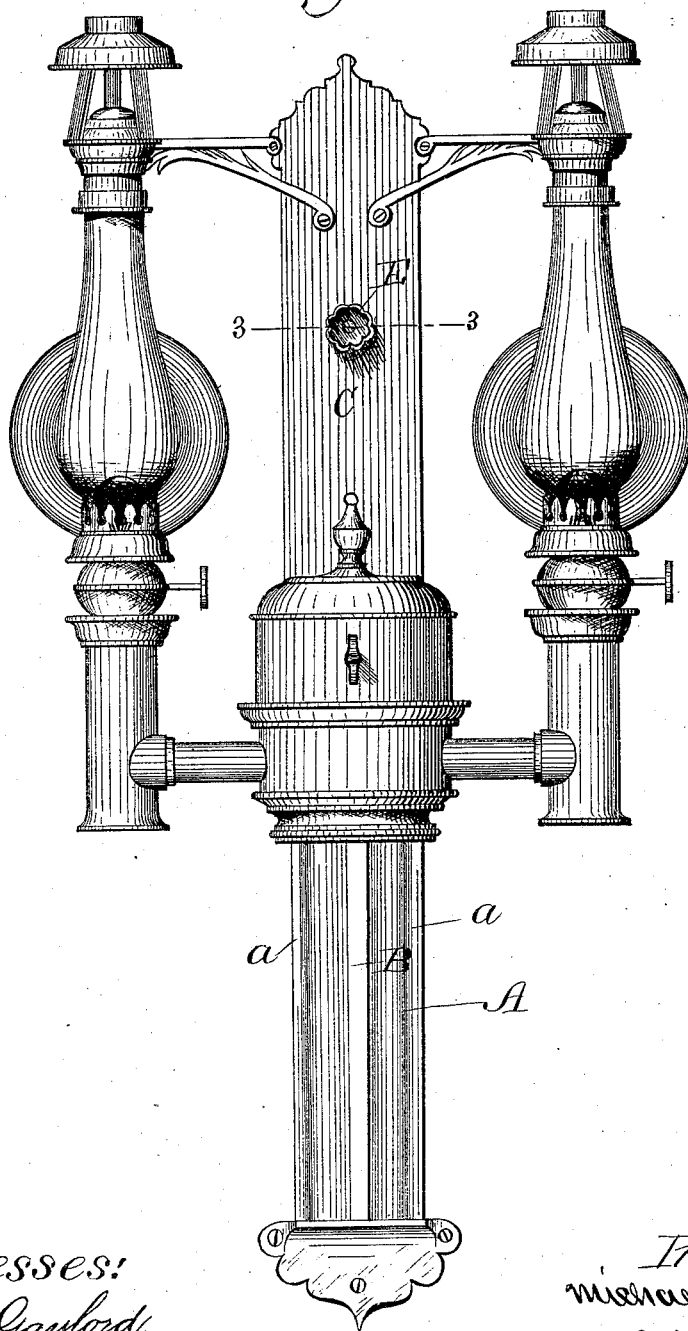
M. HICKS.

HANGING SIDE LAMP BRACKET.

No. 307,044.

Patented Oct. 21, 1884.

Fig. 1.



Witnesses:
Chas. Gaylord.
Frederick Goodwin

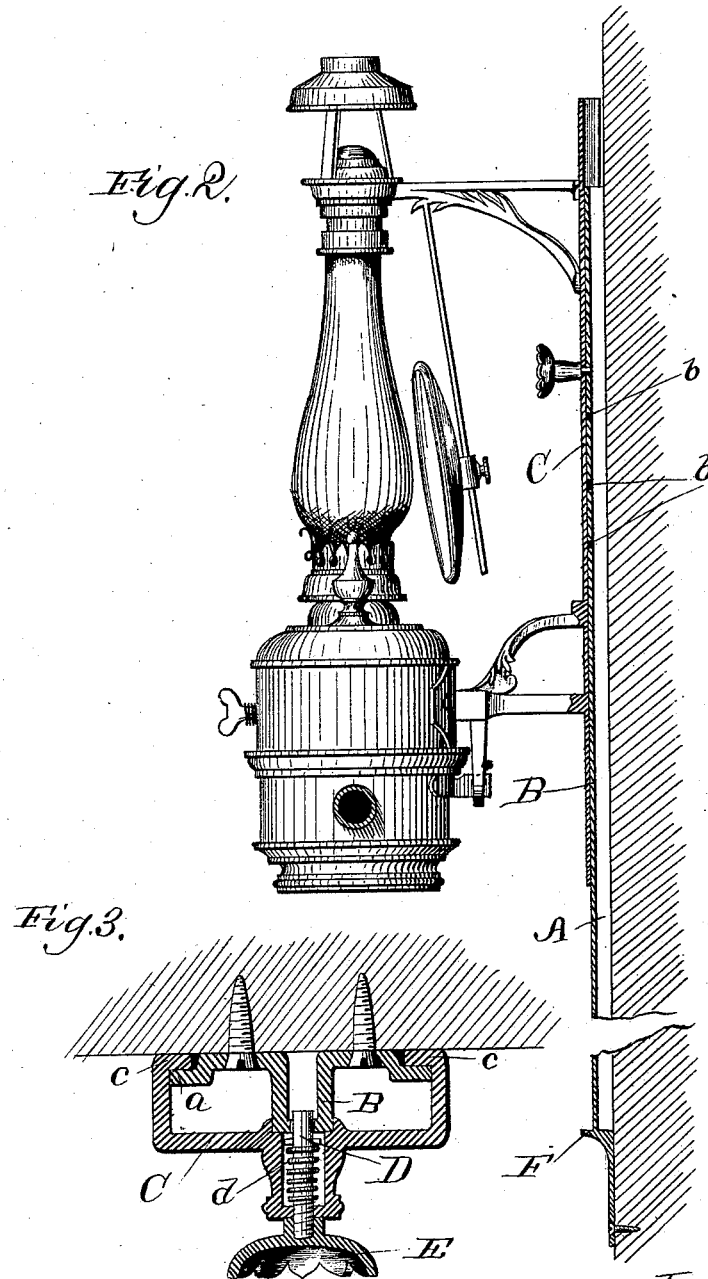
Inventor:
Michael Hicks
by *Offield and Swale,*
Attorneys.

M. HICKS.

HANGING SIDE LAMP BRACKET.

No. 307,044.

Patented Oct. 21, 1884.



Witnesses:
Chas. E. Gaylord.
Frederick Goodwin

Inventor:
Michael Hicks
by Offield & Son,
Attorneys.

UNITED STATES PATENT OFFICE.

MICHAEL HICKS, OF NEW YORK, N. Y.

HANGING SIDE-LAMP BRACKETS.

SPECIFICATION forming part of Letters Patent No. 307,044, dated October 21, 1884.

Application filed July 5, 1883. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL HICKS, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Hanging Side-Lamp Brackets for Railroads, Steamships, and other Purposes, of which the following is a specification.

My invention relates to that class of lamp-brackets designed to be attached to a wall, the side of a car, or in any suitable place, and in which it is desired that the oil reservoir or reservoirs, burner or burners, shades, and other fixtures of the lamp shall be movable upward and downward on the said bracket.

The object of my invention is to produce a bracket by means of which the lamp-frame, together with the lamp and its fixtures, may be moved upward and downward by means of a sliding block rigidly connected with the frame, and without detaching the latter from the wall or side of the car to which it is hung, the sliding block having a lock thereon to engage automatically as the lamp is raised to the desired position, and hold the same.

I have illustrated my invention by the drawings accompanying this specification, in which Figure 1 is an elevation of my improved bracket attached to a lamp. Fig. 2 is a section of the same on line 2 2. Fig. 3 is a cross-section of the same on line 3 3.

Like letters refer to like parts throughout the several views.

A is the plate supporting the lamp, and attached to the side of the car or wall. *a a* are the rounded and slightly-raised edges of the plate. B is a raised portion of said plate, forming a rod or rail. *b b* is a hole or holes in the rail or raised portion B of frame or plate A. C is a movable slide, turned over at the ends *c c* to engage with the sides *a* on plate or frame A, and having a groove fitting the rail or raised portion B of frame or plate A. D is a self-locking bolt fitting into holes *b b*. *d* is the spring holding the bolt in position. E is the knob or handle by which said bolt D is withdrawn from holes *b b* when it is desired to raise or lower the lamp. F is a bottom plate placed at the bottom of plate or frame A, or the raised end of said plate, serving to strengthen the same and also to act as a stop,

preventing the lamp from falling in case the lamp is accidentally released when bolt D is not engaged in any or either of the holes *b b*.

Plate A is cast, drawn, or pressed into the shape shown in Figs. 1 and 2, and by this means I produce the rail or rod B, into which bolt D may enter a sufficient distance to insure it from accidentally becoming disengaged therefrom. A strong spiral spring is placed in the movable slide C in such a manner as to press the bolt D firmly forward. This movable slide is attached in the manner shown in the drawings, or in an equivalent manner, to that part of the frame supporting the oil-reservoir and fixtures, so that the position of the lamp is determined by the position of the movable slide C on said plate.

It is evident that the groove or recess here described as being placed on the movable slide may be placed on the rigid plate supporting the movable slide by making a slight change in the shape of the said rigid plate, and in this case the raised portion or rail here shown as placed on the rigid plate will be placed on the movable slide C. The curved ends of the movable slide C, coming behind the plate A at the edges of said plate, hold the said slide firmly against the said plate, and on account of the width of said plate A insure the said slide and the said lamp attached thereto from vibrating or being in any manner affected by the jolts or jars of the sides of the car or the moving boat to which the plate is attached. The raised plate or edge F may be formed of a portion of plate A, turned up at the end to form a bottom stop or rest for the movable slide C.

My invention is particularly intended to be used as a railroad and steamship lamp, and when so used its method of operation is as follows: Plate A is firmly secured in a proper position against the sides of the car or boat, or against the racks or stands placed in the car or boat. If the movable slide C is resting upon the raised bottom plate, F, and it is desired to raise the lamp or lamps, it is merely necessary to raise the lamp until bolt D shall engage with and enter hole *b* on the raised rail or rod D. If it be desired to still further change the position of the light, it is only necessary that bolt D shall be withdrawn from

the hole in which it is engaged by means of the handle or flange F, when the light may be further raised or may be lowered, as desired, bolt D automatically locking into any of said
5 holes b as it comes over the same.

Having thus described my invention, its construction and method of operation, what I claim as new, and desire to secure by Letters Patent, is--

- 10 1. In a wall-lamp bracket of the kind described, the combination, with a wall attachment plate having edge flanges, and an intermediate longitudinal raised rail, perforated as shown, of a sliding lamp-sustaining plate
15 having guides engaging with the flanges of the wall attachment plate, and provided with a spring stop-pin in line with the rail-perfora-

tions, substantially as and for the purpose specified.

2. In a wall-lamp bracket of the kind de- 20 scribed, the combination, with a wall attachment plate having edge flanges, and an intermediate longitudinal raised rail, perforated as shown, of a sliding lamp-sustaining plate chan- 25 nneled for the reception of the rail, having guides engaging with the flanges of the wall attachment plate, and provided with a stop-pin in line with the rail-perforations, substantially as and for the purpose specified.

MICHAEL HICKS.

Witnesses:

C. L. PULLMAN,
S. W. CANNELL.