March 4, 1930. C. EHRET 1,749,181

GLARE SHIELD

Filed Jan. 19, 1929

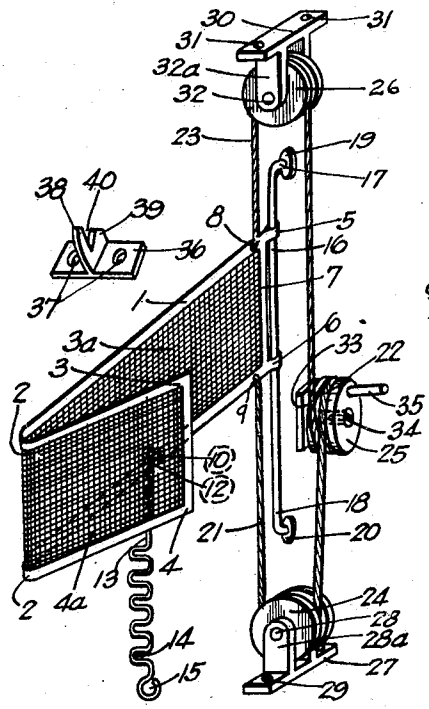


FIG. 1.

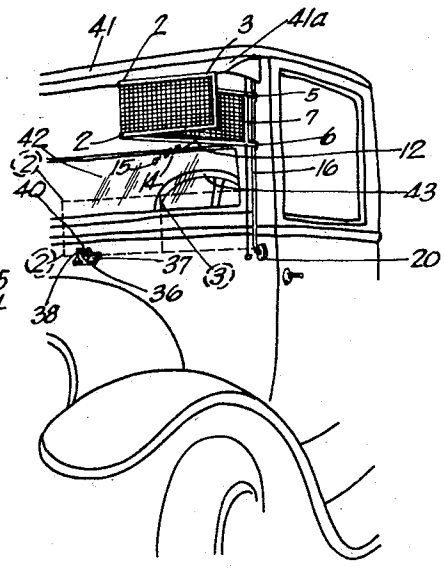


FIG. 3.

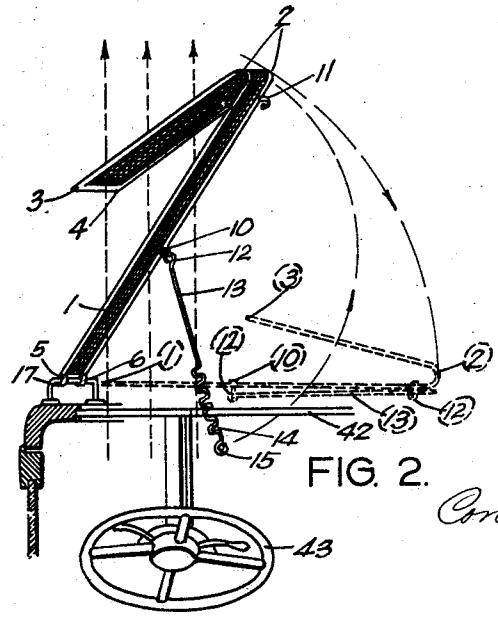


FIG. 2.

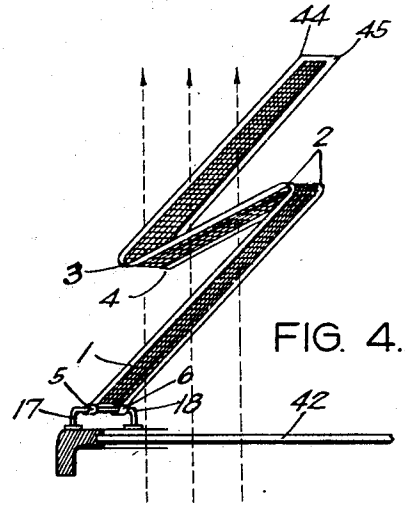


FIG. 4.

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UNITED STATES PATENT OFFICE

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GLARE SHIELD

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My invention relates to improvements in glare shield to protect from reflections of glaring headlights, and the like.

The object of my invention is to provide a device of the character described which will be durable, strong, cheap, easily attached and detached, easily placed out of focus when not desired to be used for protection; which will be novel and of great utility, cheaply and easily manufactured, and which will adequately protect the driver of cars from the glaring lights of approaching vehicles.

Other objects and the novel features of the invention will further appear from the specification, appended claims, and illustrated in the accompanying one sheet drawing, of which,

Figure 1 is a perspective view of the different parts of the device; Figure 2 is a fragmentary plan view showing the adjusting device and means of folding and securely holding when not in use; Figure 3 is a perspective view showing the device attached to a car; Figure 4 is a fragmentary plan view showing the application of a plurality of folds to the device.

Like characters of reference designate like parts in all the figures.

The general use attained by the automobile today, and the bright and glaring lights used on them make the necessity of some kind of a proper protection imperative. Many devices have been attempted in various forms for use on the lights of the automobile. But none seem to have been invented, or become sufficiently into general use to give any thing like an adequate protection for night users of cars; and the danger of life, limb and property keeps growing greater with the steadily increasing number of cars put in use.

I have concluded that some means which would give the person driving protection against the dangers from blinding caused by approaching cars would be the surest protection.

It will be apparent to those familiar with the art to which my invention pertains that rays of light can be effectually dissipated or broken up by fine meshed-screen of wire or other suitable material. My invention lies in providing such a screen and the placing of the first fold of the fine meshed screen wire on an angle of approximately 60° with relation to the windshield in front of the driver, and a folding or bending back thereof of a second, or a plurality of additional folds, at an angle of approximately 50°. This will cause an additional breaking up of the light rays coming from approaching car lights, and the eye of the driver looking through such a screen will be fully protected from the glare, and the danger to life, limb, and property will be prevented.

The device is composed of a frame, the top portion of the first fold of which is designated at 1, the outer end of the first fold and the beginning of the second fold where the second fold is doubled back partially upon the first fold is shown at 2, the outer end of the frame and of the second fold is shown at 3, 4, and the inner end of the frame of fold 1 is shown at 7; a fine meshed wire screen covers fold 1 as shown at 3^a, and also fold 2 as shown at 4^a; there may, if desired, be a plurality of folds as shown at 44, 45, in Fig. 4; the frame is attached to a vertical arm 16 by means of eyes 5 and 6 on the upper and lower parts of the frame of fold 1; near the inner end frame 7 are two perforations, 8, 9, through which are secured ends of rope or cable 21 and 23. In the lower edge and near the center of fold 1 is an outstanding eyelet 10 adapted to connect and fit a similar eyelet 12 on the end of rod 13 with grooves and corrugations 14, and on its outer end an eyelet 15, adapted to fit over outstanding hook member 11 near outer ends of fold 1, and to keep it in inoperative position when the device is not in use. In operative position one of the grooves 14, as desired, is placed over the top edge of the windshield 42 holding the device in an outstanding operative position with relation to said windshield and the line of vision of the driver as shown in Fig. 2. The device works slidably with eyelets 5 and 6 on vertical rod 16, at the ends of said rod are bent in portions 17 and 18 and held in place on the front of the car by holding members 19, 20. The device is operated upwardly and downwardly on said rod by cables or the

like, 21, 22, 23, on three sheaves 24, 25, 26. The lower sheave 24 is attached to the car by bracket 27 through holes 29 and by upstanding shoulders 28[a] and pinion pin 28. The upper one 26 is attached to the upper part of the front of the car 41 by bracket 30 through holes 31 and by upstanding lugs 32[a] and pinion pin 32 and preferably under sunshade 41[a]. The middle one 25 is attached to the inside front of the car by bracket 33 by holding means (not shown) and pinion pin 34 and out of the way of the steering wheel 43. The middle sheave also has on its outside face and near its periphery a handle 35, the turning of which causes the cables 21, 22, 23, to turn on the sheaves and to raise the device upwardly or downwardly on the rod 16 in adjustable position with relation to the vision of the driver, or out of the line of such vision to be held until needed again.

In front of the windshield 42 and on the outside of the car is a bracket 36 fastened to the car by holding members (not shown) through perforations 37; at the center of the bracket 36 is an upstanding lug having two upstanding divisions 38, 39, with a V-shaped cut 40 between them.

The device can be raised from an inoperative position where it is held in place on carrying bracket 36 in groove 40, with rod 13 resting below and in front of windshield 42 and parallel thereto with its outer eyelet 15 snugly fitting on hook 11 as shown by dotted lines in Fig. 2, to an operative position in line with the vision of the operator of the automobile as shown in Figs. 2 and 3, and if a plurality of folds are used then as shown in Fig. 4, by the turning of handle 35 and raising of cables 21 and 23 and rolling cable 22 around sheave 25 and passing cable 23 through sheave 26, and cable 21 through sheave 24. The device may be lowered by turning the handle 35 reversely and reversing the direction of the movement of the cables.

From the description and the accompanying one sheet drawing, and the specification, the advantages of construction, application and manufacture will be apparent to those skilled in the art to which my invention pertains. I have entered into a detailed description of the construction and relative arrangement of the parts embraced in the present and preferred embodiment of my invention in order to impart a full, clear and exact understanding of the said embodiment. I do not desire, however, to be understood as confining myself to the specific construction and relative arrangement of parts inasmuch as in the future practice of the invention various changes and modifications may be made such as fall within the scope of my invention as defined in my appended claims.

Having thus described the invention, what is claimed and desired to be secured by Letters Patent, is:

1. A device of the character described, comprising a frame covered with a fine meshed screen, both screen and frame bent into one or more sections which are angularly disposed towards each other, a vertical rod suitably fastened to the front of a motor vehicle, means for elevating and lowering said frame and screen on said rod, means for securely holding the first section of said frame to a windshield of an automobile at a desired angle, means for fastening said frame and frame holding means to the automobile front in an inoperative position.

2. A device of the character described, comprising a metallic frame covered with a fine meshed screen, both screen and frame bent into one or more sections which are angularly disposed towards each other, a vertical rod outstanding from but attached to the front of an automobile, the inner ends of said frame being equipped with eye-members to pivot and slidably work on said vertical rod, sheaves secured to said automobile, cables operable on said sheaves and secured to said frame, one of said sheaves having a handle, said handle, sheaves and cable being adapted for raising and lowering said frame on said rod, means for adjusting the angle at which said frame and device extend from the automobile.

3. The combination with the front and windshield of an automobile, of a device of the character described, comprising a frame covered with fine meshed screen, bent into one or more sections which are angularly disposed towards each other, means for elevating and lowering said frame and screen with relation to the driver's position, a vertical rod fastened to the front of the car adapted to anchor one end of said frame and allow same to pivot and to slide upward and downward, means for securely adjusting the angle at which said frame extends with relation to the windshield of an automobile.

4. The combination with the front and windshield of an automobile, of a device of the character described, comprising a metallic frame covered with fine meshed screen, bent into one or more sections angularly disposed toward each other, holding means for positioning said frame, a vertically outstanding rod attached to the front of an automobile cab, the inner end of said metallic frame being equipped with eye members to slidably work on said vertically outstanding rod, sheaves secured to said automobile, cables operable on said sheaves and secured to said frame, one of said sheaves having a handle, said handle, sheaves and cable being adapted for raising and lowering said frame on said rod, fastening means to securely hold said frame and said holding means in an inoperative position.

5. A device of the character described comprising, a frame covered with fine meshed screen, both screen and frame being bent into one or more sections and angularly disposed toward each other, an outstanding vertical rod attached to the front of a motor vehicle, one end of said frame being pivotally and slidably anchored on said vertical rod, means for elevating and lowering said frame and screen on said vertical rod, means for regulating the angle at which said frame extends from the automobile, and means for securing and holding said frame and holding means out of the line of vision.

CONRAD EHRET.