May 5, 1931. F. W. MAGEE 1,803,338

MOTORIST'S EYESHIELD

Filed Sept. 14, 1929

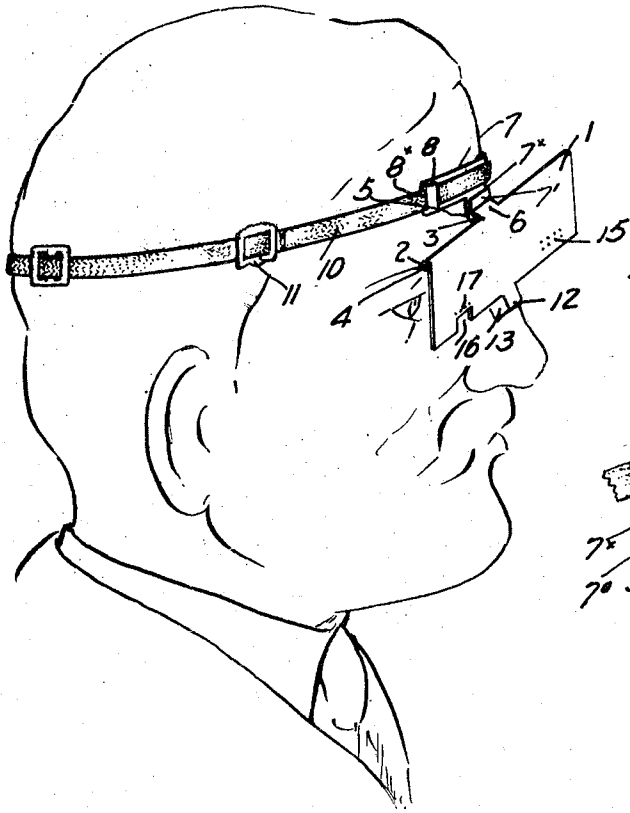


FIG. 1.

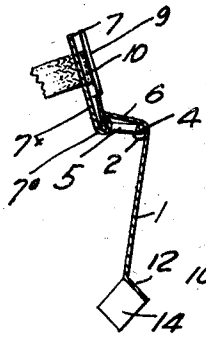


FIG. 3.

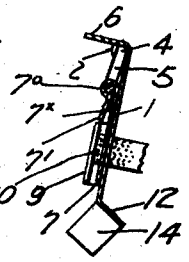


FIG. 4.

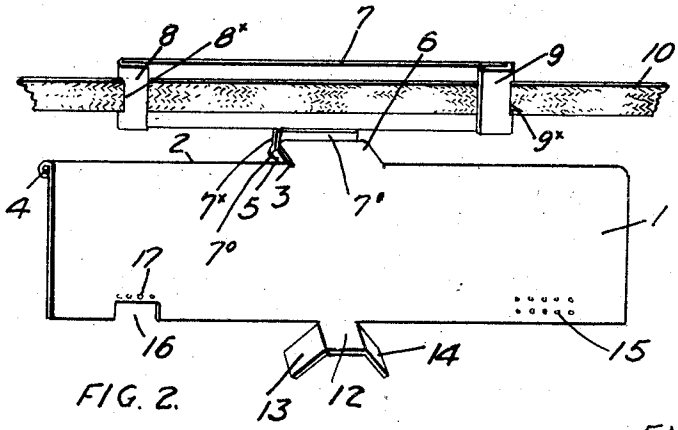


FIG. 2.

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UNITED STATES PATENT OFFICE

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MOTORIST'S EYESHIELD

Application filed September 14, 1929. Serial No. 392,576.

My invention relates to improvements in motorist's eye shields of the type disclosed in my United States application Serial No. 334,822, filed January 24, 1929, and Canadian Patent No. 288,916, granted April 16, 1929, and the object of the present invention is to devise improved means for supporting the shield independent of the hat of the wearer so that it may be worn with comfort and ease by either a man or woman, readily placed in position and retained in such position no matter what the set or incline of the head of the wearer, which when not in use may be readily slipped into the vest pocket without danger of catching, in which there are no projecting parts extending from the face of the shield so that in manufacturing both surfaces of the shield body may be readily buffed, in which the eyes are both shielded from the headlight glare either from opposing traffic on the opposite side of the road or the headlights of a car approaching on the same side of the road when attempting to cut in, and also devise a shield which may be readily adjusted to fit the features of any individual wearer without the use of skilled labour, and it consists essentially of the arrangement and construction of parts as hereinafter more particularly explained.

Fig. 1 is a perspective view of my eye shield applied to the wearer.

Fig. 2 is an enlarged perspective view of my shield.

Fig. 3 is a sectional view through the centre of Fig. 2, and

Fig. 4 is a sectional view through the eye shield showing the parts in the folded position.

In the drawings like characters of reference indicate corresponding parts in each figure.

1 indicates a shield body which is formed of sheet metal and provided with a rolled-in upper edge 2, the roll being cut away at 3. 4 is a wire extending through the rolled portion 2 and having an offset portion 5 projecting through the cut away portion 3. The unrolled metal extending over the cut away portion extends in the form of a tongue 6, such tongue extending in a slightly upwardly inclined direction from the shield body. 7 is a transverse member formed of thin, resilient, pliable sheet metal, the ends of which are turned over and in upon itself as indicated at 8 and 9, such turned portions being provided with slotted orifices 8^x and 9^x.

10 is a head band formed of an elastic fabric, such band extending through the orifices 8^x and 9^x and bearing against the outer face of the member 7. The band 10 is adjustable as indicated at 11 so as to fit any desired head. The member 7 is provided with a depending tongue 7^x which is bent in the form of a sleeve 7^0 through which the transverse portion of the offset 5 extends. The free end of the tongue 7^x extends upward as indicated at 7^1 and against which the longitudinal ends of the tongue 6 resiliently bear.

12 is a nose piece which is formed integral with the shield body 1 and is provided with two laterally extending wing portions 13 and 14 which may be bent inward or outward to suit the width of the wearer's nose.

The body of the nose piece 12 where it joins the shield body may be also bent to any desired angle to fit the shape of the nose. Also the transverse member 7 where it joins the tongue 7^x may be bent to any desired angle so as to fit the incline of the wearer's forehead. One or more perforations 15 are formed in the shield body adjacent its lower edge and to the left hand end of the body through which the corresponding eye of the wearer may view the approaching traffic without being affected by headlight rays. 16 is a notch formed in the lower edge of the shield adjacent its opposite end and through which the roadway ahead of the driver may be viewed. The headlight rays of an approaching car, when trying to cut in, may pass through this notch the driver's eyes may then be shielded by looking through the perforation 17 located directly above such notch.

After the band 10 has been adjusted to the required length to fit the wear's head, all it is necessary to do in placing the shield in position is to pass such band around the head so that the flexible resilient member 7 bears against the forehead of the wearer thus pro-

tecting it from the pressure of the fabric band 10.

It will of course be understood that the member 7 does not bear tight against the forehead there being a slight space left between the inner ends of the member and the forehead sufficient to permit entrance of air thereby relieving the forehead of constant uncomfortable pressure of the band clinging to the surface of the skin which would in a very short time when worn constantly render the device very uncomfortable. By the employment of the member 7 this defect is eliminated.

It will also be understood that when worn the tongue 6 of the shield 1 bearing against the resilient portion 7^1 resiliently holds the shield in place with the nose rest 12 bearing on the face of the nose so that when the head of the wearer is set at any angle such as during stooping the shield will be held constantly in its normal position so that it cannot slip out of place and will be retained in position for use when the wearer resumes driving. When the shield is not in use it may be readily folded as indicated in Fig. 4, so that it will be flat and easily slipped longitudinally into the vest pocket of the wearer.

The nose rest also serves to hold the perforations 15 and 17 directly in front of the line of vision of each eye so that there is no danger of their slipping out of place.

From this description it will be seen that I have devised a motorist's eye shield which may be worn equally well by both a man and woman driver and whether a hat is worn or not, will be comfortable and will relieve the eyes from strain during long distance driving and will always hold the shield in place no matter what position the head is in, and also the perforations in the shield body in proper position for driving.

What I claim as my invention is:—

1. In a motorist's eye shield, the combination with a shield body, of a resilient flexible transverse member adapted to bear against the forehead of the wearer, an adjustable head band secured to such transverse member, and a hinged connection between the transverse member and the shield body, such hinged connection comprising an offset loop member extending from the upper edge of the shield body, a spring tongue extending from the upper edge of the shield body over the loop, a tongue formed integral with the transverse member and forming a split sleeve in which the transverse portion of the loop turnably fits, the split portion of the sleeve forming an extension against which the longitudinal edge of the shield body tongue resiliently bears.

2. In a motorist's eye shield, the combination with the shield body, of a supporting member, of a hinge connection between the supporting member and the shield body, such hinge connection comprising an offset loop member extending from the upper edge of the shield body, a spring tongue extending from the upper edge of the shield body over the loop, a tongue formed integral with the supporting member and forming a split sleeve in which the transverse portion of the loop turnably fits, the split portion of the sleeve forming an extension against which the longitudinal edge of the shield body tongue resiliently bears.

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