Sept. 9, 1924. 1,508,224

C. A. HARTMANN

HEADLIGHT DEFLECTOR DEVICE

Filed Dec. 29, 1923

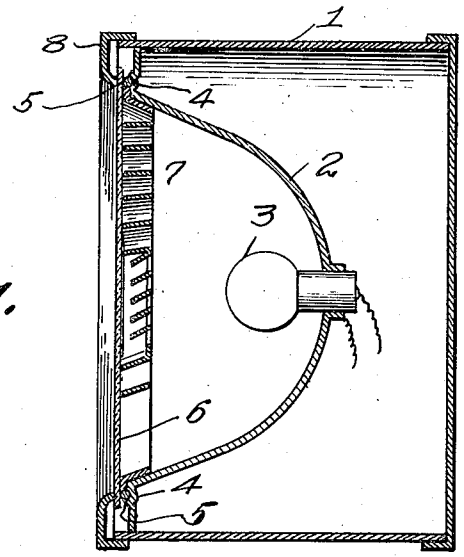


Fig. 1.

Fig. 2.

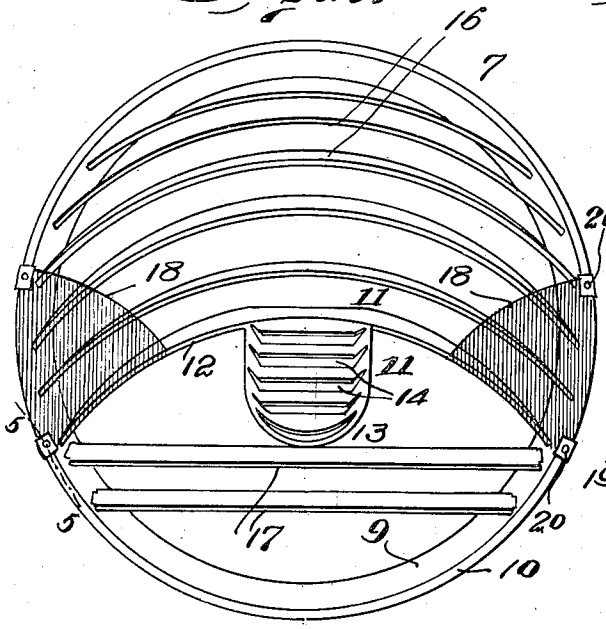


Fig. 3.

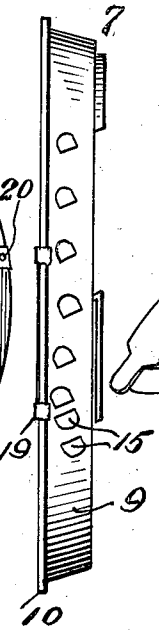
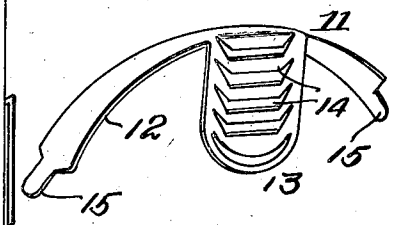


Fig. 4.



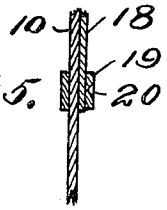


Fig. 5.

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UNITED STATES PATENT OFFICE.

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HEADLIGHT DEFLECTOR DEVICE.

Application filed December 29, 1923. Serial No. 683,361.

To all whom it may concern:

Be it known that I, CHARLES A. HARTMANN, a citizen of the United States, residing at San Antonio, in the county of Bexar and State of Texas, have invented certain new and useful Improvements in Headlight Deflector Devices, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to a headlight deflector device, and the object of the invention is the construction of a simple and efficient shutter device for a lamp or a headlight, preferably for a motor vehicle.

Another object of the invention is the construction of a device whereby the chauffeurs in two automobiles, approaching each other from opposite directions, will be able to approximate the distance between their machines even though one of their headlights should be out or "dead". This application discloses improvements over the structure illustrated in my co-pending application, "headlight deflector device," Serial No. 648,507.

With this and other objects in view, my invention comprises certain novel combinations, constructions and arrangements of parts as will be hereinafter described, illustrated in the accompanying drawings, and more particularly pointed out in the appended claims.

In the drawings:

Figure 1 is a vertical, central, sectional view of a device constructed in accordance with the present invention shown in a lamp or headlight.

Figure 2 is a view, in front elevation, of a device constructed in accordance with the present invention, whereas—

Figure 3 is a view, in side elevation, of the same.

Figure 4 is a perspective view of the primary blade of the shutter device.

Figure 5 is an enlarged sectional view, taken on line 5—5, Fig. 2.

Referring to the drawings by numerals, 1 designates the casing; 2 is a reflector, and 3 is a lamp or headlight. The reflector 2 is provided with an annular groove 4 formed upon its outer face, in which groove is placed a packing 5 that bears against the glass lens 6. The lens 6 also bears against the shutter device 7, and against the annular cap 8.

The shutter device 7 comprises a ring-like body 9 which is provided with an annular flange 10 on its outer edge. The primary blade device 11 comprises a curved strip 12 which is provided near its center with a depending slatted bill 13; the slats 14 are extended downwardly, as clearly shown in Figs. 1, 2 and 4. The curved strip 12 is provided at its ends with prongs 15 which are adapted to be extended through the body 9 fastening the primary blade device 11 in position as shown in Fig. 2.

The auxiliary curved blades 16 are positioned within the body 9 above the primary blade device 11. Additional blades 17 are placed straight across, under the primary blade device 11 to assist in reflecting the rays from the lamp 3 upon the roadway, giving additional efficiency to my device.

Another important improvement disclosed in the drawings is the means whereby the drivers or chauffeurs in approaching automobiles can accurately calculate the distance between the machines even though one of the headlights on either one, or both of the automobiles, is out or "dead," and this is accomplished by placing strips or pieces 18, of colored transparent material (such as glass, celluloid, or the like) at opposite sides of each headlight or "lamp," and preferably having the indicating means 18 on the left-hand lamp of the machine red in color, whereas the color of the indicating means 8 on the right-hand lamp could preferably be green. When the lamp is in first-class condition, that is, burning, the chauffeur of the approaching car will readily discern the "inside" or left-hand lamp by reason of the red strip showing plainly and then carefully calculate how close the approaching car will come to his machine. If the lamp is not burning that has the red indicating means thereon and the lamp with the green indicating means is burning the chauffeur of the approachig car can easily calculate, say, for instance, six feet to pass the car with the "dead" lamp without accident. In carrying out this novel invention of the colored indicating means on the lamp I fasten the strips 18 to the flange 10 by substantially U-shaped clips 19;

these clips are soldered to the flange and each is provided with a stamped in spur 20 which "grips" the colored indicating means 18, holding the means securely in position against accidental displacement.

While I have described the preferred embodiment of my invention, and have illustrated the same in the accompanying drawings, certain minor changes or alterations may appear to one skilled in the art to which this invention relates, during the extensive manufacture of the same and I, therefore, reserve the right to make such alterations or changes as shall fairly fall within the scope of the appended claims.

What I claim is:

1. In a headlight, the combination of a casing provided with a lamp, of a shutter device carried by said casing in front of said lamp, transparent colored means engaging opposite portions of said shutter device, and fastening means at the edge of said shutter device and holding the transparent colored means against the same.

2. In a headlight, the combination of a casing and a lamp therein, a shutter device provided with a flange on its outer edge in front of said lamp and carried by said casing, transparent colored strips against said flange, and clips on said flange and said strips for holding the strips against the shutter device.

3. In a headlight, the combination with a casing and a lamp therein, of a shutter device on said casing in front of said lamp, U-shaped clips fastened to said shutter device, and colored indicating means against said shutter device and positioned partly in said U-shaped clips.

4. In a headlight, the combination with a casing and a lamp therein, of a shutter device provided with an annular flange on its outer edge, U-shaped clips fastened to the inner face of said flange and provided on their outer portion with penetrating spurs, and transparent colored strips against the shutter device and in said U-shaped clips with said spurs bearing against the same, substantially as shown and described.

5. In a headlight, the combination with a casing and a lamp therein, of a shutter device carried by said casing in front of said lamp, said shutter device including the primary blade device, and said primary blade device comprising a curved strip provided intermediate its ends with a depending slatted bill.

6. In a headlight, the combination with a casing having a lamp therein, of a shutter device carried by said casing in front of said lamp, said shutter device comprising a ring-like body, a primary blade device carried by said body, auxiliary blades carried by said body above the primary blade device, and additional blades carried by said body beneath said primary blade device.

7. In a headlight, the combination with a casing provided with a lamp, of a shutter device carried by said casing in front of said lamp, said shutter device comprising a body provided with a primary blade device near its center and with blades above and below said primary blade device, said primary blade device provided with a depending bill, and said bill provided with a plurality of outwardly extending depending slats.

In testimony whereof I hereunto affix my signature.

CHARLES A. HARTMANN.