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BULB MOUNT FOR HEADLIGHTS

Original Filed May 27, 1927

Fig. 1.

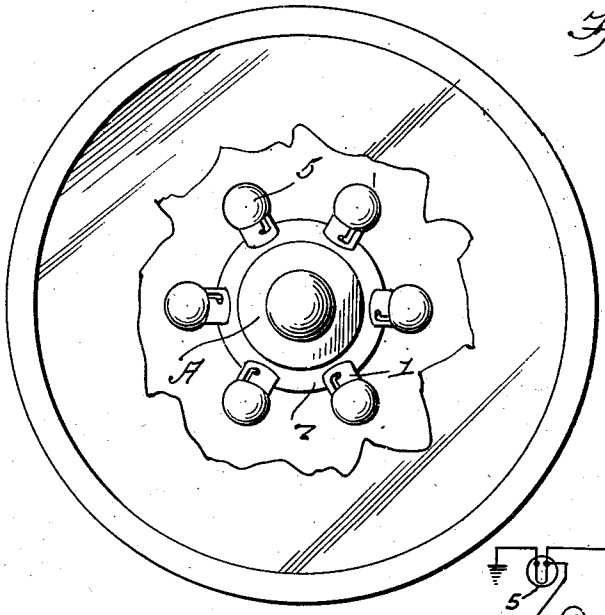


Fig. 4.

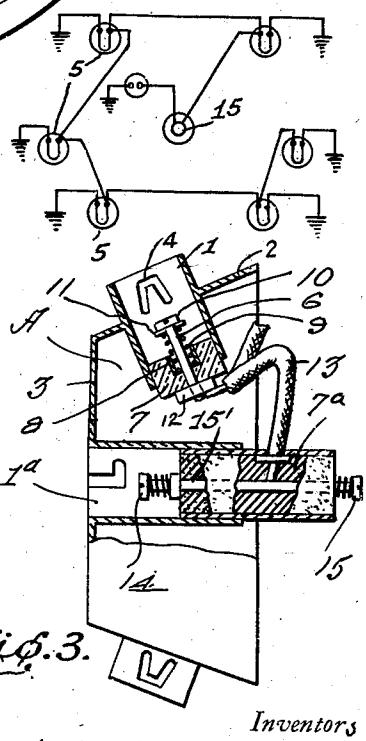


Fig. 2.

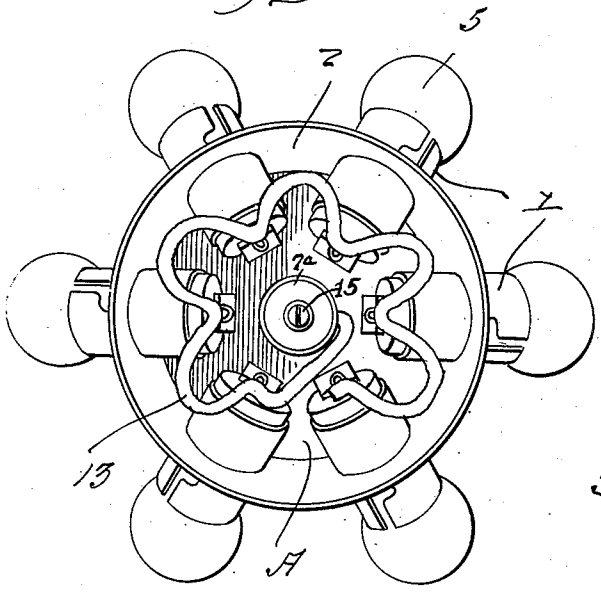


Fig. 3.

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UNITED STATES PATENT OFFICE

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BULB MOUNT FOR HEADLIGHTS

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This invention relates to bulb mounts for headlights and more especially to headlights employed on automobiles where under the existing laws of most States a non-glaring beam of light is required when driving at night.

An object of my invention is the provision of an improved bulb mounting that may be employed in the conventional headlight without in any manner modifying the present construction thereof.

Another object is to provide a bulb mounting for headlights wherein the bulbs are arranged in such a manner that the rays of light issuing therefrom will become so commingled by the intersection of each other so that a defused beam of light will be projected.

Other objects and advantages of our invention will become apparent as the construction of same is further understood from the specification to follow.

In the drawings:

Figure 1 is a front view of a conventional headlight casing with the lens thereof broken away disclosing our improved bulb mounting arranged therein.

Figure 2 is a rear elevation of same showing the electrical connections beteween the bulb sockets.

Figure 3 is a side elevation in partial section showing the construction of one of the socket units.

Figure 4 represents a diagrammatic view showing the parallel connection of the lamp.

In the drawings like numerals designate like parts. A bulb mounting shell A of substantially frusto-conical formation is provided with radially extending socket tubes 1. These socket tubes have their outer rim plane in co-planar relation with the annular inclined side walls 2 of the shell. The front wall 3 of the shell is provided with a similar socket tube 1^a located centrally of the front wall and projecting inwardly therefrom. The socket tube 1^a is provided with an elongated plug 7^a having depressible contacts 14 and 15 respectively at each end thereof. The elongated plug is arranged in the socket tube 1^a and projects a substantial distance beyond the plane of the rim of the frusto-conical shell. This projected portion of the plug is for insertion within the bulb socket of the conventional headlight. The central socket tube is adapted to receive the usual headlight bulb, but which may if desirable, be of a larger design to assist more completely in diffusing the light rays issuing from the other bulbs.

The socket tube 1 has suitable key slots 4 with which the stud on the conventional bulb 5 coacts for securing the latter in electrical contact with the depressible contact pin 6. An insulating plug 7 is firmly inserted at the inner end of the socket tube 1 and is provided with a centrally located bore through which the contact pin 6 is slidable. This bore communicates with an enlarged recess, which is clearly shown in Figure 3, and which is provided with a bushing 8 to act as a guideway for a coil spring 9. This coiled spring is disposed about the contact pin 6 and has one end thereof bearing against the floor of the enlarged recess, while the opposite end of the spring bears against an enlarged head 10 on the contact pin. If desired, the washer 11 may be disposed between the spring and the enlarged head to insure against any possible slipping of the spring over the head. A stop nut 12 is threaded on the opposite end of the contact pin to limit the inward movement of same.

By referring to Figure 3, it will be seen that current from the storage battery or generator of the vehicle will pass from the usual lamp casing socket through the spring sustained pin 15′ to the lamp in the socket 1^a, also passing to one side of each of the lamps 5, while the opposite sides of the lamps 5, as well as the lamp in the socket 1^a is grounded to the shell 3. Should one of the lamps burn out, the other will not be affected thereby.

It will be seen that our improved mounting may be simply inserted within the socket of a conventional headlight without in any way changing or modifying the present construction of the conventional headlight.

Having thus described our invention, what we claim as new is:—

1. In a bulb mounting for automobile head-

lights, a frusto-conical shaped shell, a plurality of socket members projecting radially from the side wall thereof, one end of said shell being closed to provide a front wall, a sleeve extending rearwardly from the inner side of the front wall, an electrical conductor plug arranged within the rear end of said sleeve and being adapted to project beyond the rear end of said shell, the same being adapted for engagement within the usual bulb socket of a conventional headlight.

2. In a bulb mounting for automobile headlights, a frusto-conically shaped shell, a plurality of socket members projecting radially from the side wall thereof, one end of said shell being closed to provide a front wall, a sleeve extending rearwardly from the inner side of the front wall, the front wall being formed with an opening in registry with the interior of the shell, means at the inner end of the sleeve for receiving a bulb, a plug member arranged in the rear end of the sleeve, a contact member provided at each end of the plug, the rear end portion of the plug being adapted to project beyond the rear end of the shell for engagement within the usual bulb socket of a conventional headlight.

In testimony whereof we affix our signatures.

ANDREW MILLER.
WILLIAM McKINLEY AKERS.