May 20, 1930. G. W. STITZER 1,759,720

HEADLIGHT

Filed April 22, 1929

Fig. 1.

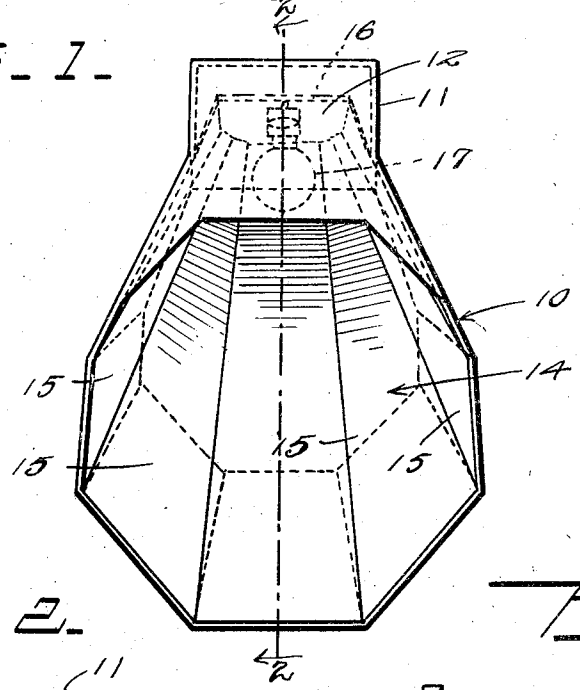


Fig. 2.

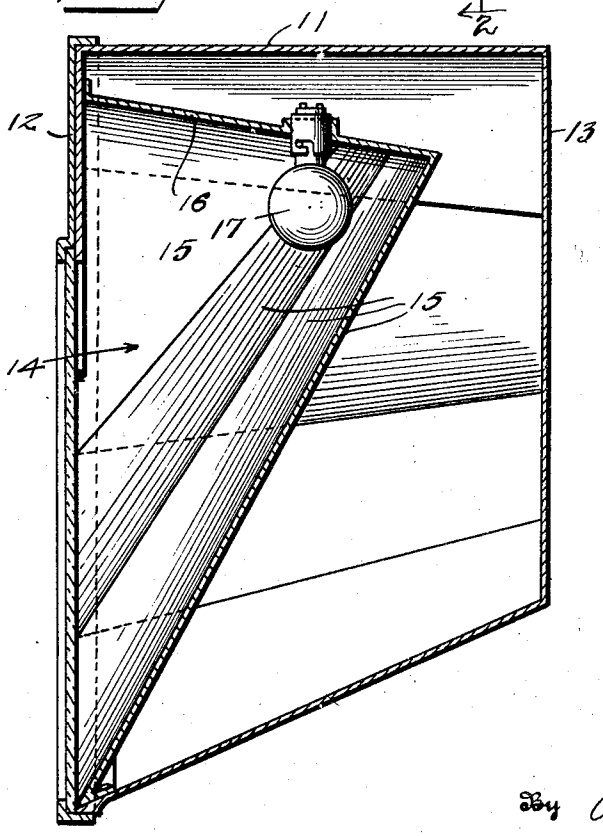
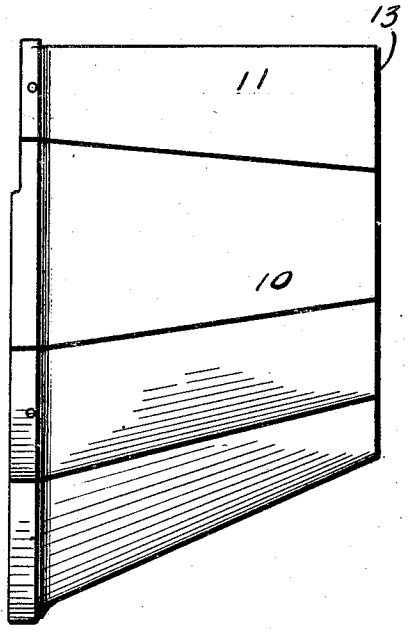


Fig. 3.



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Patented May 20, 1930 1,759,720

UNITED STATES PATENT OFFICE

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HEADLIGHT

Application filed April 22, 1929. Serial No. 357,233.

This invention relates to new and useful improvements in headlights, and particularly to headlights for automobiles.

The present application is an improvement on my prior Patent #1,545,800, issued July 14, 1925.

One object of the present invention is to provide a headlight wherein the reflector is so constructed and arranged that the lamp bulb is completely hidden from the vision of the drivers of approaching vehicles.

Another object is to provide a headlight wherein the reflector is so constructed and arranged that the light rays will be reflected down on the road, ahead of the vehicle, and wherein none of the rays will reach the eyes of approaching drivers.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawing.

In the drawing:

Figure 1 is a front elevation of a headlight made in accordance with the present invention.

Figure 2 is a vertical central sectional view on the line 2—2 of Figure 1.

Figure 3 is a side elevation of the headlight.

Referring particularly to the accompanying drawing, 10 represents a casing which is octagonal in cross section, with the uppermost wall removed, and formed on the upper portion of the casing, is a housing 11, which extends throughout the entire length of the casing, said housing having the vertical front and rear walls 12 and 13. It will be noted that the casing 10 tapers toward the rear end, while the upper wall of the housing 11 is horizontal.

Disposed within the forward end of the casing 10, is the reflector, represented as a whole by the numeral 14, said reflector comprising a plurality of angularly connected, and rearwardly tapering reflecting plane members 15. The inner or rear ends of the reflecting planes 15 are connected to a reflector plate 16, which is secured within the housing 11, adjacent the top wall thereof, and in slightly convergent relation thereto. The forward ends of the reflecting planes 15 are properly secured to the forward ends of the walls of the casing 10, as clearly seen in the drawing.

Upon reference to the sectional view, Figure 2, it will be seen that the reflector 14 inclines sharply downward and forward, and that the forward end of said reflector is cut vertically, thereby producing a reflector which has the general contour of a clam-shell. In the approximate center of the wall or plate 16 there is disposed an electric light bulb 17, such bulb being completely hidden from view by approaching drivers, by being situated behind the vertical front wall 12, of the housing 11.

The light from the lamp 17, upon striking the faces of the reflecting planes 15, will be reflected forwardly and downwardly, on the road, such light rays striking the road in such position as not to reach the eyes of the approaching drivers. In fact, none of the light rays, reflected from the surfaces 15, will rise high enough to reach the eyes of approaching drivers.

What is claimed is:

In a headlight, a casing comprising a plurality of upwardly and rearwardly tapering walls and an upper horizontal longitudinally extending housing, said housing having a depending front wall the lower edge of which is cut to conform to and form the upper portion of the front opening of the casing, and a reflector in the forward portion of the said casing, said reflector comprising a plurality of upwardly and inwardly tapering reflecting plates having their forward ends secured to the forward ends of said tapering walls of the casing and having an approximately horizontal flat top wall connected with the said front wall of the housing, and a source of light supported by and depending from said top wall and concealed by the front wall of the housing.

In testimony whereof, I affix my signature.

GEORGE W. STITZER.