Dec. 29, 1936. W. F. LENNON 2,065,814

HEADLIGHT

Filed Aug. 11, 1934

Fig. 1.

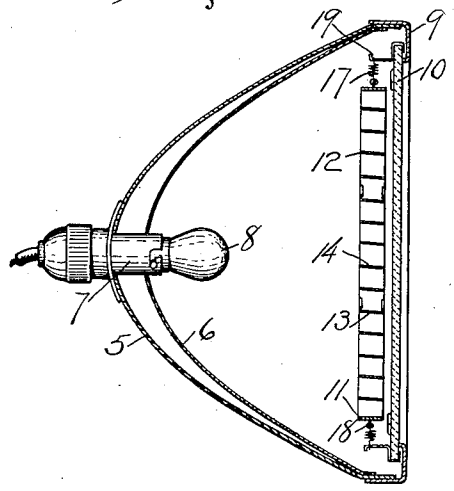


Fig. 2.

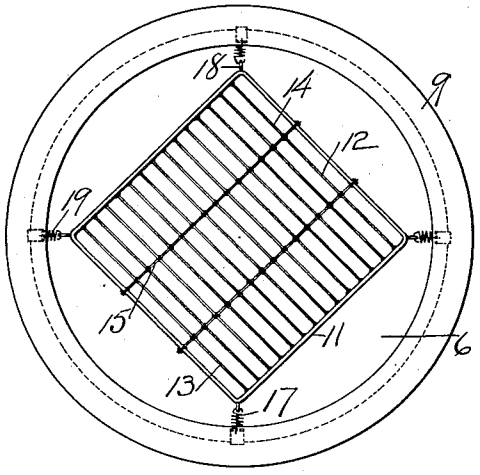


Fig. 4.

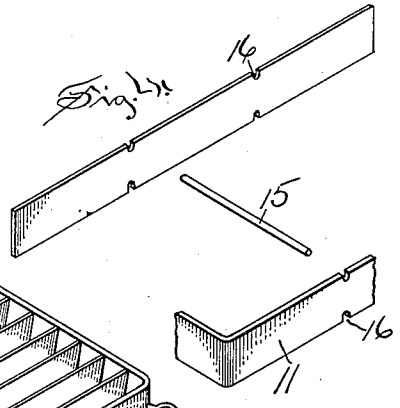
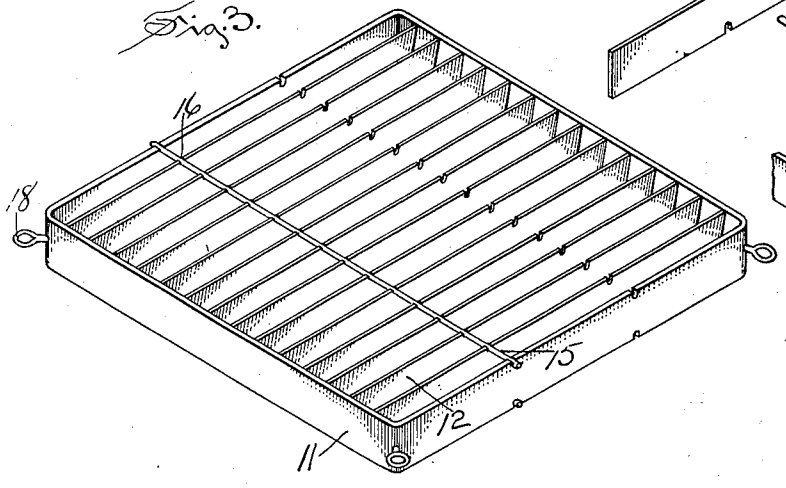


Fig. 3.



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UNITED STATES PATENT OFFICE

2,065,814

HEADLIGHT

William F. Lennon, Willimantic, Conn.

Application August 11, 1934, Serial No. 739,413

1 Claim. (Cl. 240—48.4)

My invention relates more particularly to devices used upon vehicles for lighting the way, and an object of my invention, among others, is the production of a headlight in which the blinding glare shall be eliminated, and a further object of the invention is the production of a headlight having means for increasing the light at the right-hand side of the road thereby enabling objects to be clearly distinguished. A still further object is the production of a headlight that while eliminating the glare shall at the same time clearly illuminate the roadway for a proper distance in front of the vehicle.

A still further object of the invention is the provision of a headlight that may be adapted to any device now in common use.

One form of a headlight embodying my invention and in the construction and use of which the objects herein set out, as well as others, may be attained, is illustrated in the accompanying drawing, in which

Figure 1 is a view in vertical section through a headlight embodying my invention.

Figure 2 is a front view of the same with the lens removed.

Figure 3 is a detail isometric view of the frame with vanes attached thereto.

Figure 4 is a detail view of a fragment of the frame showing its construction.

In the accompanying drawing the numeral 5 denotes the casing of a headlight which may be of any suitable form and composed of any proper material, said casing having a reflector 6 therein of any suitable construction, a lamp socket 7 projecting into the casing and having a lamp 8 attached thereto. A lens ring or frame 9 is secured in the open face of the headlight and a lens 10 is held in place by said ring in any usual manner, all of the parts thus far described being of old and well-known construction which will be readily understood by those skilled in the art.

In effecting my purpose I provide a frame 11 which may be composed of any suitable material and form, as shown herein this frame being rectangular in shape, although the particular shape is immaterial. Vanes 12 are mounted in the frame in any suitable manner, preferably equally spaced apart and disposed in parallel relation. These vanes may be composed of any suitable material preferably aluminum, the under surfaces 13 being highly polished to produce reflecting surfaces and the upper faces 14 comprising non-reflecting surfaces. These vanes are preferably slightly inclined, the front edges being lower than the rear edges. They are attached at their ends to the sides of the frame in any suitable manner, and as a means for more rigidly supporting them rods 15 secured at their ends to the sides of the frame in any suitable manner extend across the frame and through notches 16 formed in the edges of the vanes and preferably at opposite edges thereof.

The frame 11 is preferably yieldingly supported within the casing, as by means of springs 17 attached at the four corners of the frame as to eyes 18, and the opposite ends of the springs may be secured to hooks 19 engaged with the edges of the lens, and as shown in Fig. 1 of the drawing.

This frame may be arranged in any suitable manner, preferably with the vanes extending in a diagonal direction with respect to a vertical or horizontal plane extending longitudinally through the casing, and as shown in Fig. 2 of the drawing.

By the use of my improved headlight I have found that the road will be illuminated for a sufficient distance in front of a vehicle to answer all requirements, and at the same time the blinding glare is eliminated, the rays of light being projected to the right and below a horizontal plane. At a distance of approximately five hundred feet the lights are clearly visible and as this distance is decreased on approach the intensity diminishes to a mellow non-blinding light, allowing one to pass without being temporarily blinded.

While the frame may be supported with the vanes arranged at any suitable angle with respect to a horizontal or a vertical plane, I have found most satisfactory results to flow from an arrangement in which the vanes are supported at angles of forty-five degrees to such horizontal or vertical plane.

It will be understood by those skilled in the art that other changes may be made in my glare eliminator without departing from the spirit of this invention, for instance, I may desire to make my glare eliminator octagon or round in shape instead of square as herein shown in the drawing.

In accordance with the provisions of the patent statutes I have described the principles of operation of my invention, together with the device which I now consider to represent the best embodiment thereof; but I desire to have it understood that the device shown is only illustrative and that the invention may be carried out by other means and applied to uses other than those above set out.

I claim:

The combination with a headlight having a reflector, a lens in front of the reflector and a

light between the lens and reflector, of a light ray controller comprising a rectangular frame, an eyelet at each corner of the frame, spring suspension means for the frame extending between the corner eyelets and the headlight casing, a series of spaced parallel vanes confined within the frame and parallel with a pair of opposite sides of the frame, the vanes being of the same width as the bars of the frame, and means for anchoring the vanes in the frame including the provision of spaced notches in opposite edges of each vane and in corresponding edges of the frame bars parallel with the vanes and rods extending through the vane notches at opposite edges thereof and anchored at their ends in the frame bar notches, said frame being suspended in the headlight to present the vanes diagonally whereby the light rays are reflected to the right from the headlight.

WILLIAM F. LENNON.