April 27, 1926. 1,582,326

J. F. WOOD

ANTIGLARE ATTACHMENT FOR HEADLIGHTS

Filed Feb. 7, 1924

Fig. 1.

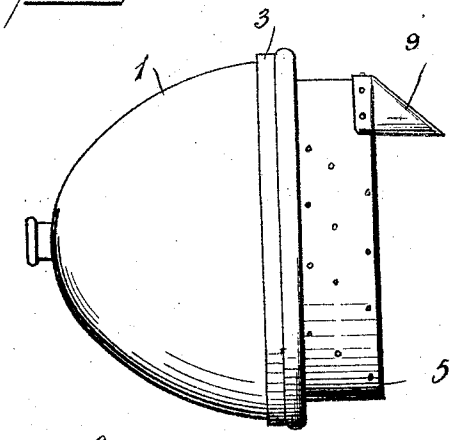
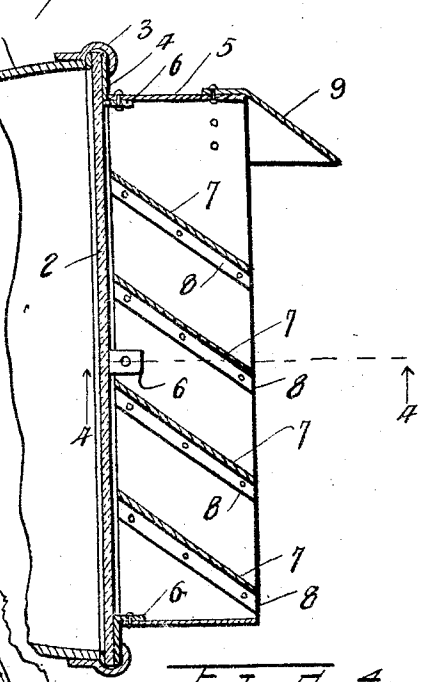


Fig. 2.



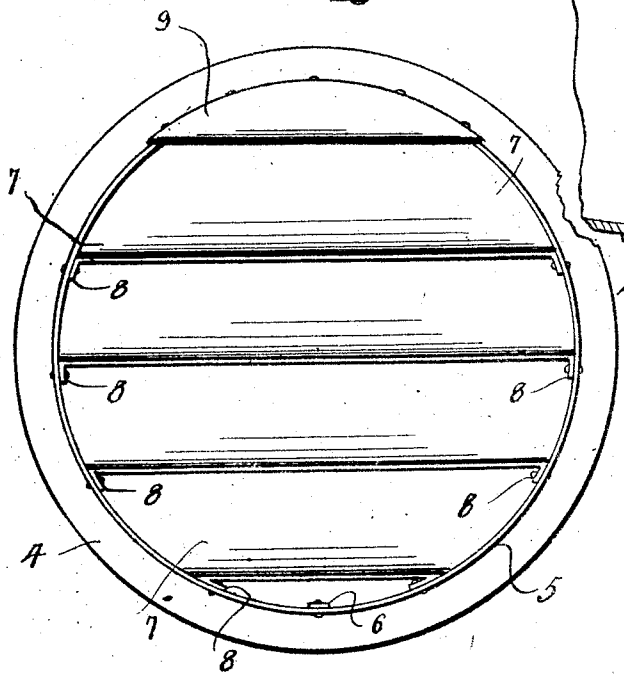
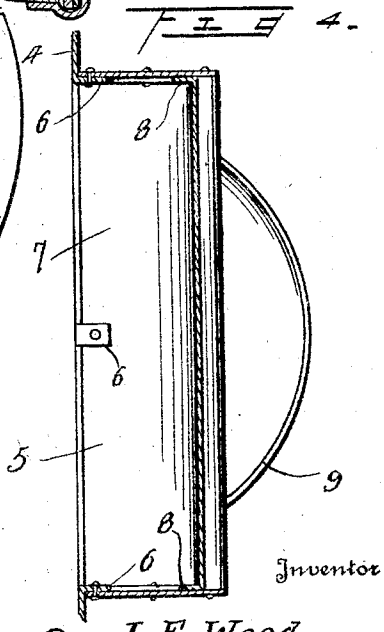


Fig. 3.

Fig. 4.



Inventor

J. F. Wood.

By A. Randolph Jr.

Attorney

Patented Apr. 27, 1926. 1,582,326

UNITED STATES PATENT OFFICE.

JAMES F. WOOD, OF KANSAS CITY, MISSOURI, ASSIGNOR TO CHARLES K. WOOD, OF KANSAS CITY, MISSOURI.

ANTIGLARE ATTACHMENT FOR HEADLIGHTS.

Application filed February 7, 1924. Serial No. 691,252.

To all whom it may concern:

Be it known that I, JAMES F. WOOD, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Antiglare Attachments for Headlights; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The object of the present invention is to prevent the glare of headlights provided for automobiles and motor vehicles generally, and provides an attachment which may be readily applied to the usual headlight, and which is simple in construction and effective in operation for the purpose intended.

Other objects and advantages will be apparent and suggest themselves as the nature of the invention is understood.

While the drawings illustrate an embodiment of the invention it is to be understood that in adapting the same to meet different conditions and requirements, various changes in the form, proportion and minor details of construction may be resorted to without departing from the spirit of the invention.

Referring to the accompanying drawings forming a part of the application:

Figure 1 is a side view of a headlight provided with an anti-glare attachment embodying the invention,

Figure 2 is an enlarged sectional view,

Figure 3 is an enlarged front view of the headlight and attachment, and

Figure 4 is a sectional view on the line 4—4 of Figure 2, looking upwardly as designated by the arrows.

Corresponding and like parts are referred to in the following description and designated in the several views of the drawings by like reference characters.

The numeral 1 designates the casing of a headlight as generally provided for motor vehicles and 2 indicates the lens thereof and 3 the lens-retaining ring which is attached to the casing 1.

The attachment forming the present invention comprises a ring 4 and a band 5, the latter being attached to ears 6 projecting outwardly from the ring 4. The ring 4 is adapted to be held against the lens 2 by means of the retaining ring 3. A plurality of slats 7 are fitted within the band 5 and incline forwardly and downwardly towards their lower edges, the slats being arranged so that the bottom edge of one is about in line with the top edge of the slat next below, thereby preventing rays of light from being thrown upwardly so as to blind the driver of an approaching vehicle, or pedestrian. The ends of the slats 6 are bent downwardly, as indicated at 8, and are riveted or otherwise attached to opposite sides of the band 5. A hood 9 is attached to the top of the band 5 and extends forwardly and downwardly and operates to prevent rays of light from being thrown upwardly and also acts as a shield to deflect water and sleet.

What is claimed is:

In combination, a headlight having a lens and a retaining ring therefor, a vertically disposed ring positioned against the front side of the lens with its outer edge within the retaining ring and provided at its inner edge with forwardly extending ears, a band smaller in diameter than said ring and embracing said ears and contacting with the same and with the front side of said ring, fastening elements engaging the band and ears, a plurality of downwardly inclined slats located within the band and terminally provided with flanges secured to said band, and a downwardly inclined hood attached to the top of the band and extending beyond the front thereof.

In testimony whereof I affix my signature.

JAMES F. WOOD.