Sept. 5, 1933. W. H. WARHUS, JR., ET AL 1,925,423

HEADLIGHT

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Fig. 1.

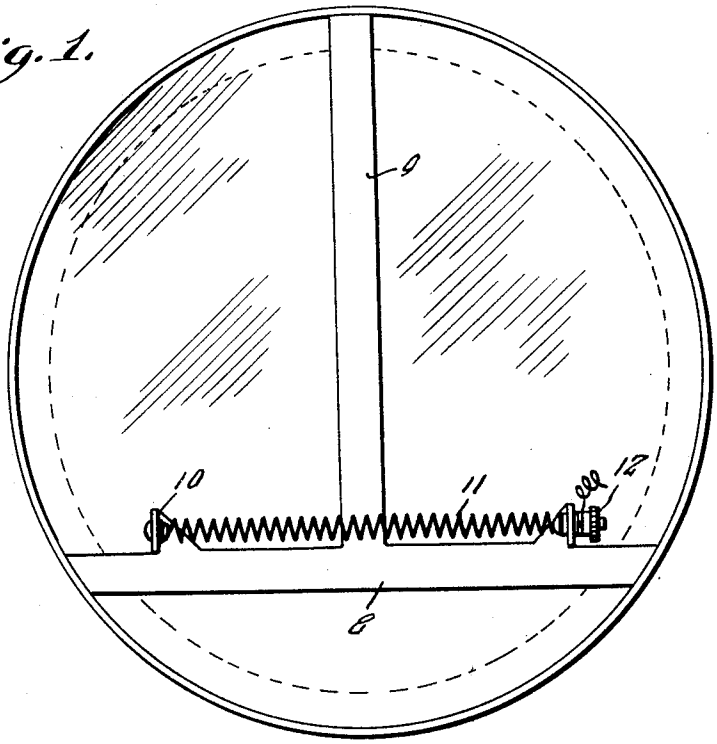


Fig. 2.

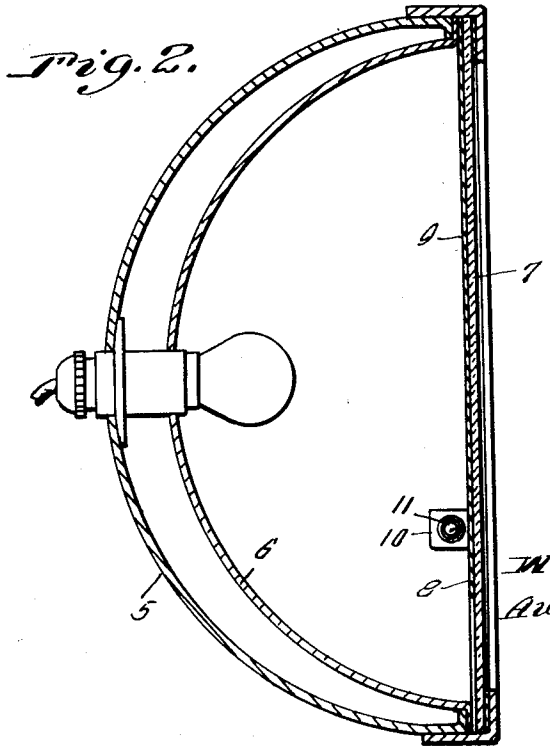
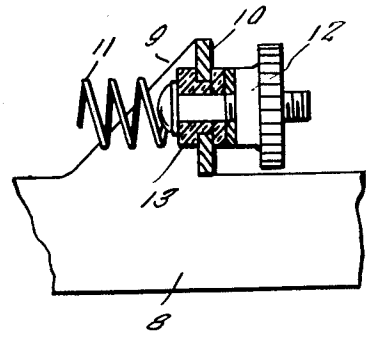


Fig. 3.



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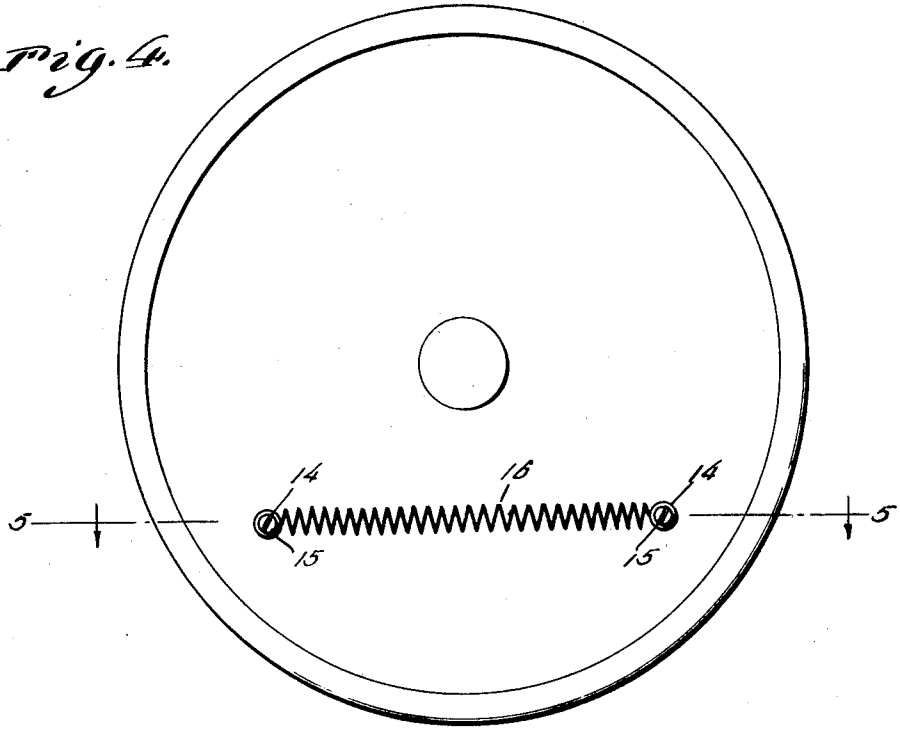
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Fig. 4.



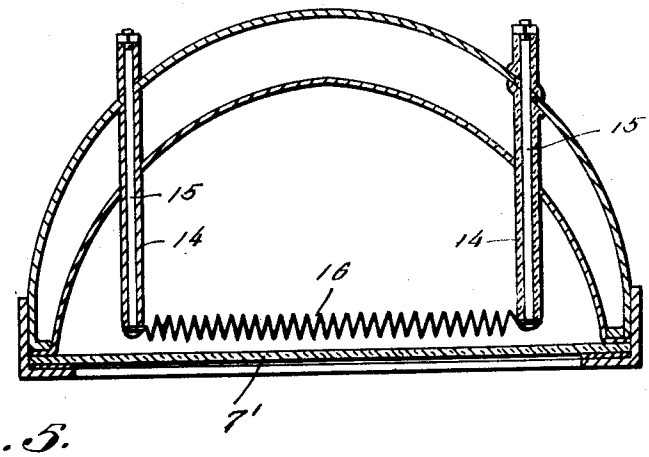


Fig. 5.

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1,925,423

HEADLIGHT

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Application July 23, 1931. Serial No. 552,750

3 Claims. (Cl. 219—19)

This invention relates to certain new and useful improvements in headlights, having particular reference to a headlight for vehicles such as automobiles, and the primary object of the invention is to prevent condensation on the lens of the headlight.

A still further object of the invention is to provide a headlight equipped with a heating element disposed in operative position with respect to the lens for melting snow, ice and sleet as might otherwise accummulate on the headlight lens, thus impairing the usefulness of the headlights.

Other objects and advantages of the invention will be apparent from a study of the following description, taken in connection with the accompanying drawings wherein:

Figure 1 is an elevational view of the invention, the same being shown applied to a headlight, and looking inwardly of the headlight from the rear or back thereof.

Figure 2 is a longitudinal sectional view through the headlight clearly illustrating the invention.

Figure 3 is a fragmentary detail sectional elevational view showing the means of supporting one end of the resistance coil on a supporting bar provided therefor.

Figure 4 is a front elevational view of a headlight illustrating a slightly modified form of the invention.

Figure 5 is a transverse sectional view taken substantially on the line 5—5 of Figure 4.

Referring more in detail to the drawings, it will be apparent that we have shown our invention as applied to a somewhat conventional type of automobile headlight, the parts of which to be specifically referred to in describing the invention, being the casing 5, reflector 6 and lens 7.

In the form of the invention shown in Figures 1 to 3 inclusive it will be seen that there is provided a substantially T-shaped supporting member, the same including a transverse head bar 8 extending transversely of the casing adjacent the inner side of the lens 7, and in slight spaced relation to the bottom portion of the lens. The stem or shank portion of the T support is indicated by the reference character 9 and extends upwardly between the top of the casing, and the cross head 8.

The cross head 8 inwardly from the end thereof is provided with an integral upstanding web 9, that is provided with a rearwardly extending apertured lug 10.

Supported between the lugs 10 is a resistance wire or coil 11, which at its ends is secured to suitable binding posts or terminals 12 that are supported in the lugs 10 and insulated therefrom as at 13.

The coil 11 is connected in circuit with the battery and any suitable switch may be arranged in the circuit for controlling energization of the coil.

In actual practice, during inclement weather, as when it is snowing, sleeting or the like the current to the resistance coil 11 may be turned on, and the heated coil will sufficiently heat the area of the lens 7 to prevent condensation thereon.

In that form of the invention shown in Figures 4 and 5, there is provided a pair of spaced parallel tubes 14 extending through the lamp casing and reflector, and at their inner ends terminating in slight spaced relation to the lens 7'.

Each of the tubes 14 have depending therethrough a terminal post 15, and to the inner ends of the post 15 are connected the ends of a resistance coil 16 that extends transversely of the casing in close proximity to the lens 7'.

One of the posts 14 is grounded to the casing of the headlight, while the other of the posts 14 is insulated, and is connected to the switch controlling the circuit in which is located the coil 16.

Thus it will be seen that we have provided a headlight with a suitable means to prevent condensation on the lens thereof whereby the efficiency of the headlight will not be impaired during inclement weather.

Even though we have herein shown and described the preferred embodiment of the invention, it is to be understood that the same is susceptible of further changes, modifications and improvements coming within the scope of the appended claims.

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

1. In a headlight, a casing, a lens in one end of the casing, a bar extending transversely of the casing rearwardly of the lens, a pair of binding posts supported on the bar in relatively spaced relation, and a resistance coil connected to the binding posts.

2. In combination, a headlight casing having a lamp therein, a reflector arranged in operative position to the lamp, a pair of binding posts extending through the wall of the headlight casing and through the reflector, and a resistance wire connecting the inner ends of the binding posts.

3. In combination with a headlight including a casing, a lamp mounted therein, and a reflector, and a lens at the front of the casing, of means arranged within the confines of the reflector in close proximity to the lens for heating the same and preventing accumulation of snow, sleet, and the like thereon; said means consisting of a pair of spaced apart binding posts located below the plane of the lamp, supporting means for the binding posts, and a horizontally disposed resistance wire electrically connected at its ends with said binding posts.

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