C. E. CLARKE.

ATTACHMENT FOR AUTOMOBILE HEADLIGHTS.

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1,362,395. Patented Dec. 14, 1920.

Fig. 1.

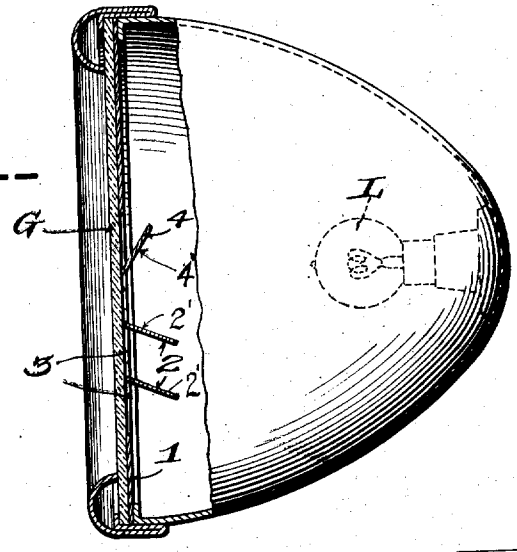


Fig. 2.

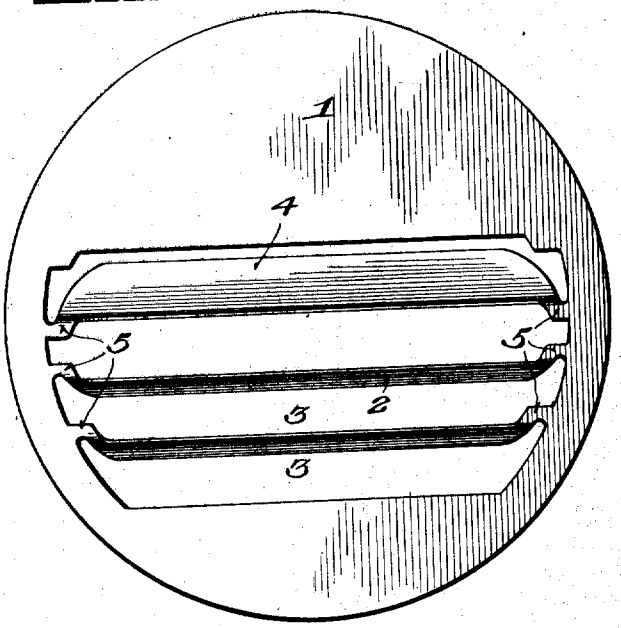


Fig. 3.



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ATTACHMENT FOR AUTOMOBILE-HEADLIGHTS.

1,362,395. Specification of Letters Patent. Patented Dec. 14, 1920.

Application filed August 6, 1919. Serial No. 315,575.

To all whom it may concern:

Be it known that I, CLAUDE E. CLARKE, a citizen of the United States, residing at the city of Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Attachments for Automobile-Headlights; and I do 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.

This invention relates to certain new and useful improvements in glare preventers for automobile headlights, and the primary object of the invention is to provide a device which prevents glare of the light and at the same time allows the light to be thrown not only ahead on the roadway, but also in diverging lines at the sides of the roadway.

The invention briefly, proposes a device which can be formed out of a single piece of sheet metal and which is positioned inside of the glass and in contact therewith, the metal sheet having slats formed and mounted so that the glare from headlight will be stopped, and at the same time the rays diverging from the light can pass the ends of the slats and illuminate the sides of the roadway.

In the drawings:

Figure 1 is a side elevation of an auto lamp partly broken away and in section showing the present invention in vertical section.

Fig. 2 is a front elevation of the device in detached position and

Fig. 3, is an end elevation of Fig. 2.

In proceeding in accordance with the present invention a disk 1 of sheet metal is employed and has lower slats 2, struck out therefrom and inclined downwardly in spaced relation so as to leave openings 3 through which the light from the lamp L may pass. Preferably an upper slat 4 is also provided which is similarly struck out from the sheet metal disk 1. By referring to Fig. 1 it will be seen that the front face of the disk lies in a perfectly flat plane and is flatly impinged against the rear face of the glass G. The slats are connected by ans of attenuated ends 5 to the disk 1, is leaving the light free to pass the ends of the slats or through the ends of the slots and to illuminate the sides of the road.

The slats are non-reflecting, and as many of the same may be used as desired. The upper slat 4 cuts off the glare from the upper portion of the lamp and at the same time allows certain of the rays to pass to assist in proper illumination. The lower edge of the upper slat is practically on the horizontal diameter of the lamp lens. Between this lower edge of the upper slat and the upper edge of the next underlying lower slat is an elongated horizontal opening the upper boundary of which is diametrical of the lens whereby the ribbon-like shaft of issuing light will not rise to a dangerous, blinding height. The upper slat inclines rearwardly from the perpendicular and in an upward direction, while the lower slats extend rearwardly in a downward direction and at a much greater inclination from the perpendicular. Since head lights are in a much lower plane than that of the driver's eye of an approaching vehicle, the latter will have his line of vision intercepted by the slats so that it is impossible for him to see the light. By cutting out the material to provide side openings at the ends of the slats the diverging rays from the reflector will pass considerable light through said openings upon the sides of the roadway. Consequently, two functions are performed by this improved construction, namely, the non-reflective slats eliminate glare from the headlights while the side openings permit side-road illumination.

The device is simple and can be cut out of a single piece of metal in a single stamping operation, following which the several slats can be bent to the desired angularity. The connections 5 as shown in the drawings are formed and located so that the light is uninterrupted in passing the ends of the slats, for which purpose the connections 5 are very narrow as depicted.

The fact that the slats are non-reflective,

their inner faces 2′ and 4′ will not reflect any light upwardly.

What is claimed is:

A glare preventer comprising a disk having non-reflecting slats struck out therefrom and the openings from which the slats were struck enlarged at the ends of the slats emitting lateral light rays from the opposing portions of the disk, and attenuated connections integrally joining the ends of the slats to the disk body.

In testimony whereof I affix my signature in presence of two witnesses.

CLAUDE E. CLARKE.

Witnesses:
F. W. SMITH,
M. T. LONGDEN.