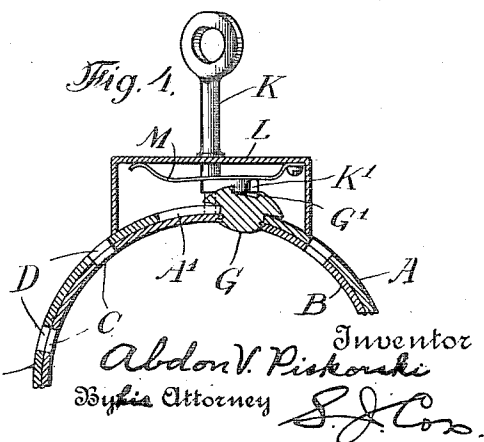
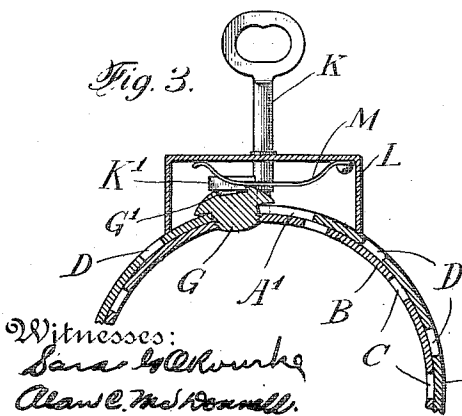
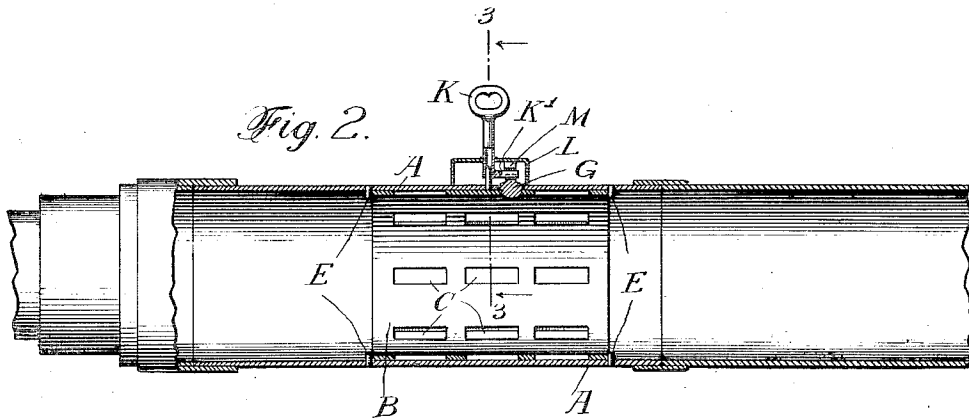
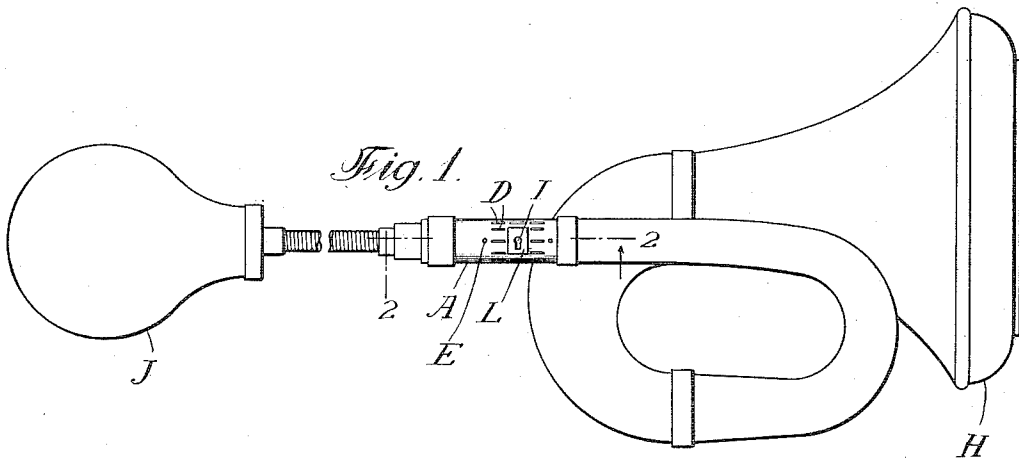


A. V. PISKORSKI.
 AUTOMOBILE HORN.
 APPLICATION FILED OCT. 22, 1909.

971,635.

Patented Oct. 4, 1910.



Witnesses:
Sara M. Kunkle
Alan C. McDonnell

Inventor
Abdon V. Piskorski
 By his Attorney *S. J. Cox*

UNITED STATES PATENT OFFICE.

ABDON V. PISKORSKI, OF JERSEY CITY, NEW JERSEY.

AUTOMOBILE-HORN.

971,635.

Specification of Letters Patent.

Patented Oct. 4, 1910.

Application filed October 22, 1909. Serial No. 523,947.

To all whom it may concern:

Be it known that I, ABDON V. PISKORSKI, a citizen of the United States, and a resident of Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Automobile-Horns, of which the following is a specification.

My invention relates to horns or similar devices designed to be operated by the driver of an automobile or other vehicle for the purpose of giving an alarm, and its objects are, among others, to provide means whereby the horn may be temporarily rendered inoperative or "silenced," and to prevent the same from being operated by accident or by malicious or mischievous persons meddling with the same in the absence of the driver. It is well known that the tooting of an automobile horn is a nuisance and causes great discomfort and annoyance to persons in the immediate vicinity of the horn when continued for any appreciable length of time. The fact that automobiles are very extensively used by physicians, tradesmen soliciting orders, or delivering goods and truckmen or expressmen has given rise to a nuisance occurring in residential sections of cities due to the practice of children, and even older persons, of operating the horns on the said vehicles when found standing in the street without a driver.

The principal object of this invention is to devise a simple inexpensive and effective means of abating this nuisance by providing the horn with means whereby the driver on leaving the vehicle may quickly and without disconnecting any of its parts render the same inoperative so that it cannot be meddled with, in the manner above mentioned, during his absence.

The invention consists in the construction, combination and arrangement of parts hereinafter described and claimed and illustrated in the accompanying drawings.

In the said drawings Figure 1 is a general perspective view of an automobile horn provided with a silencer embodying the improvements. Fig. 2 is a vertical longitudinal section of the silencer taken on the line 2-2 of Fig. 1. Figs. 3 and 4 are details of the means for operating the cylinder taken in vertical cross-section through the parts M and G.

The horn H is operated through the tube

A by means of the bulb J or any other suitable source of air supply.

The parts to which the present improvements relate are located between the horn and the air supply, and are intended to affect the said air supply before it reaches the reed or other sounding device which is located within the horn proper in the device illustrated in the drawings.

The perforated cylinder B fits snugly inside the tube A and may be located at any convenient point. It is held in place by the lugs E projecting from the inner surface of the tube A and has a pin G projecting through the slot A' in the said tube. The cylinder B is provided with a series of slots C, and the tube A at this point is provided with a series of corresponding slots D normally located adjacent to the slots C, so that when the cylinder is rotated these slots will be brought into alinement and an opening for the escape of air of suitable area thus formed. The length of the slot A', through which the pin G projects is greater than the thickness of the said pin, and this difference corresponds with the distance between the slots C and D of the cylinder B and tube A respectively so that when the pin is in one end of the slot A' the said slots C and D are in alinement and when it is in the other end they are entirely out of alinement. In this manner a positive means for opening and closing the cylinder is provided, it being understood that when the slots are in alinement a large part of the air will escape therethrough instead of passing to the horn, and prevent the sounding of the horn when the bulb J is compressed. A simple and effective means of opening and closing the cylinder is provided in the lock and its cooperating parts. These parts consist of a rectangular casing L secured to the tube A and inclosing the pin or plug G, a spring M mounted under the top of the said casing above the pin G and the key K. The top of the casing or cover L is provided with a key slot to permit the insertion of the key K, and this slot is depressed at an angle to the normal position of the key so that it will not fall out therethrough when in its normal position. The spring M presses the bit K' of the key into the notch G' of the pin when it has been rotated to that point, and thus holds it normally in engagement with the pin, and also prevents rotating of the

key as well as accidental movement of the cylinder. The bit of the key is easily passed between the converging surfaces of the spring M and the pin G until it snaps into the notch or recess G' and may be removed therefrom by the use of a little rotary pressure after being raised slightly against the torsion of the spring. The head of the pin G is beveled to permit the insertion of the bit, and covers the portion of the slot A' not occupied by the shank of the pin.

In the position of the parts shown in Fig. 3 the silencer is closed and the bit of the key is in the notch G', which is its normal position. When the silencer is opened the key is rotated so as to move the pin and the cylinder B to the right, and the key may then be withdrawn and taken away by the driver.

It will be seen that the casing L may be in the form of a cylinder surrounding the tube and provided with open ends so that the air may escape through the spaces between it and the tube and the openings in the tube cannot be closed by the hand, suitable lugs being provided in this case to secure sufficient spacing from the tube. The pin G may also be used without the lock, and in this case it may be simply threaded into the cylinder and removed by the driver by unscrewing it.

What I claim is:—

1. In a device of the character described the combination of a horn or the like an air pressure device and a connecting air tube provided with an opening, a piece of metal inside the said tube provided with an opening adapted to be brought into alinement with the opening in the tube and means for moving the said piece to bring the said openings into and out of alinement.

2. In a device of the character described the combination of a horn or the like an air pressure device and a connecting air tube provided with an opening, a piece of metal inside the said tube provided with an opening adapted to be brought into alinement with the opening in the tube and means for moving the said piece to bring the said openings into and out of alinement, comprising a piece connected with the inner piece and projecting through the opening in the air tube the difference between the diameter of the

said projecting piece and the opening being equal to the diameter of one of the openings which are adapted to be alined.

3. In a device of the character described the combination of a sounding device adapted to be operated by air pressure, an air pressure device and a tube intermediate the two provided with a series of openings, a cylinder provided with openings within the tube and means for moving the same to bring the openings in the cylinder and tube into alinement comprising a pin on the cylinder projecting through a slot in the tube of greater length than the diameter of the pin said pin provided with a notch in the portion which projects through the tube, a key adapted to engage said notch and a spring adapted to press against the portion of the key which engages the notch, a casing inclosing the projecting portion of the pin and spring and an opening therein at a point removed from the pin and spring.

4. In a device of the character described the combination of a horn or the like, a device for forcing air thereto for the purpose of sounding the same, a tube establishing communication between the two provided with openings, a cylinder within the tube at the part which is provided with the openings, adapted to normally close the said openings, said cylinder being provided with openings normally located adjacent to the openings of the tube, means for preventing longitudinal movement of the cylinder and means for rotating the same comprising a projection on the cylinder extending through an opening in the tube, said last mentioned opening being larger in one direction than the projection to an extent equal to the distance necessary to move the cylinder in order to bring the openings therein in alinement with the first mentioned openings of the tube, and a casing covering the said projection and one of the openings.

Witness my hand this eighteenth day of October, 1909, at the city of New York, in the county and State of New York.

ABDON V. PISKORSKI.

Witnesses:

SARA G. O'ROURKE,
ALAN C. McDONNELL.