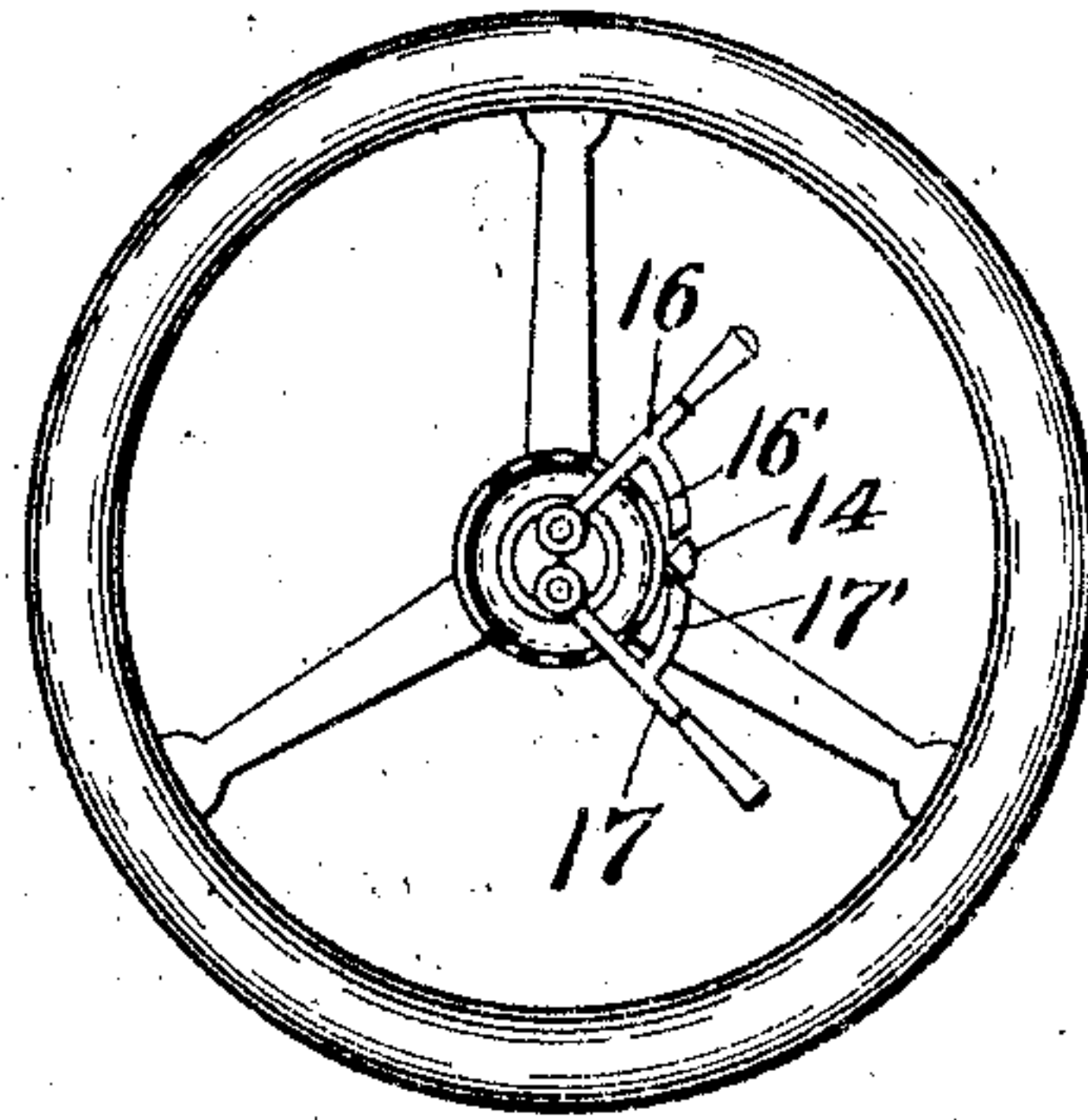


No. 885,848.

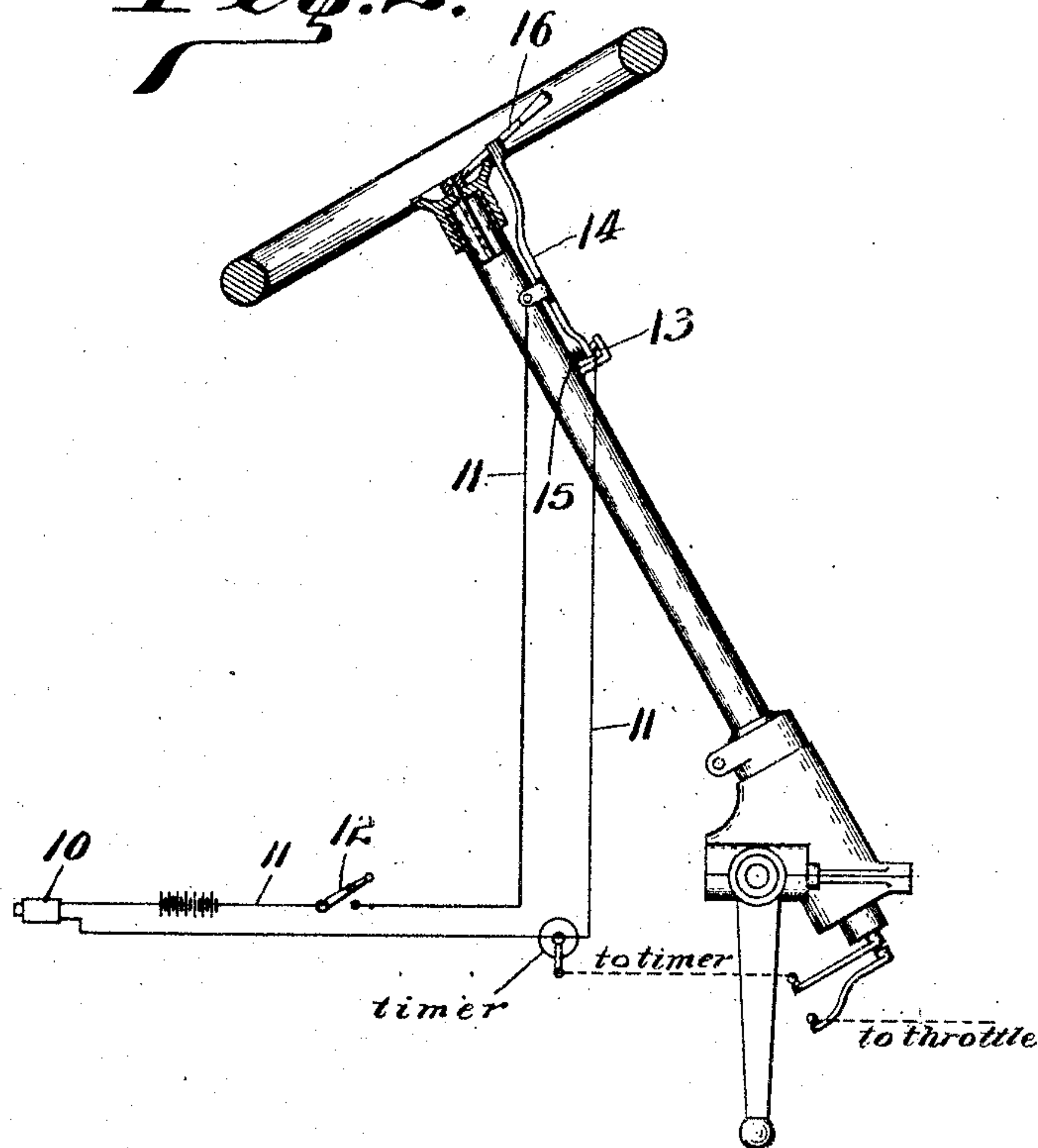
PATENTED APR. 28, 1908.

W. C. HORNER.  
CIRCUIT BREAKER FOR AUTOMOBILES.  
APPLICATION FILED MAY 27, 1907.

*Fig. 1.*



*Fig. 2.*



Witnesses  
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# UNITED STATES PATENT OFFICE.

WILLIAM C. HORNER, OF INDIANAPOLIS, INDIANA.

## CIRCUIT-BREAKER FOR AUTOMOBILES.

No. 885,848.

Specification of Letters Patent.

Patented April 28, 1908.

Application filed May 27, 1907. Serial No. 375,963.

*To all whom it may concern:*

Be it known that I, WILLIAM C. HORNER, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Circuit-Breakers for Automobiles, of which the following is a specification.

In the operation of automobiles of the internal combustion type, wherein the charge is fired by an electric sparking mechanism, the last charge drawn into the cylinder is automatically fired because, while it is possible for the operator to break the sparking circuit, yet the switch usually provided for that purpose is generally at a point not ordinarily accessible to the driver when in driving position.

The object of my present invention is to provide means whereby the sparking circuit will be automatically broken when the driver closes the throttle-valve or when he returns the spark-advancing lever to zero position.

The accompanying drawings illustrate an embodiment of my invention.

Figure 1 is a plan, and Fig. 2 a side elevation, partially diagrammatic, of a steering head equipped with my invention.

In the drawings 10 indicates a spark plug and 11 the sparking circuit, said circuit embodying any desirable timing mechanism not shown, and the ordinary switch 12.

Arranged in the circuit 11 is a terminal 13 and a movable terminal 14, which contacts with the terminal 13, being held normally in contact therewith by a spring 15. Conveniently terminal 14 may be in the form of a pivoted lever one arm of which may be arranged in the path of movement of fingers 16' and 17' of a throttle-valve lever 16 and a

spark-controlling lever 17, respectively, the arrangement being such that, when either of said levers is returned to zero position, lever 14 will be automatically swung so as to break the sparking circuit 11, and thus prevent the production of a spark within the cylinder subsequent to that time.

In operation the following results are obtained by the use of my device. Whenever the throttle is closed, the sparking circuit is automatically broken and no further sparks are produced—thus saving current. Whenever the timer lever is thrown to zero, continued running of the engine causes a charging of the cylinders without ignition and therefore the engine is ready—upon production of a spark to start without cranking.

I claim as my invention:

1. In an automobile, the combination, with the sparking circuit of an internal combustion engine, of a spark timer controlling lever, a throttle valve lever, and means controlled by each of said levers for breaking the sparking circuit when either of said levers is brought to proper position.

2. The combination, with the sparking circuit of the internal combustion engine of an automobile, of a throttle valve lever and a spark timer lever, and means controlled by each of said levers for preventing spark production when either of said levers is in zero position.

In witness whereof, I, have hereunto set my hand and seal at Indianapolis, Indiana, this twenty first day of May, A. D. one thousand nine hundred and seven.

WILLIAM C. HORNER. [L. S.]

Witnesses:

WM. J. NEUKON,  
ARTHUR M. HOOD.