

J. BURKE.
HORN.

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960,811.

Patented June 7, 1910.

Fig. 1.

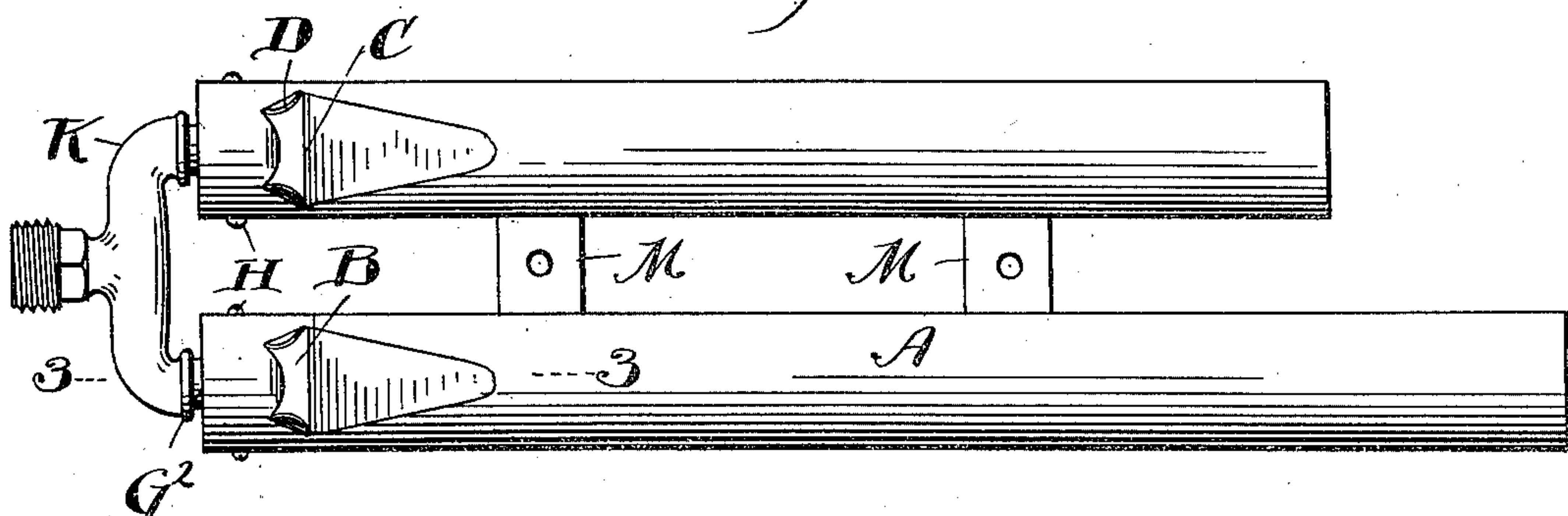


Fig. 2.

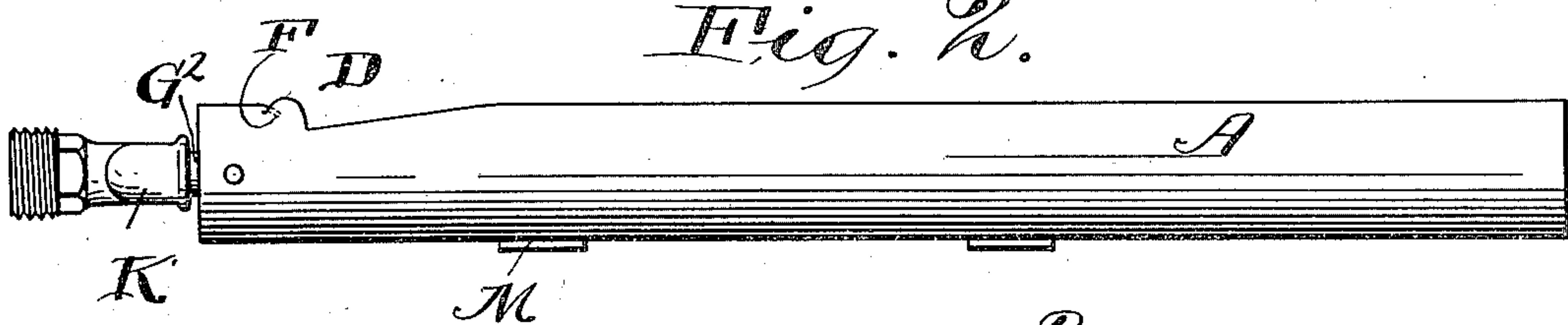


Fig. 3.

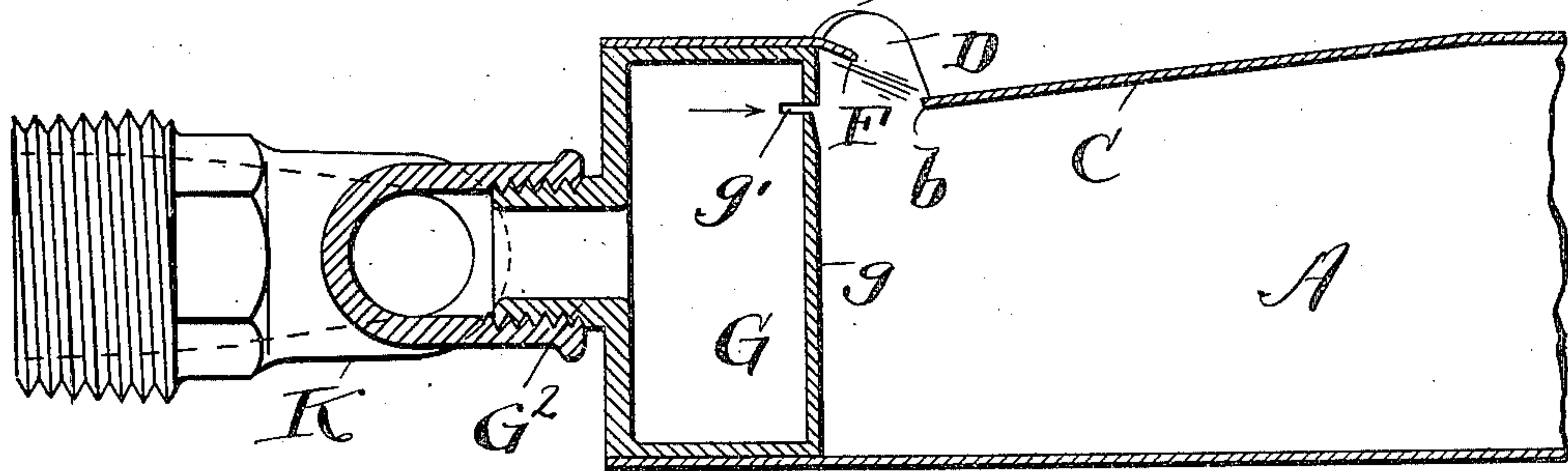
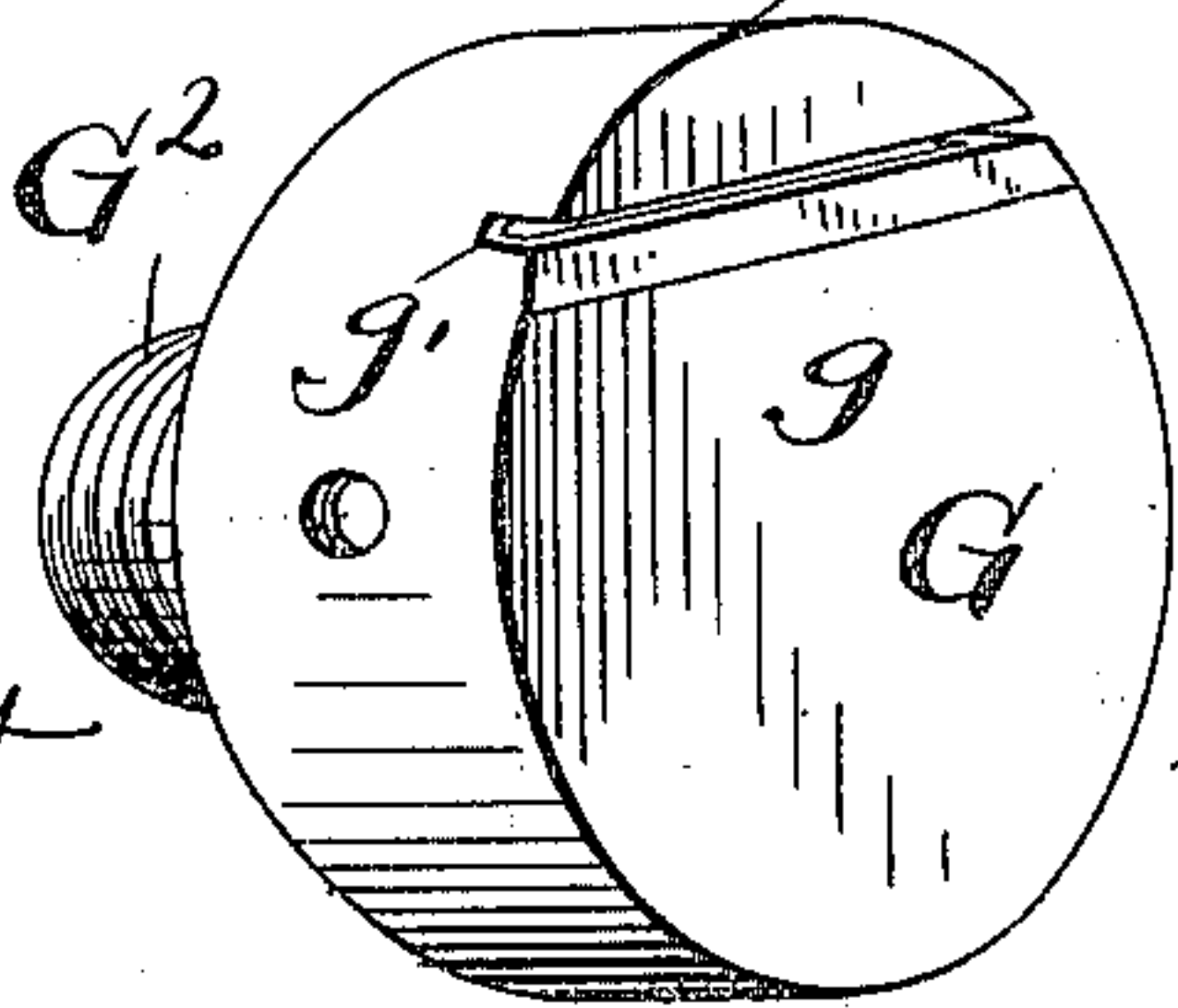


Fig. 4.



Witnesses.
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Inventor:
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by
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UNITED STATES PATENT OFFICE.

JOHN BURKE, OF CLEVELAND, OHIO, ASSIGNOR OF ONE-HALF TO EMANUEL MANDEL-
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HORN.

960,811.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN BURKE, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented a certain new and useful Improvement in Horns, of which the following is a full, clear, and exact description.

The invention is a horn adapted to be secured to an automobile and to be sounded by the exhaust from the engine.

The object is to provide such a horn in a form which is simple and cheap in construction, and very little liable to get out of order in use.

The invention is hereinafter described and definitely pointed out in the claims, and is also shown in the drawings, wherein—

Figure 1 is a side elevation of two connected horns and their inlet pipes adapted to be connected with some pipe leading from the engine exhaust. Fig. 2 is a plan view of the device shown in Fig. 1. Fig. 3 is a central sectional view in the plane indicated by line 3—3 of Fig. 1. Fig. 4 is a perspective view of the head by which the rear end of the horn body is closed and which serves as a chamber into which the pressure fluid is admitted and from which it is discharged against the front lip of the horn.

Referring to the parts by letters, A represents the cylindrical metallic body of the horn, which body has near its rear end, a transverse slot or mouth B,—the front lip *b* of this mouth being the straight rear edge of the flattened portion or leaf C of the body. The sides of the mouth are bent outward but are left slightly overhanging the mouth in the form of ears D. These overhanging ears serve as deflectors by which some of the pressure of gas issuing from the mouth B, at the sides thereof, is deflected back against the lip *b*. The rear lip or edge F of the mouth is bent inward slightly in a direction which causes it to intersect the front lip just in front of the rear edge thereof, whereby it aids in directing the air against said front lip.

The rear end of the tube A is closed by a cored-out hollow cylindrical head G, which is nicely fitted into the tube, and may be removably secured therein by screws H. The front end *g* of this head extends entirely across the tube at right angles to its axis, in a plane just in the rear of the in-

wardly bent front lip F of the mouth. In the front end *g* of this head a straight transverse slot *g'* is cut, extending as a chord entirely across said end. This slot serves as the windway, and it is substantially parallel with, and in the plane of the straight rear edge of the lip *b*, whereby the sheet of air issuing from said slot will engage the front lip. The rear end of the head G is provided with a threaded tubular boss, G², which is screwed into the end of the supply pipe K, whereby the pressure gas may be blown into the air chamber in the head, from which it discharges as above stated through the windway *g'*. There may be as many of these horns or pipes secured together by bracket plates M or the like, as desired; and the supply pipe K may have as many branches as there are pipes.

The horn shown and above described is exceedingly simple and cheap in construction. It is composed substantially of two pieces only, which may be separably connected together. It or any number of them may be sounded by the exhaust from the automobile motor.

Having described my invention, I claim:

1. A horn comprising a body, and a hollow cylindrical head secured within the rear end of said body, having an air inlet through its rear end, and a straight slot or windway through its front end, said body having just in front of said head a mouth whose front lip is substantially parallel with and in the plane of said windway.

2. A horn comprising a body, and a hollow cylindrical head secured within the rear end of said body, having an air inlet through its rear end and a straight slot or windway through its front end, said body having just in front of said head, a mouth whose front lip is straight and substantially parallel with and in the plane of said windway, and whose rear lip is bent inward.

3. A horn comprising a body and a hollow cylindrical head secured within the rear end of said body, having an air inlet through its rear end and a straight slot or windway through its front end, said body having just in front of said head a mouth whose front lip is straight and substantially parallel with and in the plane of said windway, and whose rear lip is bent inward, and which has at its sides the outwardly extending ears which slightly overhang the mouth.

4. A horn comprising a pipe having a
mouth, a depressed tongue adjacent the
same, a partition across the inlet end of the
pipe with a slot opposite the end of the
5 tongue, and a lip projecting from the pipe
over the mouth from the side thereof oppo-
site to the tongue.

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

JOHN BURKE.

Witnesses:

EMANUAL MANDELBAUM,
C. A. NESBITT.