

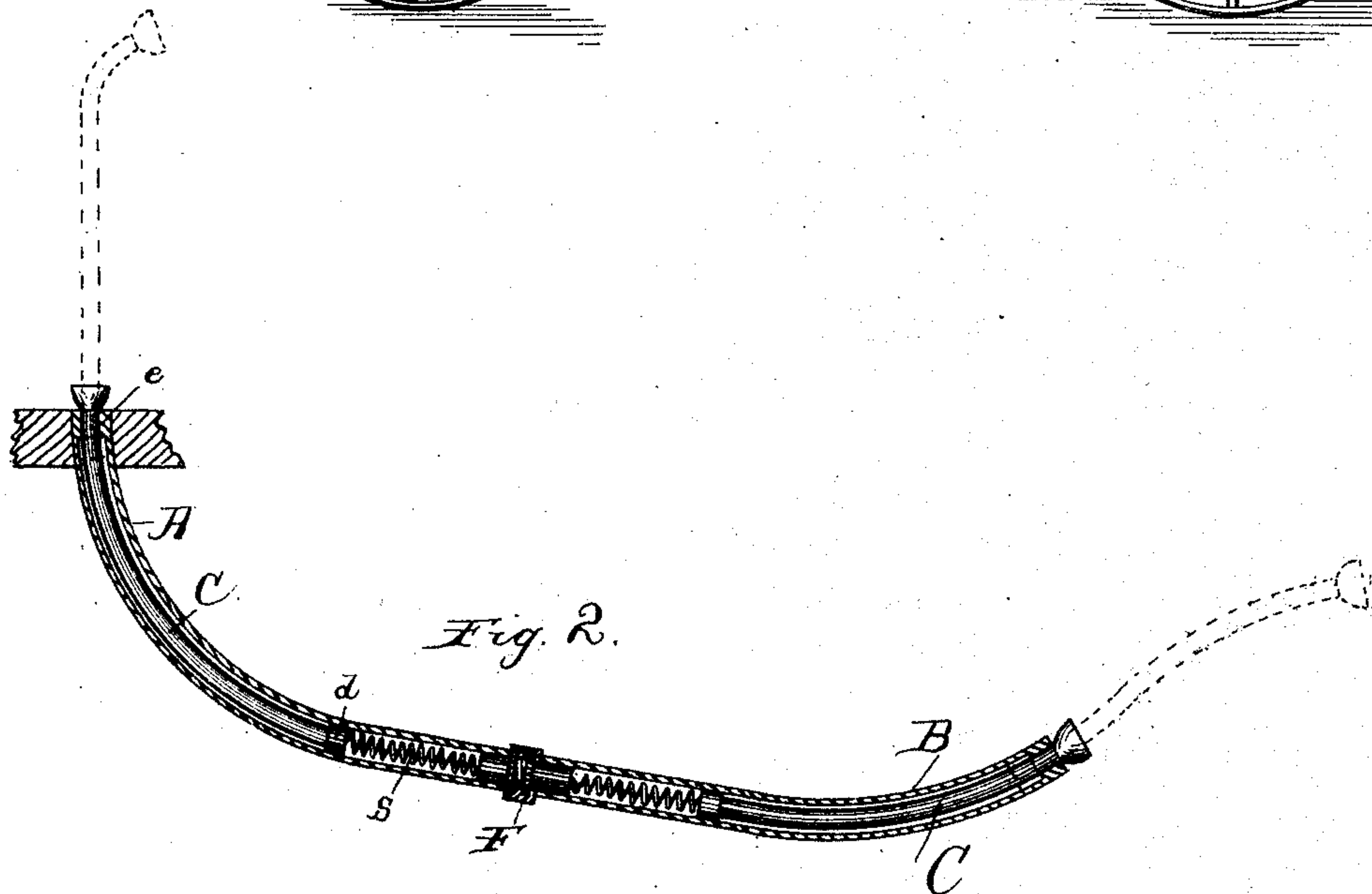
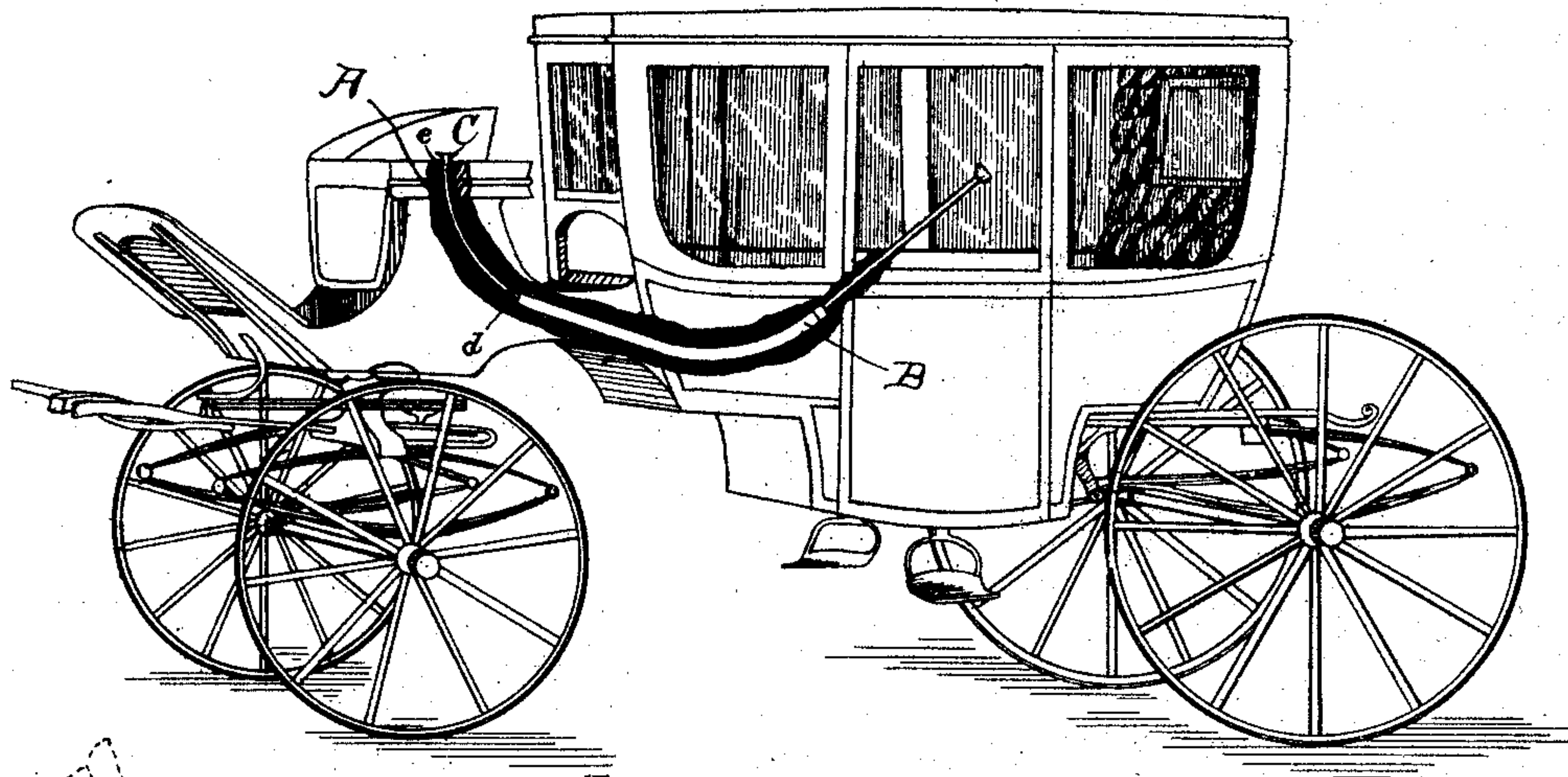
(No Model.)

G. A. BEACH.
CARRIAGE SPEAKING TUBE.

No. 356,740.

Patented Feb. 1, 1887.

Fig. 1



Witnesses:

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A. W. Munday.

Inventor:

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UNITED STATES PATENT OFFICE.

GEORGE A. BEACH, OF CHICAGO, ILLINOIS.

CARRIAGE SPEAKING-TUBE.

SPECIFICATION forming part of Letters Patent No. 356,740, dated February 1, 1887.

Application filed May 29, 1886. Serial No. 203,633. (No model.)

To all whom it may concern:

Be it known that I, GEORGE A. BEACH, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Carriage Speaking-Tubes, of which the following is a specification.

This invention relates to the construction of the speaking-tubes employed in carriages and extending from the driver's seat to the interior, whereby the occupant within the carriage is enabled to converse with the coachman without the latter dismounting or lowering a window for the purpose.

These speaking-tubes have heretofore been provided with permanent exterior sections at the driver's seat, capable of being raised to his ear; but such sections, being always exposed, are liable to become damaged, are frequently in the way, and are unsightly. To remedy these objections I have conceived the present invention, which consists in providing the speaking-tube with a telescoping end section, preferably of flexible material. By the use of such an end section the driver is enabled to converse with the occupant of the carriage as readily as heretofore by simply pulling out the end section and putting the mouth-piece to his ear, and when he has received his driving orders he has only to push the movable section back into the main tube. No part of this device need be permanently exposed, except, possibly, the mouth-piece, and that may be sunken, so as not to be visible from the side of the carriage. The same device—the movable telescoping end section—may also be used at the end of the tube within the carriage, so that the occupant of the back seat can give orders to the coachman as readily as the occupant of the front seat.

The accompanying drawings show at Figure 1 a carriage to which my invention has been applied, the side of the carriage being broken away to show the location of the speaking-tube; and Fig. 2 is an enlarged longitudinal section of the speaking-tube.

In said drawings, A B represent the stationary part of the speaking-tube, one end, A, whereof extends to the driver's seat, while the end B terminates inside the carriage, prefera-

bly on the side. At the driver's end of this tube is inserted a sliding section, C, provided with a mouth-piece and adapted to be drawn out until the collar *d* strikes the shoulder *e* at the extreme outer end of the tube. This sliding section is drawn out by the driver whenever he wishes to give or receive intelligence, and it extends when thus drawn to within easy distance of the ear of the seated driver. After it has been used the sliding section is allowed to slide back into the main tube, either by its own gravity or by the aid of a spring, *s*, as indicated in Fig. 2. The broken lines in this figure show the movable section extended to its full length.

I may in some cases provide that end of the tube within the carriage with a similar sliding section, as shown in the drawings, and thus save the occupant, whether seated in front or rear, the necessity of moving from his seat to give directions.

The main tube may be made with a coupling, F, when constructed in more than one piece, and such coupling will afford a convenient point of attachment for the stationary end of the spring *s*.

The tube is shown applied to an ordinary coach; but it may be used in coupés and other descriptions of closed carriages. The stationary tube may be exposed between the driver's seat and the body of the carriage, if the construction is such as to require it.

I hereby disclaim the devices shown and described in English Patent No. 3,865 of 1883, and in German Patent No. 32,367, dated December 10, 1884; nor do I make any claim to the device shown and described in United States Patent No. 333,044, of December 22, 1885. My invention does not consist in a speaking-tube having a telescoping mouth-piece section, and I make no claim to any such device.

My invention relates solely to carriage speaking-tubes; and its object is to provide a carriage with a speaking-tube in such way or by such means that while the mouth-piece or bell shall at all times be conveniently accessible to the driver when in his seat, it shall at the same time not be exposed or project out in the way, and thus be liable to injury and ren-

der the carriage more or less unsightly. To this end I provide the speaking-tube with a flexible telescopic mouth-piece section having a bell or mouth-piece projecting axially at its end, 5 said mouth-piece section extending through a suitable hole or opening in the driver's seat and telescoping within the outer tube, so that the rim of said bell or mouth-piece projects above the surface of the driver's seat, as shown 10 in the drawings, simply enough to enable the driver to conveniently catch hold of the same and raise it to his ear. By combining the speaking-tube, its telescoping mouth-piece section, and axial bell or mouth-piece in this way 15 with the driver's seat of the carriage, the speaking-tube may be conveniently used, the bell being adapted to be raised to the ear or mouth of the driver, and at the same time it is concealed from view when not in use, and is completely protected from damage or injury. 20

I claim—

1. The combination of a carriage and the driver's seat thereof with a speaking-tube extending from the driver's seat to the interior 25 of the carriage, and provided with a telescoping driver's mouth-piece section adapted to telescope entirely within said speaking-tube and leave only the bell or mouth-piece exposed, said bell or mouth-piece projecting

axially at the end of said mouth-piece section, 30 substantially as specified.

2. The combination of the carriage and the driver's seat thereof with a flexible speaking-tube extending from and through the driver's seat to the interior of the carriage, and provided with a flexible telescoping driver's 35 mouth-piece section adapted to telescope entirely within said speaking-tube and leave only the bell or mouth-piece exposed, said bell or mouth-piece projecting axially at the end 40 of said mouth-piece section, substantially as specified.

3. The combination of the carriage and the driver's seat thereof with a flexible speaking-tube extending from the driver's seat to the 45 interior of the carriage, and provided with two flexible mouth-piece sections, one at each end, adapted to telescope entirely within said speaking-tube and leave only the bells or mouth-pieces exposed, and a spring or springs 50 for contracting said mouth-piece sections, one of said bells or mouth-pieces projecting axially with its tube-section through the driver's seat, substantially as specified.

GEO. A. BEACH.

Witnesses:

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