

(No Model.)

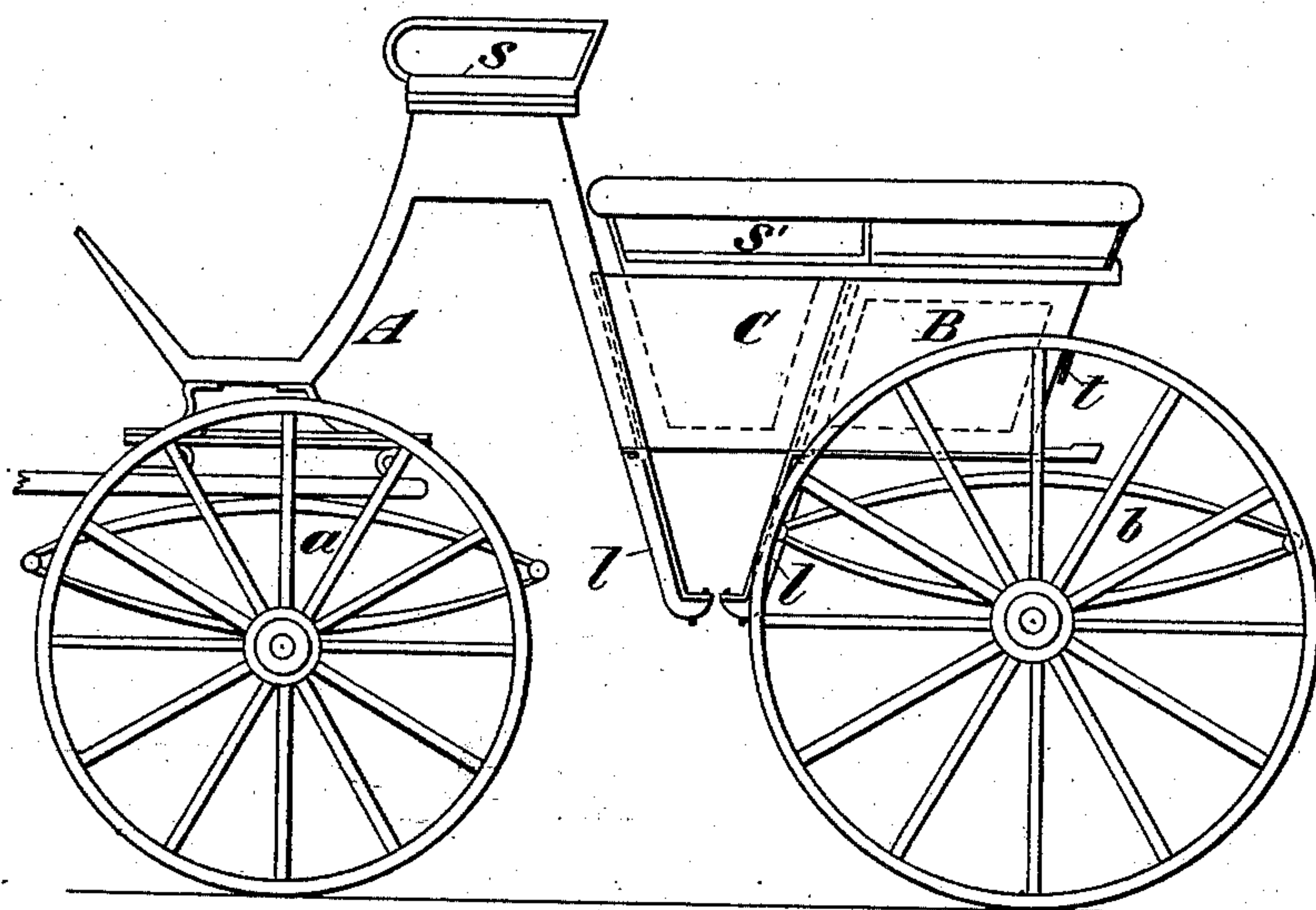
2 Sheets—Sheet 1.

A. SCHRÖDER.  
CARRIAGE.

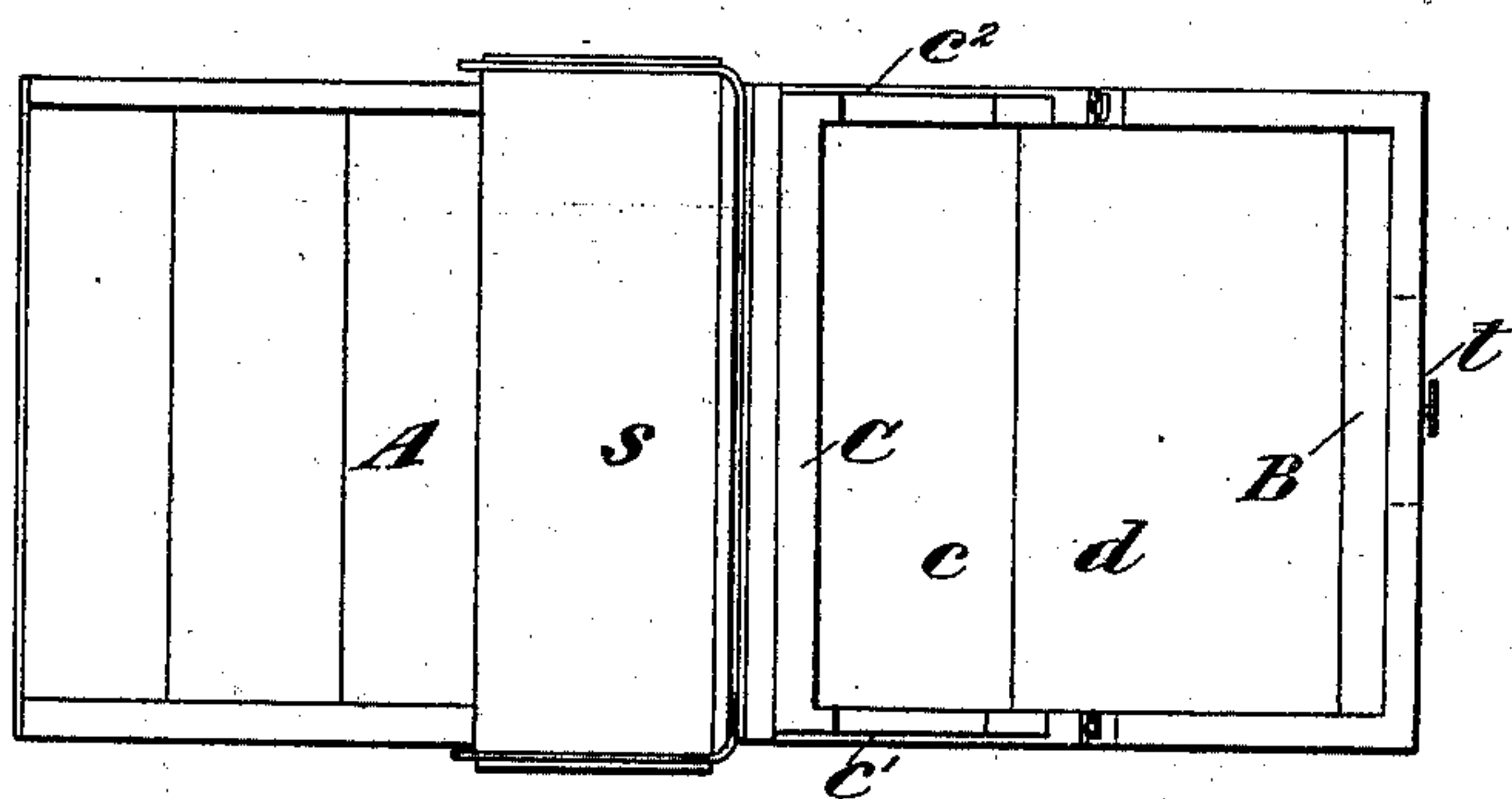
No. 505,234.

Patented Sept. 19, 1893.

*Fig. 1.*



*Fig. 2.*



*Witnesses:-*

*George Barry*  
*T. Howard Titlar*

*Inventor:-*

*Albert Schröder*  
*by attorneys*  
*Thorn & Howard*

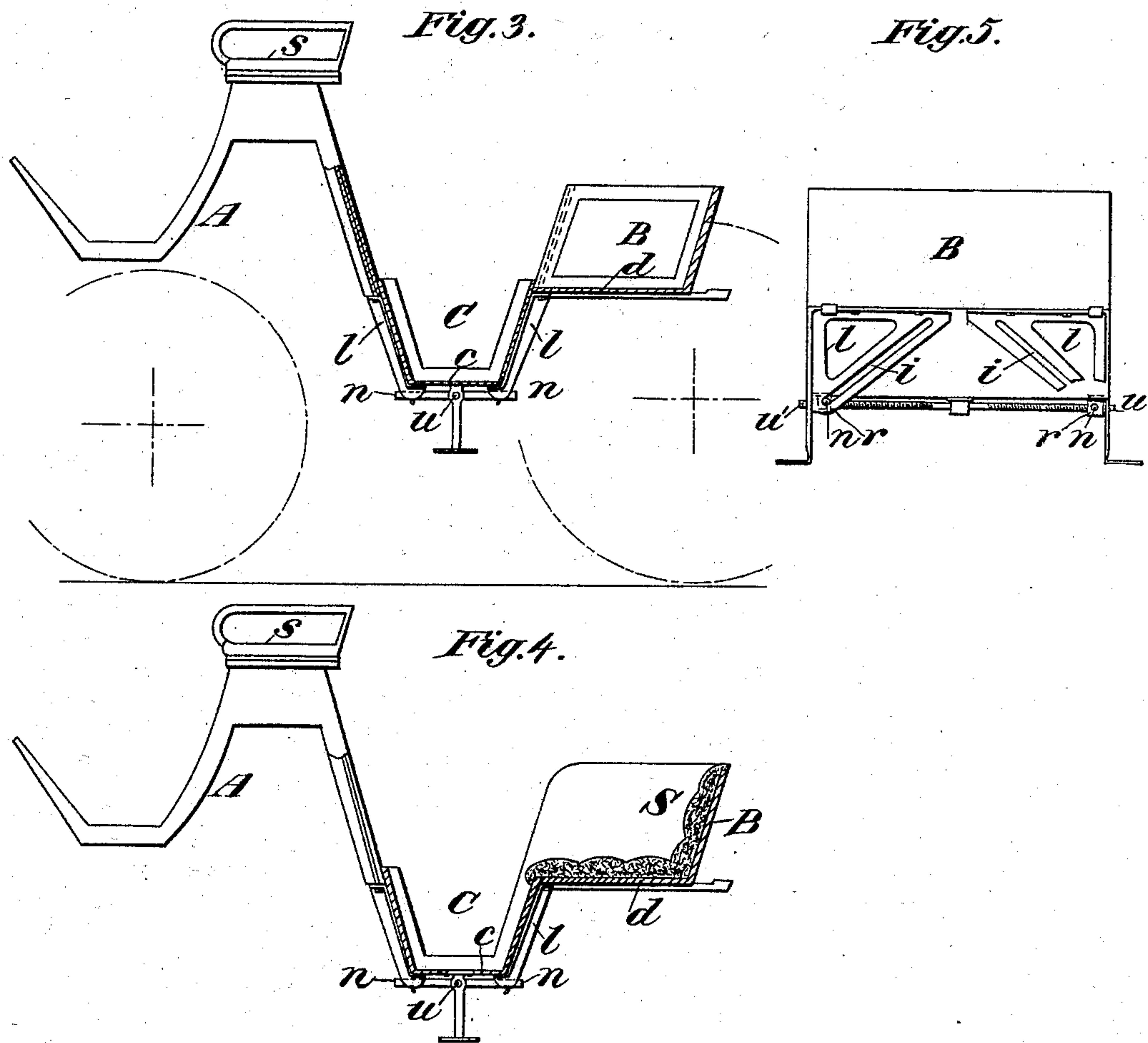
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A. SCHRÖDER.  
CARRIAGE.

2 Sheets—Sheet 2.

No. 505,234.

Patented Sept. 19, 1893.



Witnesses:-  
George Barry,  
J. Howard Tuttle

Inventor:  
Albert Schröder  
By attorneys  
Brown & Howard



# UNITED STATES PATENT OFFICE.

ALBERT SCHRÖDER, OF HAMBURG, GERMANY.

## CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 505,234, dated September 19, 1893.

Application filed August 5, 1893. Serial No. 482,460. (No model.) Patented in Germany April 26, 1892, No. 65,318.

*To all whom it may concern:*

Be it known that I, ALBERT SCHRÖDER, merchant, of Hamburg, in the German Empire, have invented a new and useful Improvement in Carriages, (for which I have obtained patent in Germany, No. 65,318, dated April 26, 1892,) of which the following is a specification.

This invention consists in a carriage in which the front part of the carriage body is united to the rear part by another intermediate part arranged to be movable in an up and down direction so that the latter when in downward position enables the floor of the rear part of the carriage body to be used as a phaeton seat while the bottom of the displaced intermediate part forms the foot support for the said seat. When placed in its uppermost position the intermediate part forms a floor in continuation of the rear part of the bottoms of both parts lying in one plane.

The invention is illustrated in the annexed drawings, Figure 1 being an exterior side view and Fig. 2 a plan of the carriage having the intermediate part in its upper position while Figs. 3 and 4 show the carriage in section with the said part in its lower position. Fig. 5 is a rear view corresponding with Fig. 3.

A is the front part of the carriage body with the front seat *s* which rests upon the fore carriage *a*.

B is the rear part of the body on the frame *b*; and C is the intermediate part displaceably arranged and connecting A and B. When pushed up C and B can be used together as their respective bottoms *c* and *d* form one plane for instance, in such a way that the walls C and B carry seats *s'* which are left out in the plan view Fig. 3. These seats *s'* are made accessible by the door *t* at the rear. The fastening of the portions A, B and C to each other may be effected in any suitable way and does not form part of this invention.

In the present case beneath the front A and rear part B, two pairs of frames *l* with oblique

slits *i* are arranged which guide the intermediate part C by means of pins *n*. Each of these pins *n* carries a nut *r* engaging on a screw-threaded cross rod *u* (see Fig. 5) provided with right and left threads. Thus these nuts with the pins can be simultaneously moved toward the middle of the carriage or in the contrary direction (outwardly). When the screw-threaded cross rod is turned by means of a key fitted on the square heads at the ends of the said rod and the nuts *r* are thereby caused to move along the screw-threads on said rod, the pins *n* move in the slits *i* and the intermediate part is respectively raised or lowered. It is preferable to apply in both extreme positions of the part C another fixing arrangement to assure a safe connection of the parts A, B, C.

The lateral walls *c'* and *c''* of the part C may either be constructed so as to form doors or so that they can be taken away.

In the position of Fig. 3, a "Victoria" or "phaeton" seat is produced by combination of the parts C and B, the bottom *d* forming the seat and *c* the foot rest. To impart to this seat a more elegant exterior a comfortably arranged stuffed seat *S* may be put in the portion B, corresponding to its form, as shown in Fig. 3.

What I claim as my invention is—

The construction herein described for the conversion of a carriage with rear length or side seats into one with rear cross seats, said construction being characterized by an intermediate piece C displaceable in its position of height and connecting the fore carriage A with the rear carriage B, this intermediate piece for length or side seats being in its highest position and for cross seats in its lowest position substantially as herein set forth.

ALBERT SCHRÖDER.

Witnesses:

A. SCHAPER,  
H. BOBZIHN.