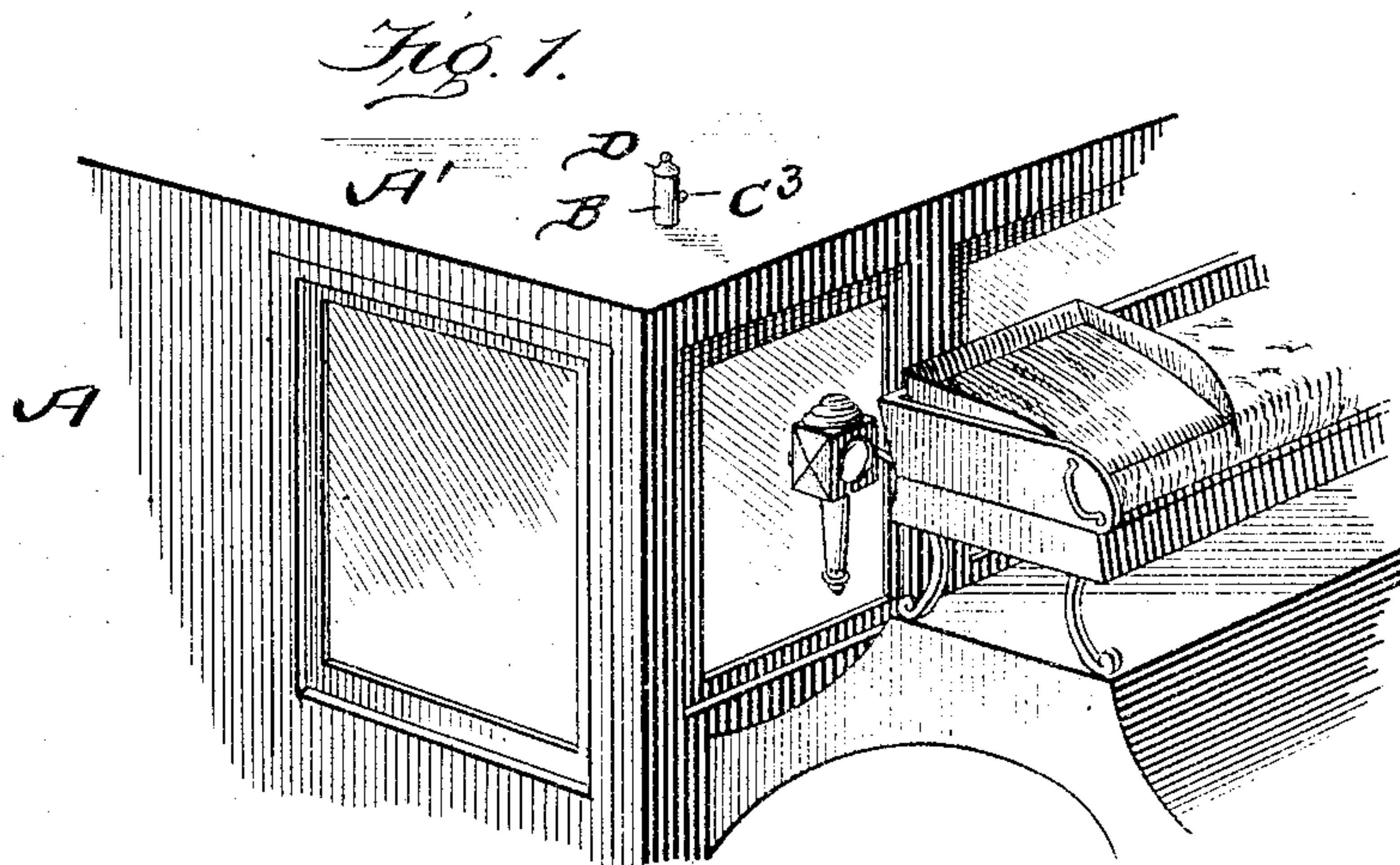


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W. F. SCHMELTZ.  
CARRIAGE TRUMPET.  
APPLICATION FILED JUNE 25, 1904.

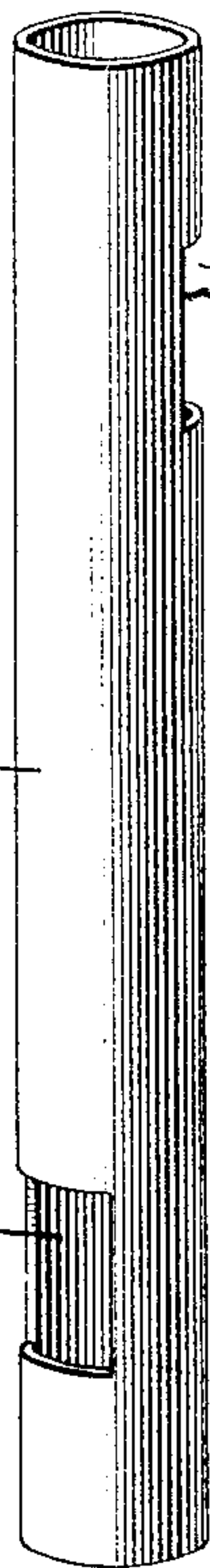
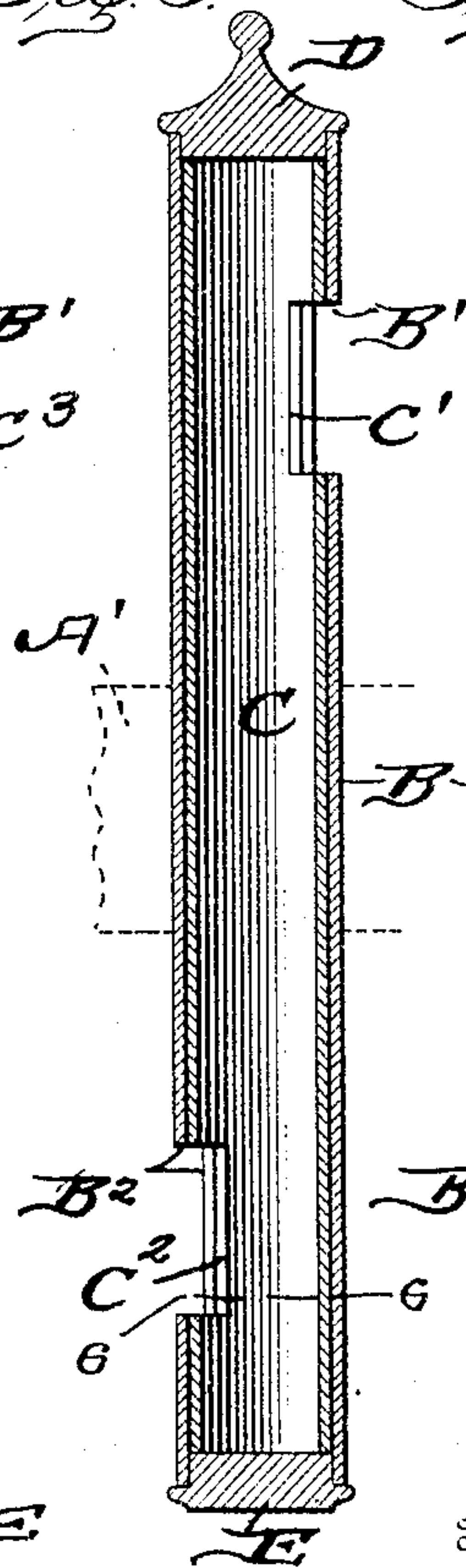
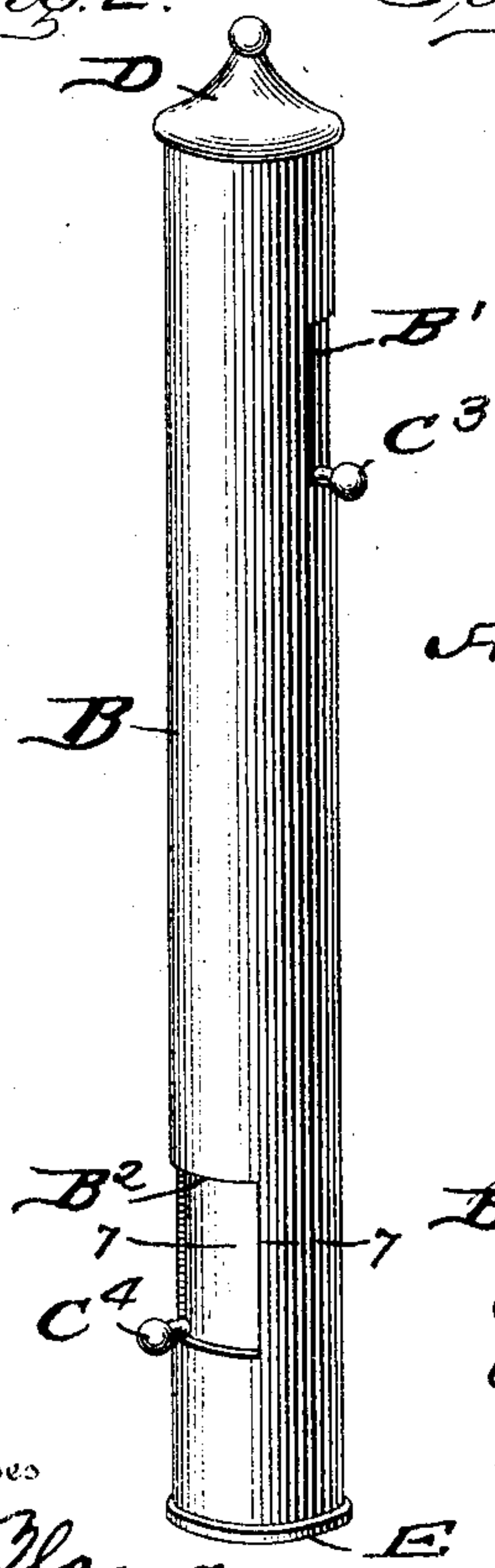


*Fig. 2.*

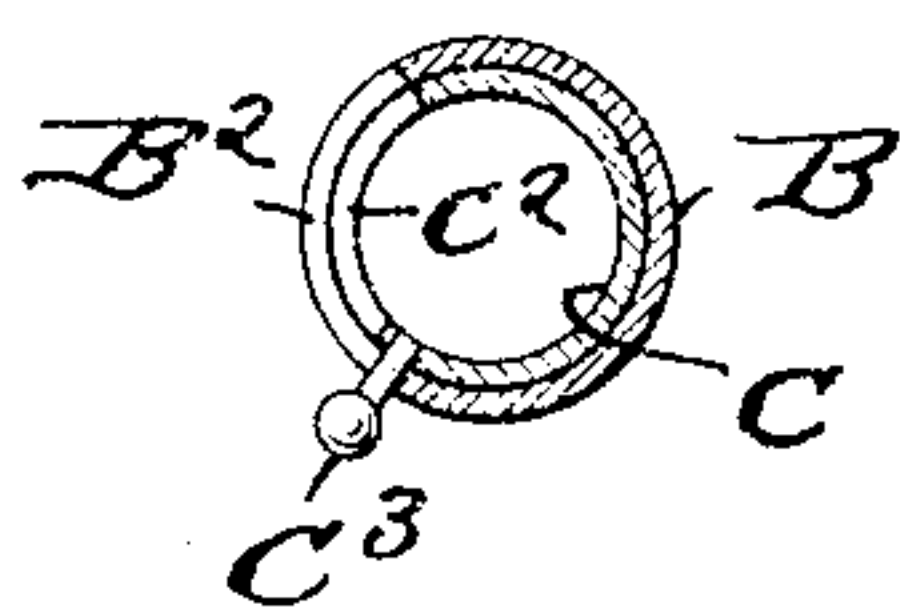
*Fig. 3.*

*Fig. 4.*

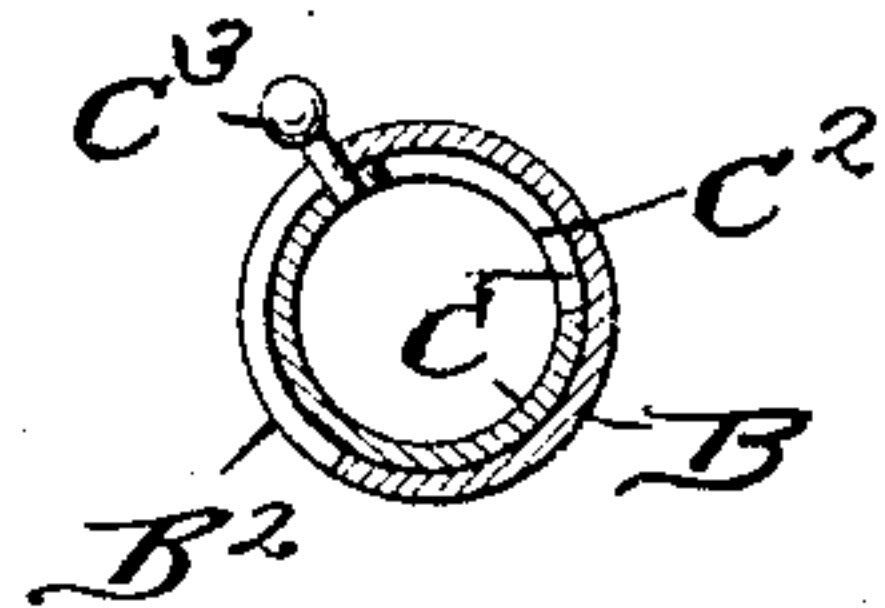
*Fig. 5.*



*Fig. 6.*



*Fig. 7.*



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Witnesses

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# UNITED STATES PATENT OFFICE.

WALTER F. SCHMELTZ, OF PITTSBURG, PENNSYLVANIA.

## CARRIAGE-TRUMPET.

SPECIFICATION forming part of Letters Patent No. 782,582, dated February 14, 1905.

Application filed June 25, 1904. Serial No. 214,194.

*To all whom it may concern:*

Be it known that I, WALTER F. SCHMELTZ, a citizen of the United States, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Carriage-Trumpets, of which the following is a specification.

This invention is an improved carriage-trumpet, the object being to provide an exceedingly cheap, simple, and efficient device which can be quickly and easily applied to any of the constructions of closed carriages now in use and by means of which communication between the driver and the person within the carriage can be easily carried on.

Another object of the invention is to so construct the trumpet that it can be opened or closed as desired and when closed will effectively shut out wind, snow, rain, &c.

With these objects in view my invention consists, essentially, in the employment of an outer tube arranged in the top of a closed carriage adjacent the forward end thereof, said outer tube being closed and provided with openings upon opposite sides adjacent said upper and lower ends, and an inner tube arranged within the outer tube and having openings adjacent its upper and lower ends, which openings are adapted to be brought into register with the openings of the outer tube, together with means for turning the inner tube within the outer tube, said outer tube being so arranged with reference to the top of the carriage that the upper opening is above the top and the lower opening below the top or within the carriage.

The invention consists also in certain details of construction hereinafter fully described, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view showing the practical application of my invention. Fig. 2 is a detail perspective view of the trumpet detached from the carriage. Fig. 3 is a vertical sectional view of the same, the openings being brought into register. Fig. 4 is a view of the outer tube with the top and bottom plugs removed. Fig. 5 is a view of the inner tube. Figs. 6 and 7 are horizontal sections on the lines 6 6 and 7 7 of Figs. 3 and 2, respectively.

Referring to the drawings, A indicates an ordinary closed carriage, of which A' is the top. The trumpet, which is inserted and fitted closely in a circular opening produced in said top, comprises an outer tube B and an inner tube C. This outer tube is fixed in the carriage-top and is closed at its upper end by means of a plug or cap D and at its lower end by means of a plug or bottom E, it being understood that the inner tube is first inserted before the plugs are introduced. The inner tube is of such size that it snugly fits in the outer tube, but is adapted to turn easily therein. The upper end of the tube B projects a short distance above the top of the carriage and the lower end projects down into the carriage. Adjacent the upper end of the tube B and upon the forward side of the same is an opening B', which in the present instance is shown as square in shape; but it is obvious that it can be made any shape desired. Adjacent the lower end of said tube and upon the rear side is an opening B<sup>2</sup>. The tube C has an opening C' adjacent its upper end similar to the opening B' and adapted to register with said opening B' when the inner tube is turned in the proper manner. An opening C<sup>2</sup> is produced adjacent the lower end of the inner tube C and upon the side opposite the opening C', said opening C<sup>2</sup> being adapted to register with the opening B<sup>2</sup> when the opening C' registers with the opening B', as most clearly shown in Fig. 3. When the openings register as shown, it is obvious that the tubes will serve as a speaking tube or trumpet, as the sound vibrations will enter the tube at one end and pass out at the other end, and by means of the device constructed as shown and described the person within the carriage can easily communicate with the driver on the box, and vice versa. In order to readily shift or turn the inner tube, I provide it with knobs C<sup>3</sup> and C<sup>4</sup> adjacent the upper and lower ends, respectively, which knobs work in the openings B' and B<sup>2</sup> upon the lower edges thereof, as most clearly shown. By having two knobs either the driver can operate the trumpet or the person within the carriage. It will also be noted that when the inner tube is shifted so as to close the openings B' and B<sup>2</sup> the trumpet is effectively closed, and the

entrance of wind, snow, or rain into the carriage through the trumpet is entirely prevented. The inner tube can be held in place without the employment of a bottom plug; 5 but in practice I prefer to employ said plug.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

10 1. A carriage-trumpet comprising an outer tube closed at its outer end and provided with openings adjacent its opposite ends, said openings being upon opposite sides, and an inner tube adapted to turn within the outer tube and having openings adjacent its ends.

15 2. A carriage-trumpet comprising an outer tube closed at both ends and having openings adjacent its ends and upon opposite sides, an inner tube arranged within the outer tube and having openings adjacent its ends, and 20 means for turning the inner tube as set forth.

3. A carriage-trumpet comprising an outer

tube having openings adjacent its upper and lower ends, an inner tube having openings adjacent its upper and lower ends, the plugs for closing the upper and lower ends of the 25 outer tube, and the knobs connected to the inner tube for turning the same within the outer tube as set forth.

4. A carriage-trumpet comprising a tube closed at its upper and lower ends and having 30 openings adjacent said upper and lower ends, said openings being upon opposite sides of the tube, said tube being adapted to be arranged in a carriage so that the opening adjacent the outer end is upon the exterior of 35 the carriage and the opening adjacent the other end upon the interior of the carriage for the purpose specified.

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Witnesses:

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