

No. 810,646.

PATENTED JAN. 23, 1906.

L. J. HARRIS.
OBSERVATION TROLLEY CAR RAILWAY.

APPLICATION FILED JULY 14, 1905.

3 SHEETS—SHEET 1.

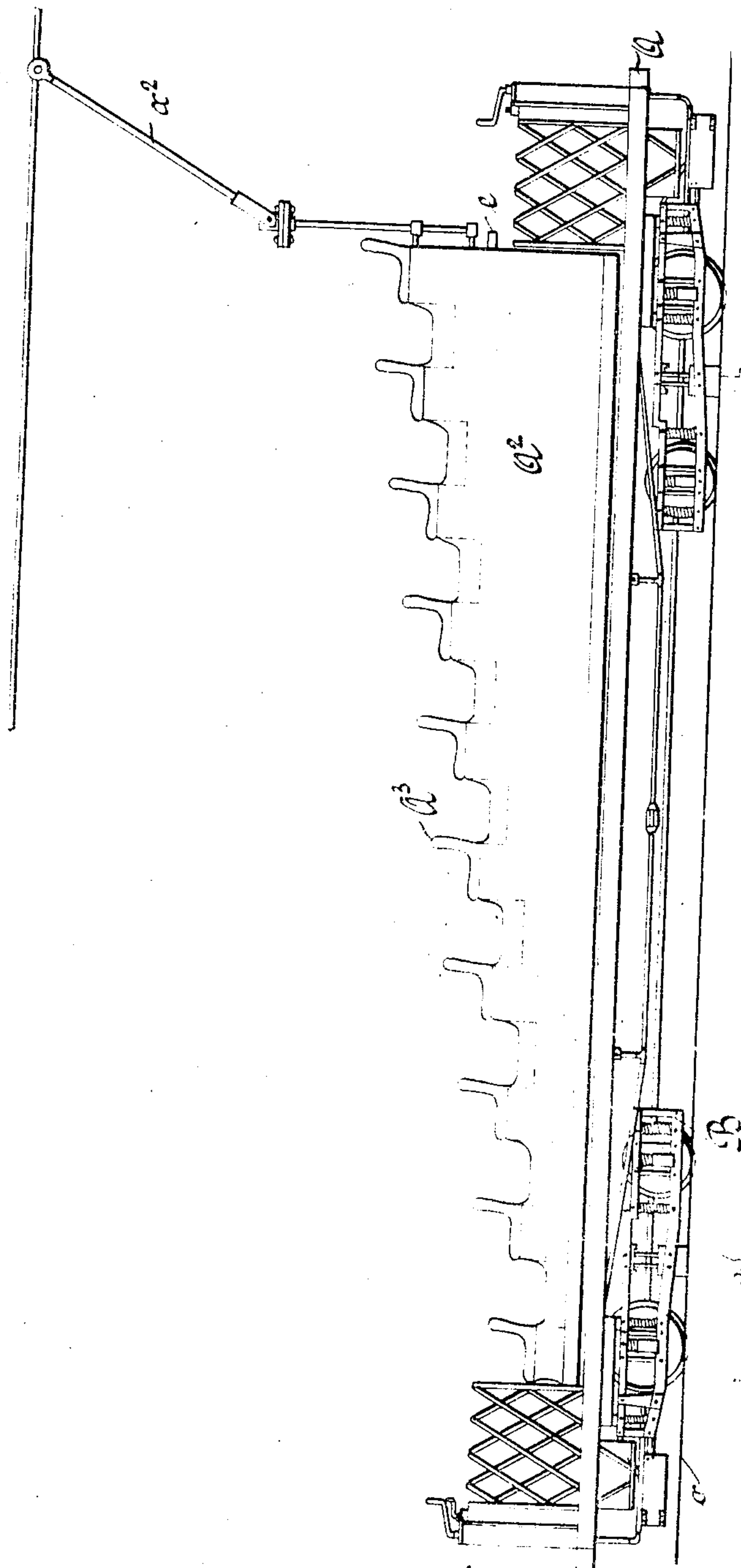


Fig. 1.

WITNESSES:
S. Herzog.
H. M. Bull

L. J. Harris. INVENTOR:

By his Attorney

J. O. Fowler & Co.

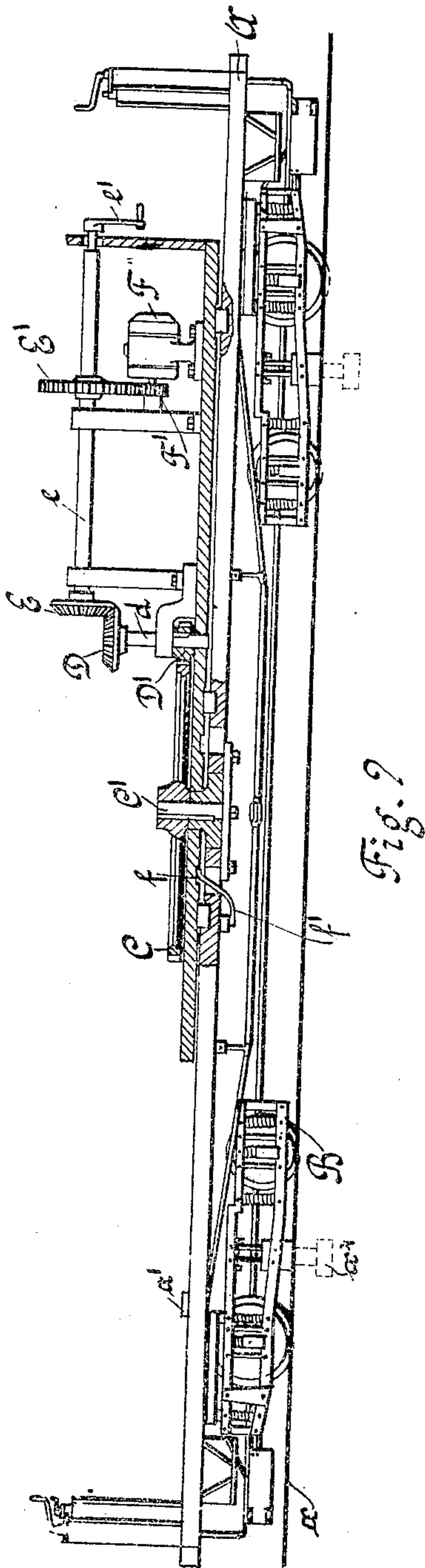
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WITNESSES:

J. Herzog.

A. M. Ball

L. J. Harris. INVENTOR:

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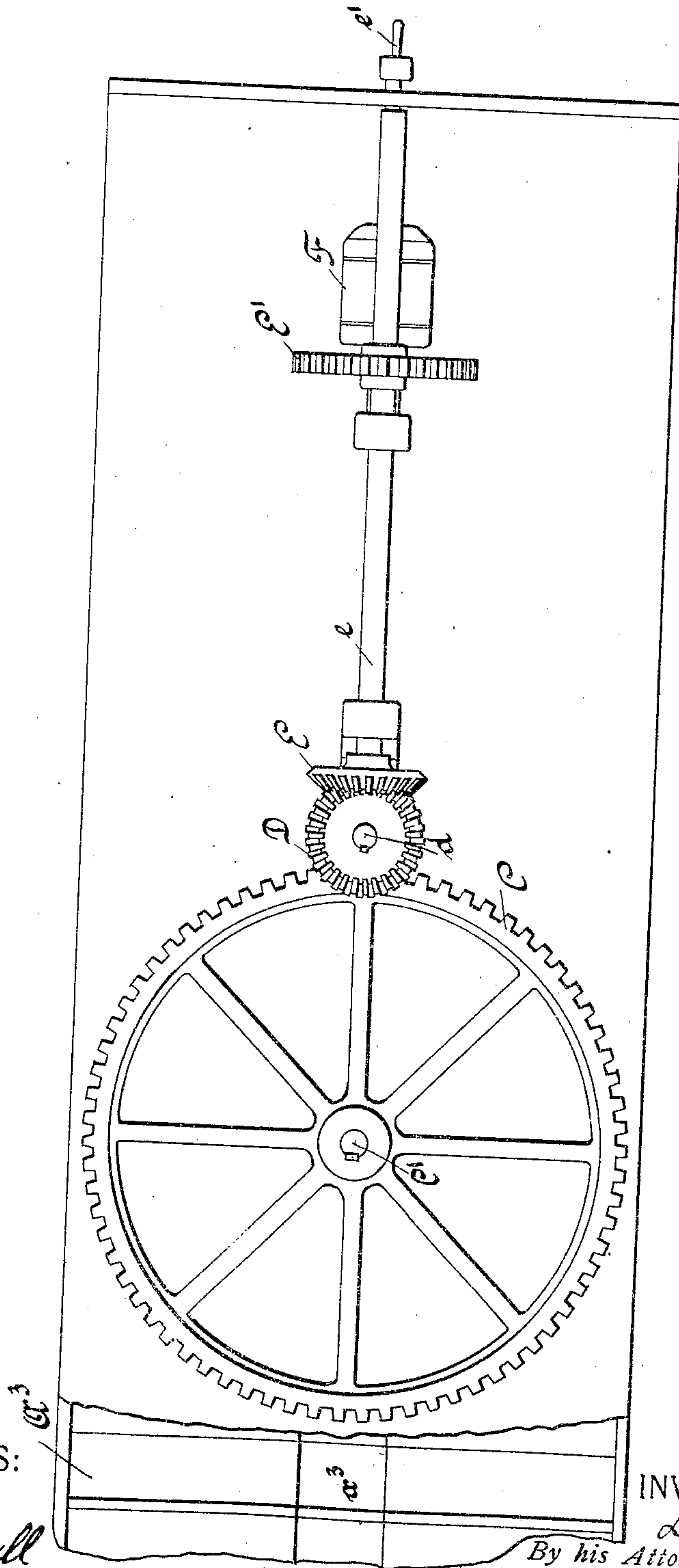


Fig. 3.

WITNESSES:
S. Herzog.
A. M. Ball

INVENTOR:
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UNITED STATES PATENT OFFICE.

LOUIE J. HARRIS, OF NEW YORK, N. Y.

OBSERVATION-TROLLEY-CAR RAILWAY.

No. 810,648.

Specification of Letters Patent.

Patented Jan. 23, 1906.

Application filed July 14, 1905. Serial No. 269,719.

To all whom it may concern:

Be it known that I, LOUIE J. HARRIS, a citizen of the United States of America, and a resident of New York, in the county and State of New York, have invented a certain new and useful Observation-Trolley-Car Railway, of which the following is a specification, the same being a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a new construction of a vehicle to be used on an electric road in which the seats are arranged to lie transversely of the car and in which the rows of seats are preferably separated by a central aisle or passage-way and are placed successively in higher planes on the body of the car from one end of the car to the other. Means are also provided by which the car-body may be rotated upon its axis and turned around a sufficient distance for the seats to face in a different direction and opposite to that they formerly occupied without switching the car-truck to another track or running the car on a turn-table.

With this object in view the invention consists in certain novel features of construction and arrangement of parts, all of which will be hereinafter described, and specifically pointed out in the drawings, which show the preferred embodiment and arrangement of the details of the invention and which accompany and form a part of this specification, and in which—

Figure 1 represents a side elevation of an observation-trolley-car railway constructed according to my invention. Fig. 2 is a longitudinal section of the mechanism by means of which the car-body may be rotated on the platform of the truck, and Fig. 3 is a plan view showing the arrangement of the seats and the car-body-operating mechanism.

Like letters of reference indicate like parts in all the views.

Referring particularly to the drawings, A denotes the platform of the car, supported by trucks B of any ordinary or suitable description and construction and running on a track α . A car-body is supported by the platform in a movable relation, preferably as follows: Fixed to the bottom of the car-body A' , which is supported by the platform A, is a horizontal gear-wheel C, the shaft C' of which preferably passes through the bottom of the car-body and is suitably and rigidly

fastened to the platform A. The teeth of the wheel C preferably mesh with the pinion D' , located ordinarily within the car-body and secured to the vertical shaft d , which carries a bevel-gear D, constructed and arranged to engage with a bevel-gear E, carried by a horizontal shaft e , supported in suitable bearings. The shaft e also preferably carries a gear-wheel E' , which engages with the pinion F' of an electric motor F. Other speed-reducing gears may be substituted, if desired, for the gear E' and pinion F' .

The motor F, which is controlled in the ordinary manner by a suitable switch, is preferably electrically connected with a metal ring f , on which a spring-finger f'' continuously bears, the electric circuit being thus completed between the motor F, which is electrically connected with the ring f , and the said spring-finger f'' being in electric connection with the current-picking-up device of the vehicle, which may be of any suitable or well-known form, as a plow or trolley-arm, which devices also serve to actuate electric motors by which the trucks are impelled in the ordinary manner. The shaft e may also be manually actuated, as by a hand-crank e' , if preferred, in order to turn the car-body around on the platform A, and in order to lessen the friction between the car-body and the platform suitable antifriction devices may be employed—as, for example, rollers a' .

The current-picking-up devices may consist, as stated, of a plow a^1 , attached to the trucks in the ordinary manner, or of a trolley-arm a^2 of any ordinary or suitable construction attached to the car-body A' . The said car-body preferably has a central longitudinal passage-way a^3 , running between the stepped seats A^3 , and the said car-body may also be provided with any suitable or desirable top or covering, if desired, in order to protect the passengers from the heat of the sun or from rain.

Among other great advantages of the use of this invention are the unobstructed views obtained by passengers of objects of interest along the routes traveled and the fact that the car-body may be swung out at an angle to the car-track in case such a point of view is desired on any occasion and also the ease with which the car-body may be reversed at one operation when at the end of the line and the car started back again in the opposite direction to that formerly pursued by the same.

As it is evident that many changes in the

construction, form, proportion, and relative arrangement of parts might be resorted to without departing from the spirit and scope of my invention, I would have it understood
 5 that I do not restrict myself to the particular construction and arrangement of parts shown and described and that such changes and equivalents may be substituted therefor and that

10 What I claim as my invention is—

1. In an observation-trolley-car railway, a track, a pair of trucks movable along the track, a platform carried by the trucks, a car-body rotatably supported by the platform intermediate the said trucks, an electric conductor
 15 and a traveling contact to engage therewith.

2. In an observation-trolley-car railway, a track, a pair of trucks movable along the track, a platform supported by the trucks, a car-body rotatably supported by the platform intermediate the said trucks, means to rotate the car-body, an electric conductor
 20 and a traveling contact to engage therewith.

25 3. In an observation-trolley-car railway, a

track, a pair of trucks movable along the track, a platform supported by the trucks, means to impart movement to the said trucks, a car-body having a series of stepped seats rotatably supported by the platform intermediate of said trucks, an electric conductor, and a traveling contact to engage therewith. 30

4. In an observation-trolley-car railway, a track, a pair of trucks movable along the track, a platform supported by the trucks, a car-body having a series of stepped seats and rotatably supported by the platform intermediate the said trucks, means to rotate the car-body, an electric conductor and a traveling
 35 contact to engage therewith. 40

In testimony of the foregoing specification I do hereby sign the same, in the city of New York, county and State of New York, this 26th day of June, 1905.

LOUIE J. HARRIS.

Witnesses:

J. N. AFT,

M. H. WAYLAND.