

No. 829,468.

PATENTED AUG. 28, 1906.

L. J. HARRIS.
OBSERVATION AND RECREATION CAR.
APPLICATION FILED FEB. 10, 1906.

8 SHEETS—SHEET 1.

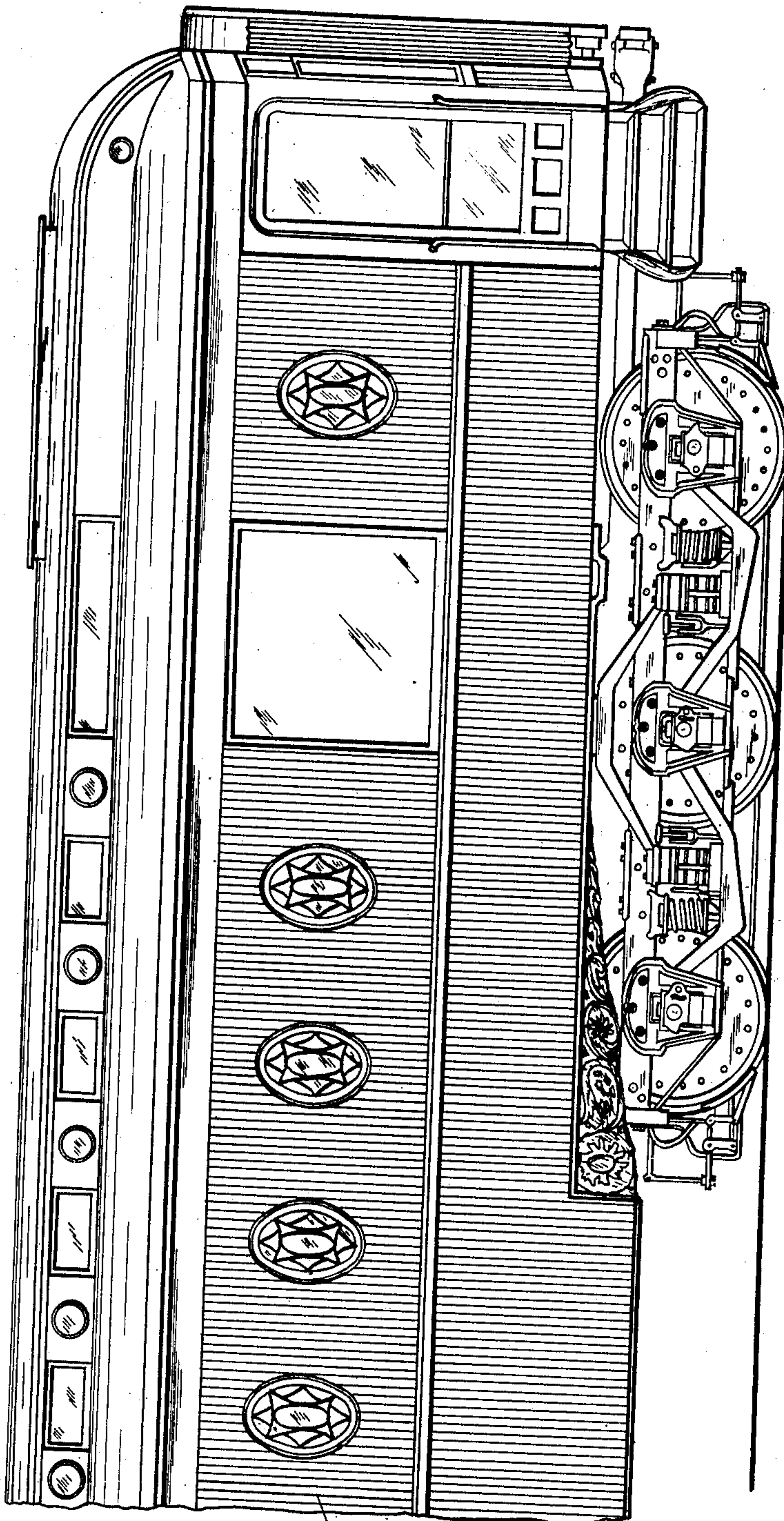


Fig. 1.

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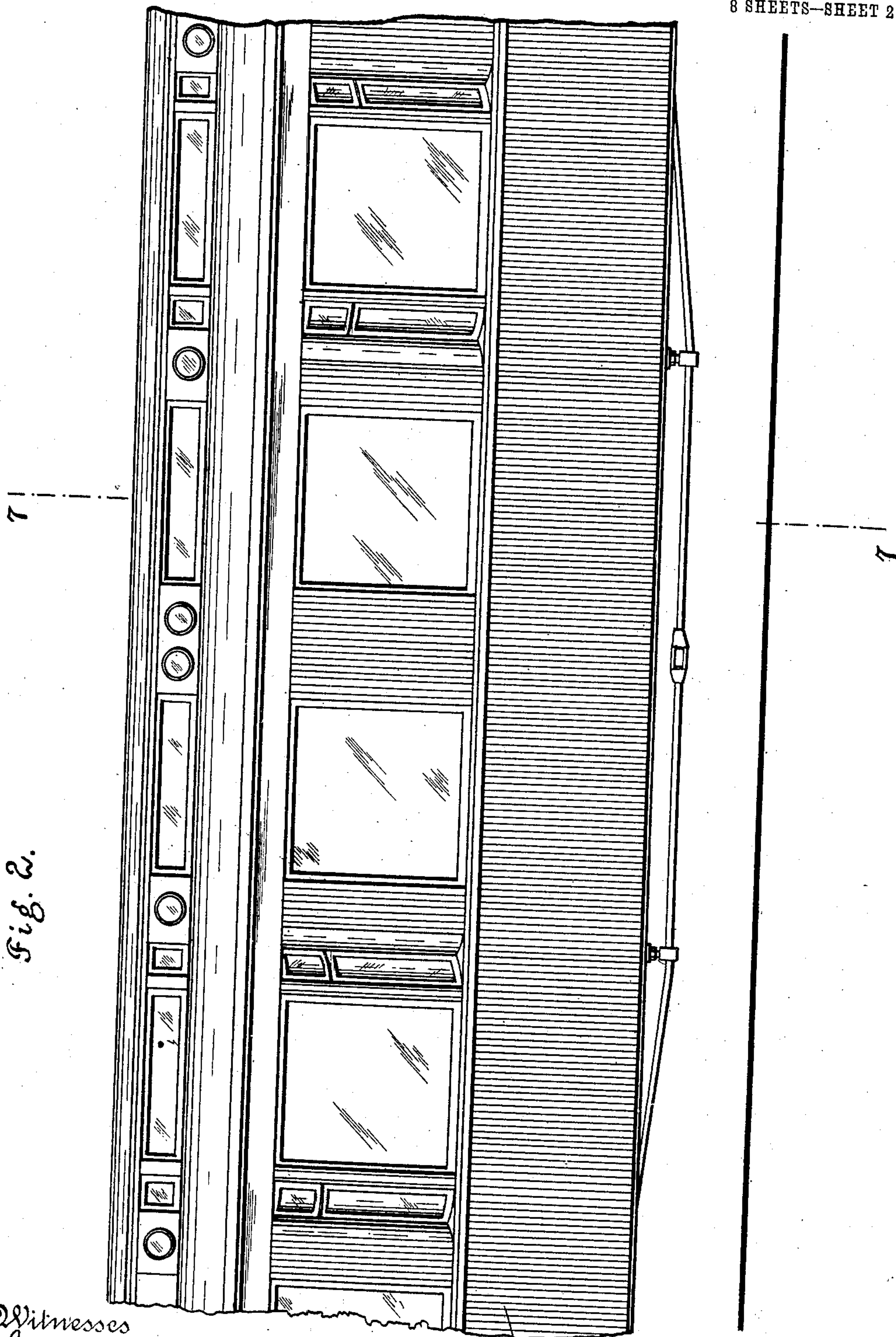


Fig. 2.

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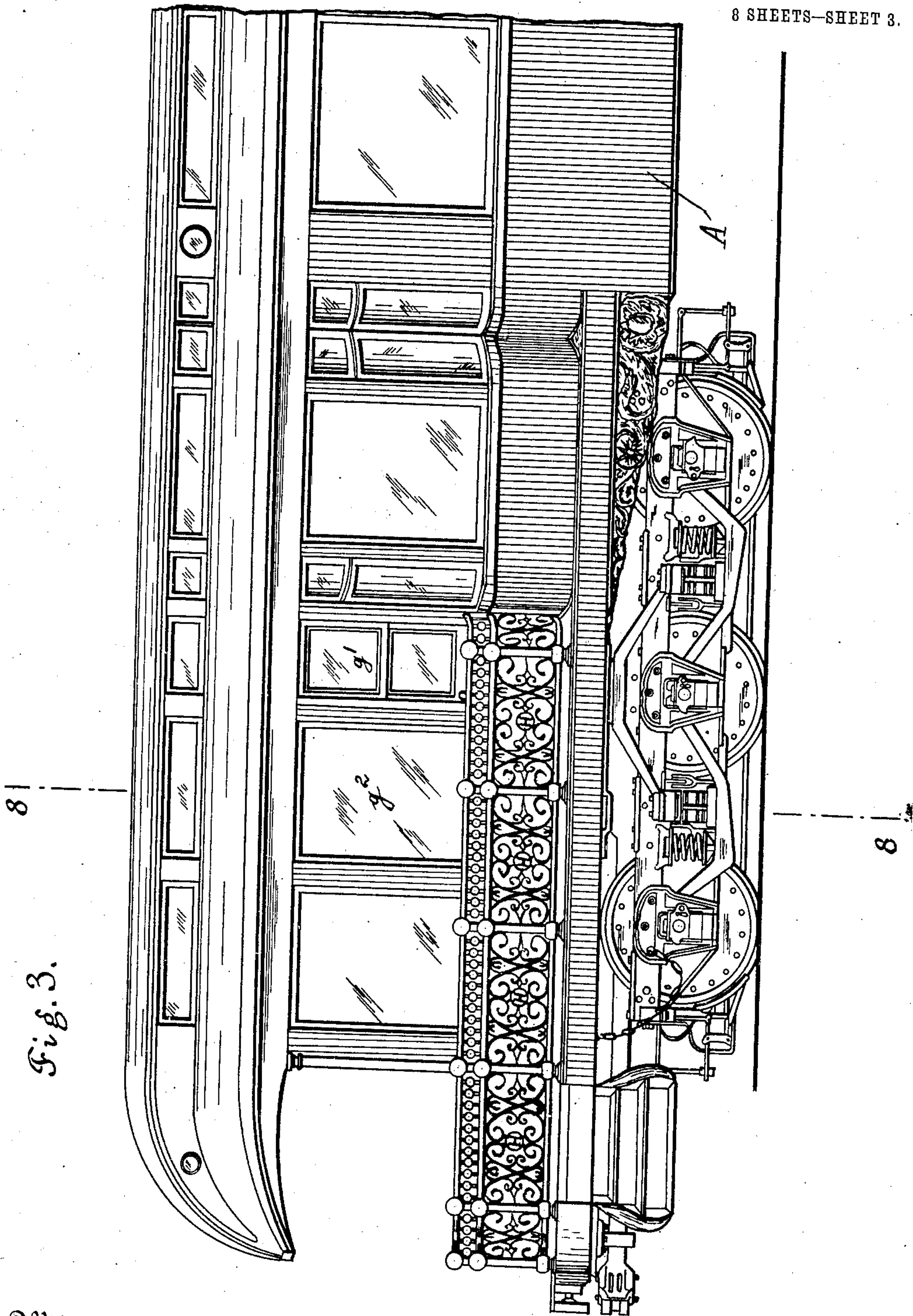
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8 SHEETS—SHEET 3.



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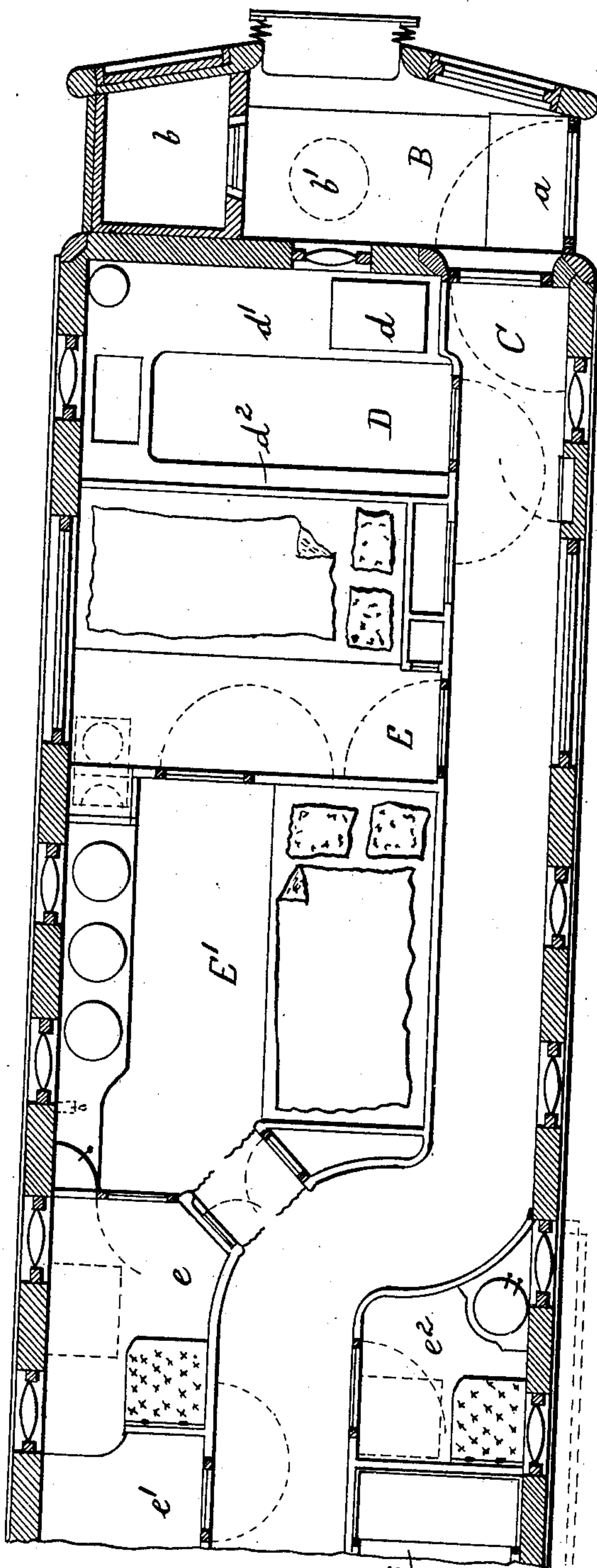
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8 SHEETS—SHEET 4.

Fig. 4.



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8 SHEETS—SHEET 5.

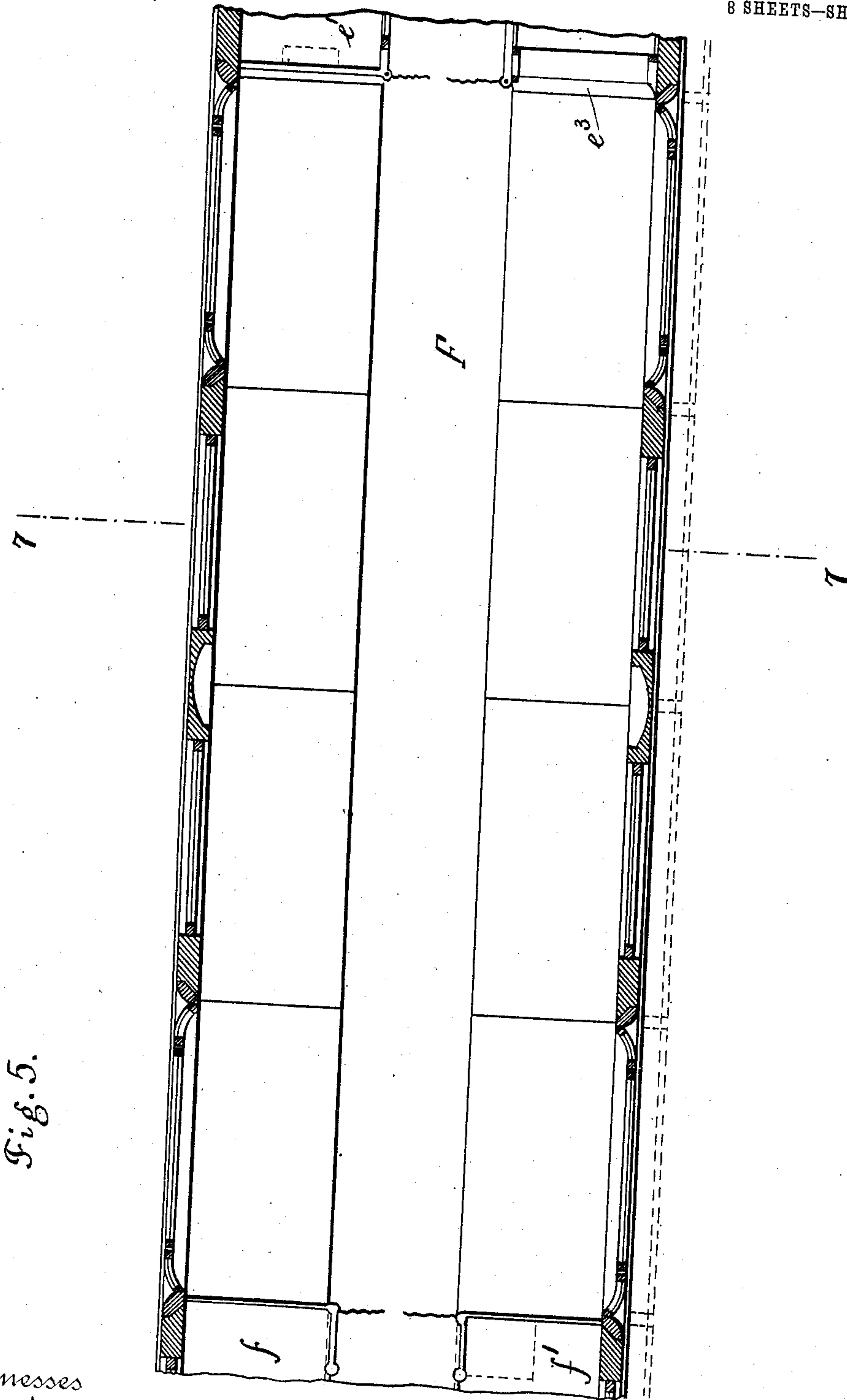


Fig. 5.

Witnesses
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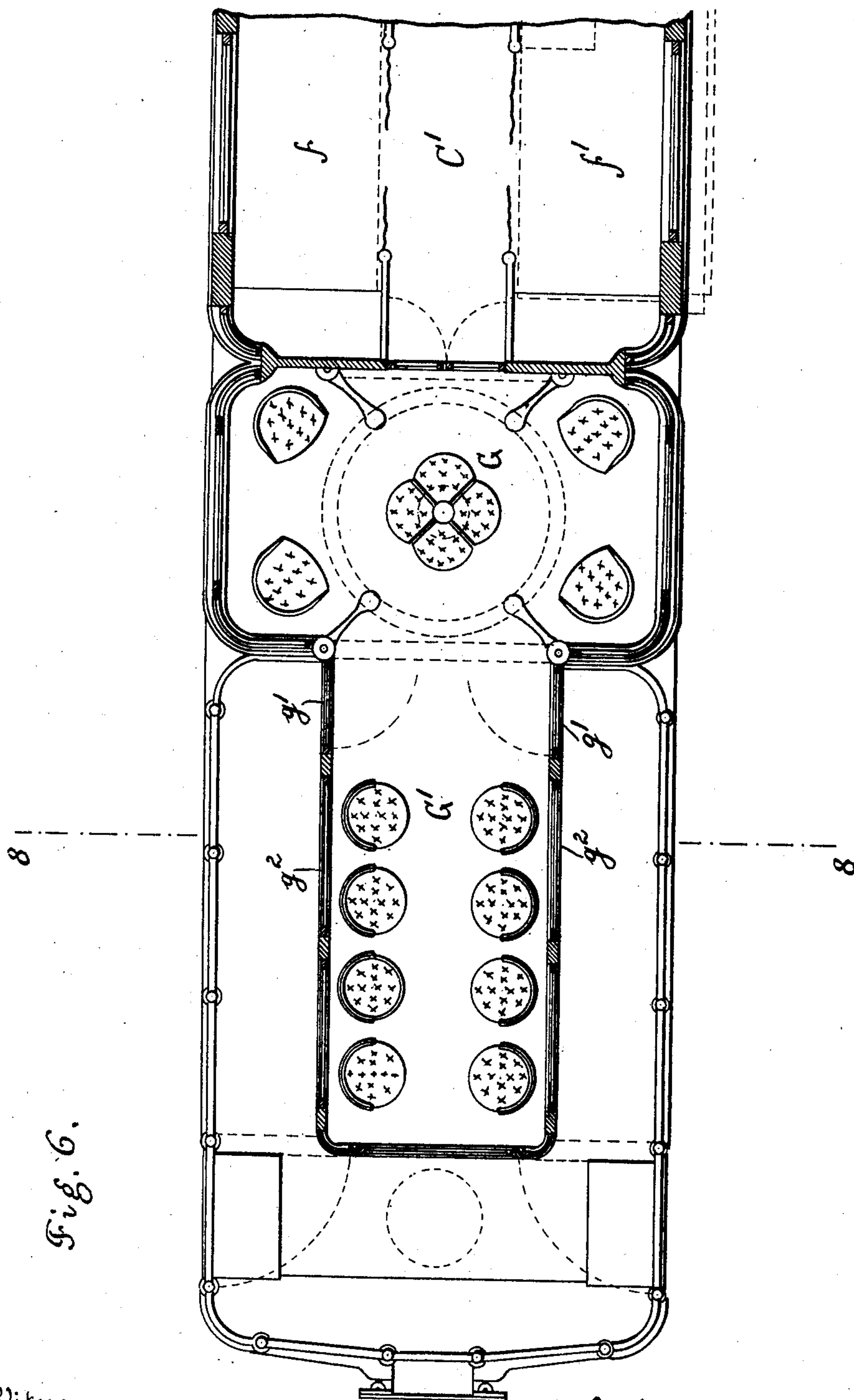
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8 SHEETS—SHEET 6.



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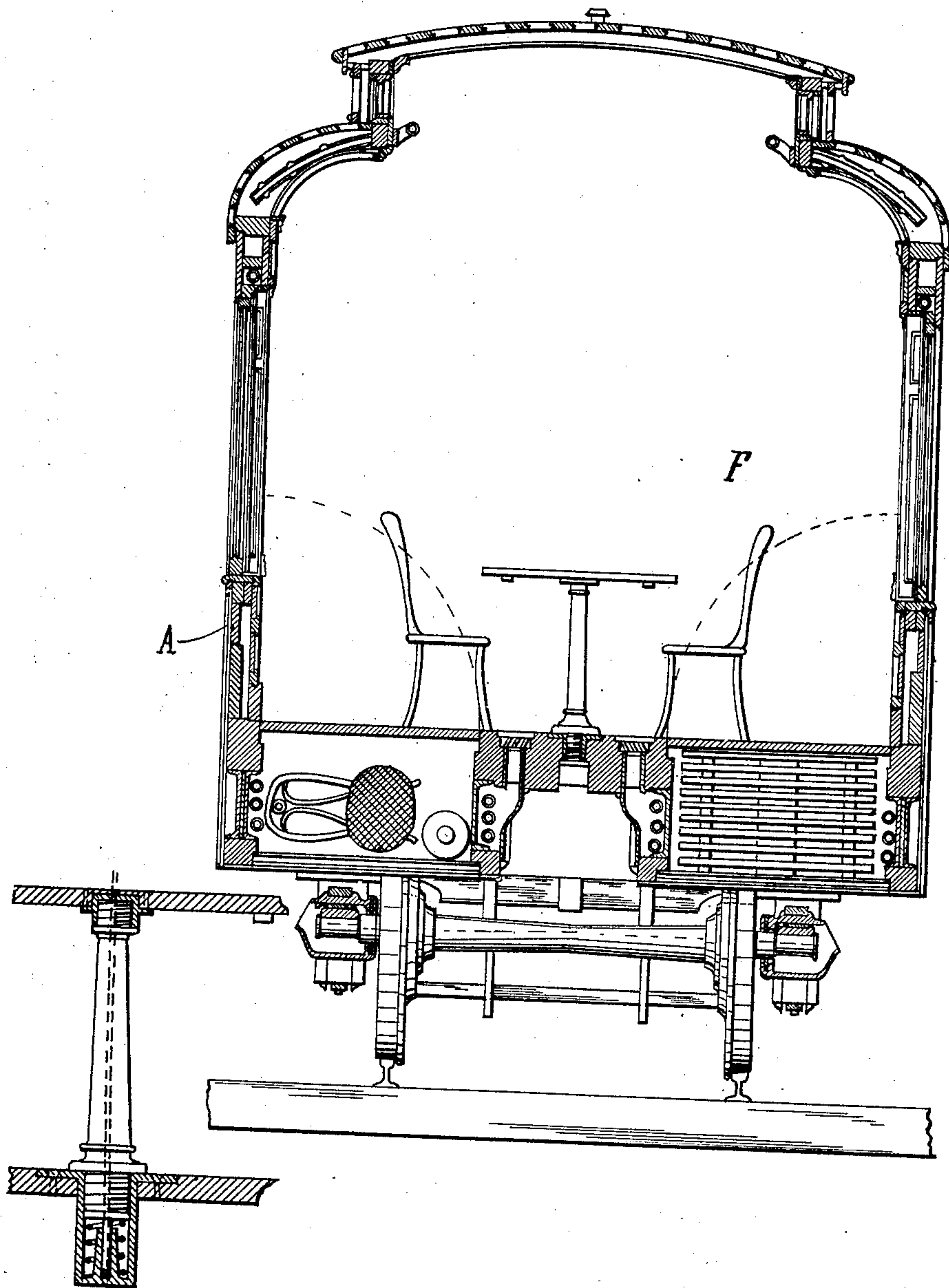
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8 SHEETS—SHEET 7.

Fig. 7.



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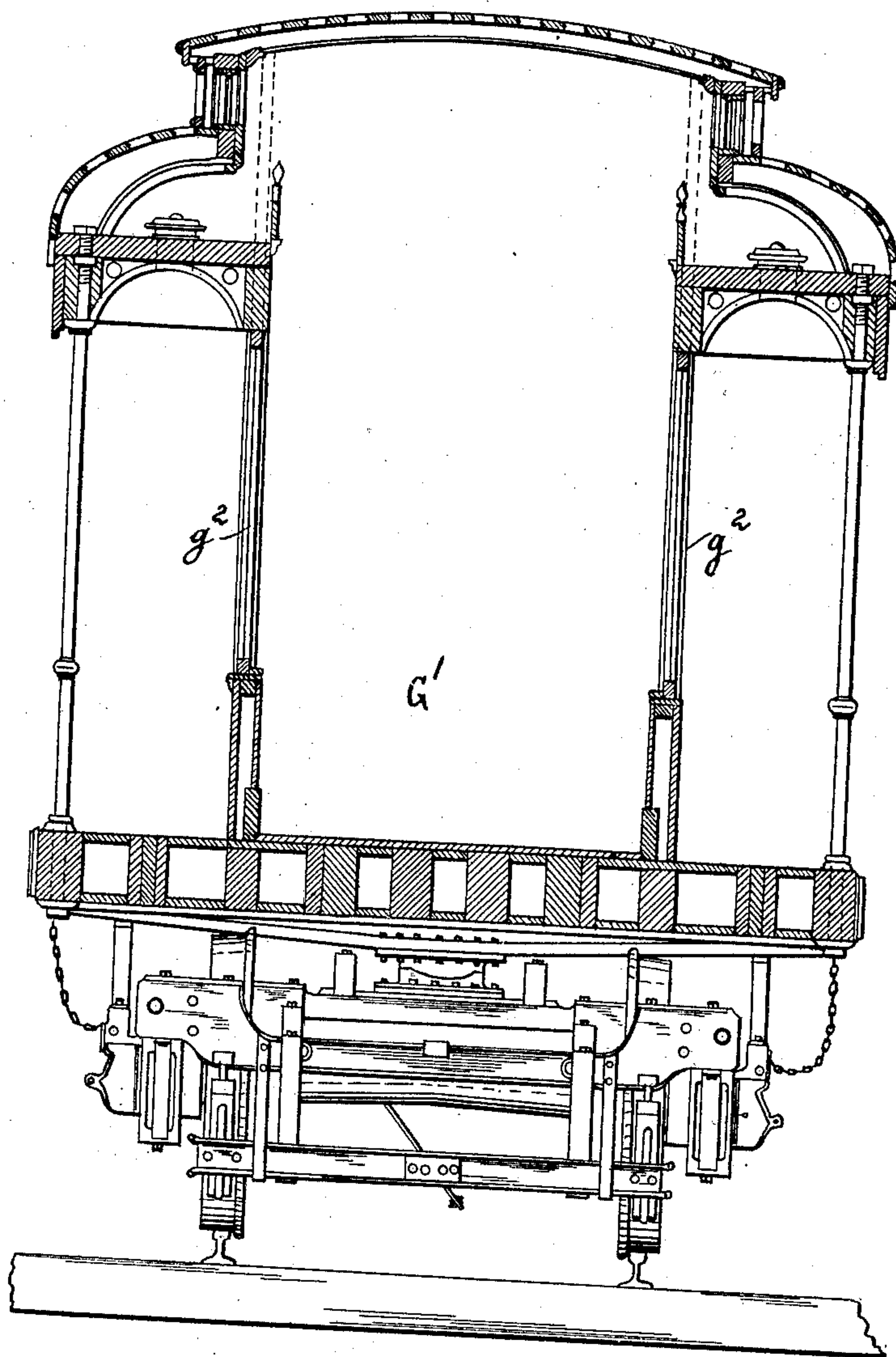
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8 SHEETS—SHEET 8.

Fig. 8.



Witnesses
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UNITED STATES PATENT OFFICE.

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

OBSERVATION AND RECREATION CAR.

No. 829,468.

Specification of Letters Patent.

Patented Aug. 28, 1906.

Application filed February 10, 1906. Serial No. 300,423.

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 of New York and State of New York, have invented a certain new and useful Observation and Recreation Car, 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 railway cars or coaches, and in particular to a combined observation and recreation car and of an interchangeable chair or drawing-room coach and a sleeping-car; and it has for its object the provision of certain novel features of construction and combination and arrangement of parts, all of which will be hereinafter described, and fully illustrated in the drawings.

It has been deemed desirable by me to devise a railway passenger-coach wherein compartments or wells are provided beneath the floor of the car for the storage of both the upper and lower berths when not in use, and also of chairs, luggage, &c., at night, the sections of the floor being so constructed as to form the partitions between the berth-sections when the car is arranged as a sleeper, as is more fully explained in the patent issued to me, No. 737,403, dated August 25, 1903, and in which car constructed according to the present invention are also provided, together with a public parlor or dining-room, an observation-balcony, a recreation-parlor, and also a private room, off of which is a boudoir, both having interchangeable means for the accommodation of the public, as lounges and the like, in the day-time and sleeping-couches by night, and I have therefore designed according to my invention a car of the class described embodying the preferred construction of parts and their mutual relationship, combination, and organization in a composite body or structure as hereinafter described.

In order to enable my invention to be fully understood, I will proceed to explain the same by reference to the drawings which accompany and form a part of this specification, and in which—

Figures 1, 2, and 3 represent, respectively, in elevation the front central portion and rear end of a car embodying my invention. Figs. 4, 5, and 6 are floor-diagrams of the same.

Fig. 7 is a transverse section taken on the lines 7-7, Figs. 2 and 5; and Fig. 8 is a view in section, taken on the lines 8-8, Figs. 3 and 6.

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

Referring particularly to the drawings, A denotes the car or coach body, which is designed more especially for use in trains as the last coach, commonly known and designated as an "observation-car." Broadly speaking, the construction of a car suitable to be converted into either a diner, a parlor, or a sleeping coach at will according to my invention embodies features which have been, as stated, already set forth in the aforesaid patent.

By reference to the floor-diagram it will be seen that upon entering the car by the drop-platform at *a* we pass along the platform proper, B, having a refrigerator *b* at one end and lighted by a dome-lamp *b'*. Communicating with the platform B is a passage C, which opens into a buffet D, having an ice-box *d*, table *d'*, beneath which are lockers; and also having shelves *d''* for china, &c. The passage C also opens into a ladies' private parlor E and boudoir E', having interchangeable lounges and sleeping-berths. Passing farther along, the passage C communicates with a ladies' lavatory *e* by passing through the ladies' boudoir E', a linen-closet *e'*, and also with a gentlemen's lavatory *e''*, and thence leads to the body or main saloon F of the car, which is constructed and arranged to be convertible from a parlor to a sleeping-apartment and also to be used as a dining-room when so desired. Said parlor has a recess *e'''*, containing an auto-electric piano with library above.

At the end of the parlor are respectively a library and reading-room *f* and a telephone, telegraph, and type-writing room *f'*, located on opposite sides of an aisle or passage-way C', which communicates with the recreation-parlor G, which parlor is preferably formed with an observation extension G', projecting rearwardly from the central portion thereof and having a balcony or veranda on each side, which balconies form, together with the rear platform, a continuous passage-way or walk around the rear end of the car. This extension G' preferably opens into the recreation parlor G, although it may be partitioned off, if desired, and ordinarily has doors *g'* opening out on the sides thereof to said balconies or walk. If preferred, the said bal-

conies may communicate directly with the body of the car or with the recreation-parlor G. This peculiar construction of the rear end of the car affords several new and distinct
 5 advantageous features—as, for example, such space is provided for the side and rear windows g^2 in the window-frames as to allow the said windows to be raised up to practically their entire height, by which arrange-
 10 ment all obstruction to the view is removed and a freer circulation of the air is obtained.

It will be seen that this observation-room may serve somewhat as a sun-parlor, while in bad weather either one or the other of the
 15 balconies will be sheltered from the elements and will thereby be rendered serviceable at all times for the use of the passengers while passing through the scenic countries.

The peculiar construction of the rear end of the car also causes less wind resistance, and consequently eddies will not be formed at the end of the train, as is customary where the ordinary observation-coaches are used, thus
 20 doing away with the usual eddying air-currents experienced at the rear of the car, whereby much less dust and dirt is occasioned and a far pleasanter ride for the passengers is secured. The rear platform may be retained, as in the ordinary observation-car.

The balconies, which are formed by the side portions of the car over the trucks, being depressed or recessed are provided with a suitable and preferably ornamental railing, while
 30 a hood or covering for the balconies is formed by the roof of the car, and in the said roof H of the balconies it will be seen that ventilators h are placed, thus affording a better opportunity for ventilation for winter service without the customary drafts found in
 35 most observation-cars.

Having thus described and ascertained the nature of my said invention and in what manner the same is to be performed, it being kept in mind that in law the substitution of equivalent
 45 works no variation in the substance of the same, I would have it understood that what I claim as my invention is—

1. In a railway car or coach, an observation-room located at one end of the same extending across the full width of the car, and
 50 having rounded corners, whereby suitable observation-windows may be provided, and an extension of less width than the car and projecting rearwardly and encircled by a passage-way extending around three sides of the
 55 same.

2. In a railway car or coach, an observation-room located at one end of the same, and extending across the full width of the car and
 60 an extension of less width projecting rearwardly and encircled by a passage-way extending around three sides thereof, the said room having windows looking out on the passage-way constructed and arranged to be
 65 raised up practically to their entire height.

3. In a railway car or coach, an observation-room located at one end thereof, and extending across the full width of the car and an extension of less width projecting rearwardly and encircled by a passage-way or balcony,
 70 extending around three sides of the same, and having doors or means of entrance or exit between said passage-way or balcony and the said room.

4. In a railway car or coach, an observation-room located at one end thereof, and extending across the full width of the car and an extension of less width projecting rearwardly and encircled by a passage-way or balcony
 75 extending around three sides of the same, in combination with means to provide an entrance from the balcony into the body of the car.

5. In a railway car or coach, an observation-room located at one end of the same, and extending across the full width of the car and an extension of less width projecting rearwardly the body of the coach being constructed with a curved recess or depression formed
 85 in the side of the same over the truck between the observation-room and the car-body.

6. In a railway car or coach, an observation-room located at one end of the same, extending across the full width of the car and an extension therefrom of less width than the
 90 car and projecting backward from said room to the rear platform.

7. In a railway car or coach, an observation-room located at one end of the same, extending across the full width of the car and an extension therefrom of less width than the
 95 car and projecting backward from said room to the rear platform, the said extension being encircled by a passage-way or balcony, extending around three sides of the same.

8. In a railway car or coach, an observation-room located at one end of the same, extending across the full width of the car and an extension therefrom of less width than the
 100 car and projecting backward from said room to the rear platform, the said extension being encircled by a passage-way or balcony on two sides of the same, and communicating with the rear platform, and a railing placed along
 105 the edge of said passage-way or balcony.

9. In a railway car or coach, an observation-room located at one end of the same, extending across the full width of the car and an extension therefrom of less width than the
 110 car and projecting backward from said room to the rear platform, the corners of the rooms being rounded whereby suitable observation-windows may be provided.

10. A railway car or coach, having part
 115 of the car extending its full width, and an extension over the trucks having a balcony on each side.

11. A railway car or coach having part of the car extending its full width, and an extension
 130

sion over the trucks having a balcony on each side, and means for entrance on or exit from said balcony.

5 12. A railway car or coach having an observation-room extending across the full width of the car, and an extension of less width projecting rearwardly and formed by having that portion of the same over the truck depressed or recessed in order to form a balcony
10 in combination with a hood or covering therefor, formed by the roof of said car.

13. A railway car or coach having a part of the car extending across the full width of the car and provided with a rear platform, and
15 having an extension of less width projecting rearwardly and formed by having that portion of the car over the truck depressed or recessed on each side in order to form a balcony communicating with the said rear platform,
20 in combination with a hood or covering therefor formed by the roof of said car.

14. A railway car or coach having an observation-room extending across the full width of the car, and an extension of less
25 width projecting rearwardly and formed by having that portion of the same over the truck depressed or recessed in order to form a balcony on the side of an observation-room, and having windows in the side of the car
30 looking into the observation-room.

15. A railway car or coach having an observation-room extending across the full width of the car, and an extension of less

width projecting rearwardly and formed by having that portion of the same over the truck 35 depressed or recessed on each side in order to form a balcony on the sides of an observation-room communicating with the rear platform, and having windows in the sides of the car looking into the observation-room. 40

16. A railway car or coach having an observation-room extending across the full width of the car, and an extension of less width projecting rearwardly and formed by having that portion of the same over the truck 45 depressed or recessed on each side in order to form balconies, the said balconies having ventilators in the top or ceiling thereof.

17. A railway car or coach having an observation-room extending across the full 50 width of the car, and an extension of less width projecting rearwardly and formed by having that portion of the same over the truck depressed or recessed on each side in order to form a balcony communicating with 55 the rear platform, said balcony having ventilators in the top or ceiling thereof.

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 60 16th day of January, 1906.

LOUIE J. HARRIS.

Witnesses:

ROB. SCHWARZ,
J. ODELL FOWLER.