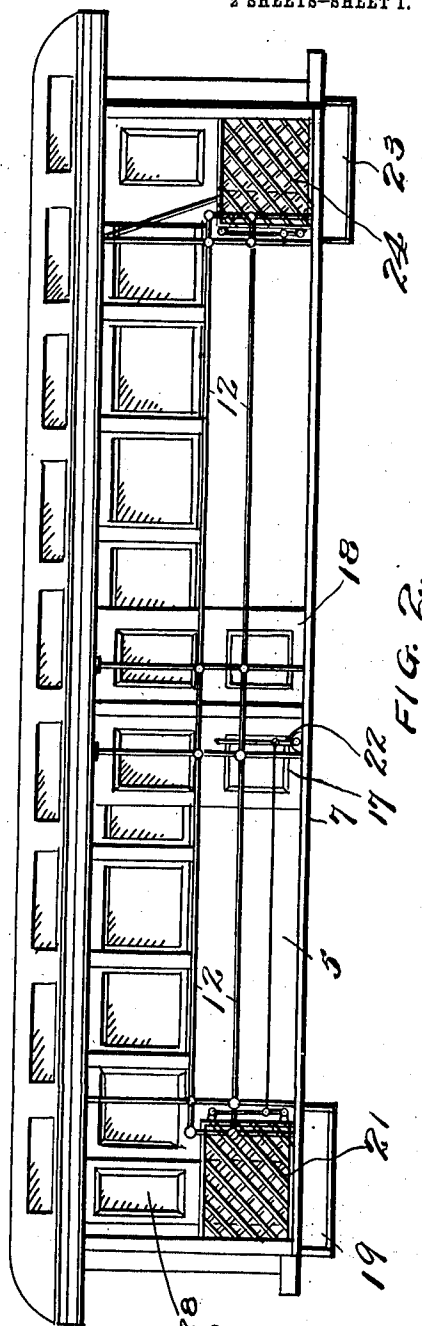
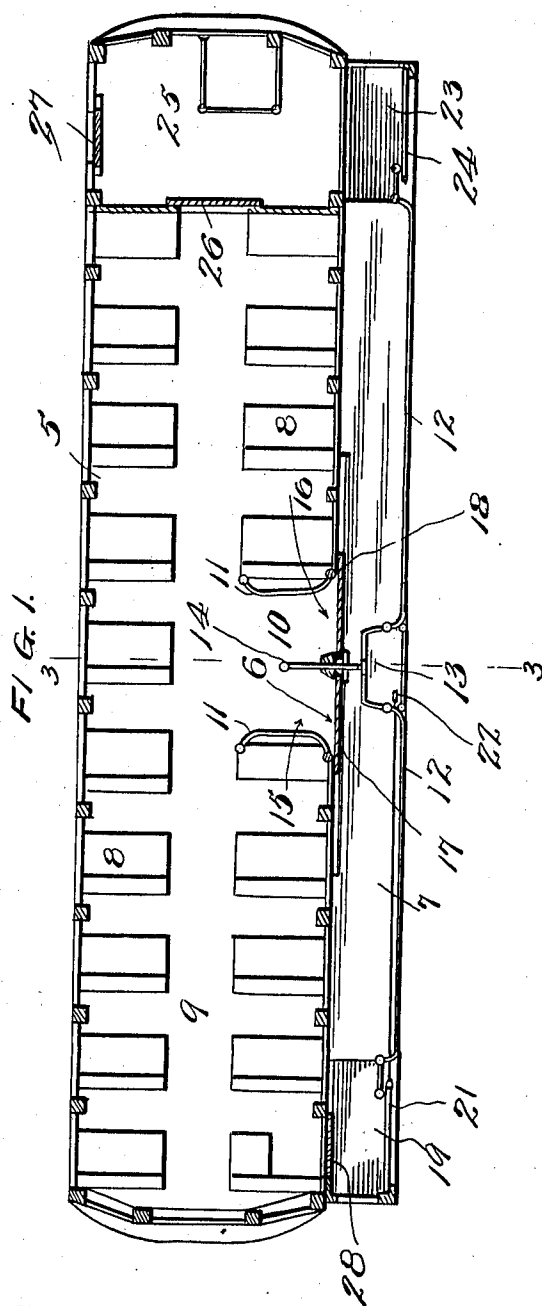


R. SATO & Y. SAITO.
RAILWAY CAR.
APPLICATION FILED SEPT. 18, 1911.

1,027,071.

Patented May 21, 1912.

2 SHEETS-SHEET 1.



WITNESSES

C. A. Davis
A. R. Walton

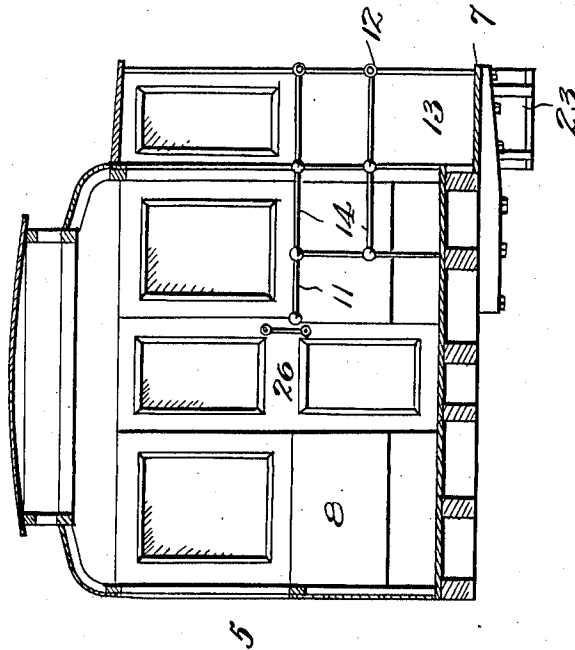
Yasoji Saito INVENTORS
Ryuji Sato
by M. S. Stevens & Co. Attorneys

R. SATO & Y. SAITO.
RAILWAY CAR.
APPLICATION FILED SEPT. 18, 1911.

1,027,071.

Patented May 21, 1912.
2 SHEETS—SHEET 2.

FIG. 3.



WITNESSES

C. H. Davies

M. Schumacher

Yasoji Saito INVENTORS
Ryuji Sato,
by Miles R. Stearns & Co. ATTORNEYS

UNITED STATES PATENT OFFICE.

RYUJI SATO AND YASOJI SAITO, OF CHICAGO, ILLINOIS.

RAILWAY-CAR.

1,027,071.

Specification of Letters Patent.

Patented May 21, 1912.

Application filed September 18, 1911. Serial No. 649,921.

To all whom it may concern:

Be it known that we, RYUJI SATO and YASOJI SAITO, subjects of the Emperor of Japan, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Cars, of which the following is a specification.

This invention relates to street cars of the pay-as-you-enter type, and its object is to provide a novel and improved car structure of this kind characterized by a platform extending along one side of the car, on the outside thereof, from one end of the car to the other, the entrance to the interior of the car being through a doorway in the side thereof, said doorway leading to the platform and through which doorway the passengers also pass to the platform when leaving the car. The entrance to the platform from the street and the exit from said platform to the street are at the ends of the platform. At the aforesaid doorway is the conductor's station so that the fares may be collected before the passengers enter the car.

In order that the invention may be better understood, reference is had to the accompanying drawings in which—

Figure 1 is a sectional plan view of a car constructed in accordance with the invention. Fig. 2 is a side elevation, and Fig. 3 is a cross section on the line 3—3 of Fig. 1.

The body 5 of the car may be of any suitable construction, and is provided on one side, midway between its ends, with an entrance opening 6 to the interior of the car, which opening also serves as the exit therefrom. Along this side of the car extends a platform 7 of sufficient width to accommodate a single file of passengers. The seats 8 are arranged crosswise and a center aisle 9 is provided. There is a gap in the row of seats on the side of the car which has the opening 6, said gap forming a passageway 10 to the center aisle from the opening. On the sides of the passageway is a railing 11 which extends from the opening to the aisle.

Along the outer edge of the platform 7 extends a guard railing 12, and at the center thereof, directly in front of the opening 6 is an inclosure 13 within which the conductor is stationed. A hand rail 14 extends inwardly from the inclosure 13 through the opening 6 and for a short distance into the passageway 10, thus forming a barrier on the platform and dividing the passageway

in half adjacent to the opening. The passengers enter the car on the side 15 of the hand rail, and they leave the car on the opposite side 16 thereof. The opening 6 is provided with two sliding doors 17 and 18, located respectively on opposite sides of the hand rail 14, one door being for the passageway 15, and the other for the passageway 16, and these doors being operated by the passengers.

The entrance to the platform 7 is at the rear end thereof, there being a step 19 at this end which is inclosed by the side and rear end wall of the car, and a sliding door 21 operating between said end wall and the rear end of the railing 12. This door slides to open position alongside the railing and is operated by a hand lever 22 located at the conductor's station, said hand lever having a link connection with the door. At the front end of the platform 7 is a step 23 and a sliding exit door 24 similar to the door 21, said door 24 being located between the front end of the railing 12 and the front end wall of the car, and sliding to open position alongside the railing. This front door is operated by the motorman, a suitable actuating means being provided. At the front end of the car is a compartment 25 for the motorman which also serves as a passengers' smoking compartment, a door 26 being provided in order that access to the compartment may be had from the interior of the car. The compartment also has a side door 27, this door being on the opposite side from the door 24. At the rear end of the car, on the same side as the platform 7, and at the step 19, is a door 28. The doors 27 and 28 are emergency exits and when not in use will be kept closed, and locked.

The passengers enter the platform 7 at the rear end thereof, and pass into the car by the way of the passageway 15. Passengers leave the car by the way of the passageway 16 and the front end of the platform. The entrance and exit ends of the platform are separated by the hand rail 14. The entrance and exit of the passengers are therefore separate, and passengers can enter and leave the car without confusion or delay. The car is operated on the pay-as-you-enter plan, the location of the conductor's station adjacent to the doors 17 and 18 assuring the collection of all fares. The entrance end of the platform accommodates a number of passengers at one time who can enter the

car without delay, and the car can start and proceed while the passengers are passing, one after the other, thereinto, past the conductor. The platform is roofed over so that the waiting passengers thereon are not exposed to the weather.

We claim:—

1. A car having an entrance and exit opening on one side intermediate its ends and a passageway from said opening into the car, a platform extending along said side of the car, one end of the platform having an entrance and the other end an exit, a barrier extending across the platform and through the aforesaid opening into the passageway to divide the latter into entrance and exit passages, and a conductor's station at the barrier.

2. A car having an entrance and exit opening on one side intermediate its ends and a passageway from said opening into the car, a platform extending along said side of the car, one end of the platform having an entrance and the other end an exit, a barrier extending across the platform and through the aforesaid opening into the passageway to divide the latter into entrance and exit passages, doors for said passages, and a conductor's station at the barrier.

3. A car having an entrance and exit opening on one side intermediate its ends, seats arranged crosswise in the car on the

sides thereof to provide a center aisle, the row of seats on the aforesaid side of the car being interrupted to form a passageway which is in line with the aforesaid opening, a platform extending along that side of the car having the opening, one end of the platform having an entrance and the other end an exit, a barrier extending across the platform and through the aforesaid opening into the passageway to divide the latter into entrance and exit passages, and a conductor's station at the barrier.

4. A car having an entrance and exit opening on one side intermediate its ends and a passageway from said opening into the car, a platform extending along said side of the car, one end of the platform having a door controlled entrance, and the other end a door controlled exit, a barrier extending across the platform and through the aforesaid opening into the passageway to divide the latter into entrance and exit passages, and a conductor's station at the barrier.

In testimony whereof we affix our signatures in presence of two witnesses.

RYUJI SATO.
YASOJI SAITO.

Witnesses:

S. J. LEHRER,
H. G. BATCHELOR.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."