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SAFETY MEANS FOR ALIGHTING FROM AND ENTERING FAST MOVING CARS AND THE LIKE

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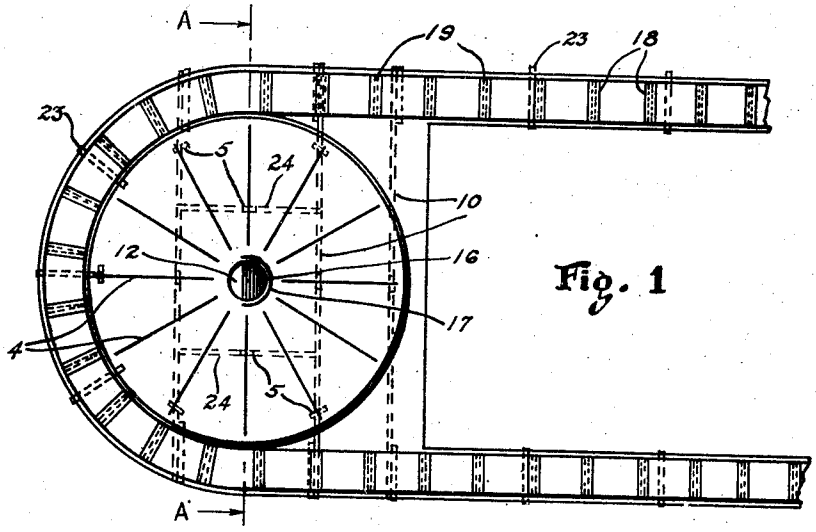



Fig. 1

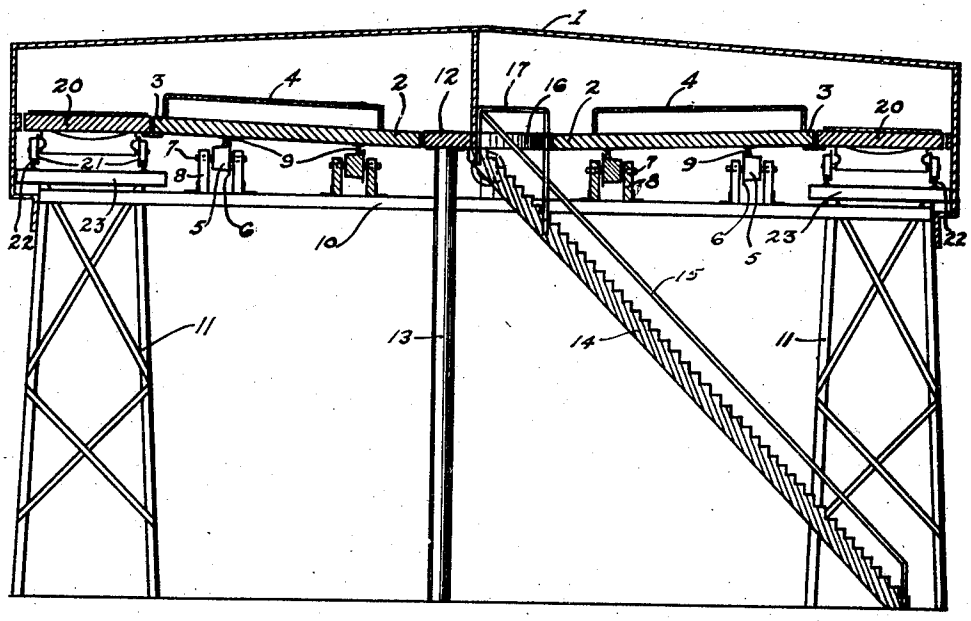



Fig. 2

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# UNITED STATES PATENT OFFICE.

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## SAFETY MEANS FOR ALIGHTING FROM AND ENTERING FAST-MOVING CARS AND THE LIKE.

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My invention relates to improvements in safety means for alighting from and entering fast moving cars, and the like.

It has for its object, among other things, to provide a simple, cheap, safe, economic and effective way of permitting persons on cars and the like to alight, and those off of it to enter fast moving cars while the train or vehicle carrying the passengers are moving at a fast rate of speed without the necssity of stopping, or scarcely halting their speed.

Other objects of the invention will hereinafter appear, and the novel features thereof will be specifically defined by the appended specifications and claims.

The invention is clearly illustrated in the accompanying one-sheet drawing which with the numerals of reference thereon form a part of the specification, in which,

Figure 1 is a plan view of the device, partially in section, showing the device and the track surrounding the same.

Figure 2 is an elevation sectional view of the device on the lines A—A of Figure 1.

Like characters of reference represent like parts in all the figures.

In the drawing 1 designates the housing of the device; 2 the inner portion of the rotating portion thereof, 3 the outer portion thereof, 4 the hand-railings leading from a space near the central stationary landing 12 to the periphery of the device near 3; 5 designates wheels, inverted, and on which device rotates, running on axles 7 mounted in standards 8 fastened to I-beams 10, on which wheels 5 the device runs, resting thereon by rails 9 therebelow, guided by flanges 6 on said wheels 5; 11 designates the trestles supporting the whole structure, except the stationary landing, and 12 the stationary landing supported by a vertical support 13; 14 designates the stairway, as one means of reaching the landing 12; 15 represents the railings along the stairway leading also to the opening 16 in landing which is partially surrounded by railing 17; 19 designates the abutting ends of the two cars, or between all cars, 18 a cover-plate thereover; 20 designates the platform or steps of the cars, riding on wheels 21 therebelow, on rails 22, on road-bed 23; 24 designates the cross-beams under said device joining to the I-beams 10.

It will be observed the platform 12 is stationary and is the first place entered by the passengers coming from the stairway 14, and the last place entered by passengers making their exit from the cars. The device rotates around this platform 12 with its inner edge 2 fitting closely thereto, the inner edge 2 rotates therearound slowly permitting the passengers to easily enter it from the stationary platform, while the outer edge 3 moves rapidly, and approximately and intendedly at the same rate of speed at which the moving car is traveling. The outer edge 3 is elevated more than the inner edge 2, tending to move the passengers seeking to enter the cars from the stationary landing towards the cars, and to make it possible, and easy for passengers entering into or alighting from the cars to do so without danger to themselves, or change of speed of the moving train or cars. The inner edge 2 moving slowly permits of passengers easily going to or from the stationary landing without inconvenience from changes of speed. The outer edge 3 fits closely to the steps or platform of the train or cars to be entered, or alighted from; the hand railings 4, a plurality of which is shown in Figure 1, are placed closer together near the stationary platform 2, and further apart from each other at their outer ends near the outer edge 3, on the principle of the spokes of a wheel.

The roadbed, rails and moving cars partially encircle the device so as to constantly throw the inner edges of the cars, entrances and exits to and from which are sought to be made, contiguous to the outer edge 3 of said device which while moving at approximately the same rate of speed of the train permit passing from one stairway to the other without little more inconvenience than walking on a level floor.

The means of rotating the device is not herein shown, as this can be accomplished by rotating means which are standard, and it is not claimed or desired to obtain a patent therefor herein.

One means, that of a stairway, of reaching the stationary landing is shown. That and other ways such as an elevator, inclined or grade walk, and the like, may also be used.

It will also be observed that the device is

held in place securely by the rails 9 therebelow contacting the wheels 5 and their flanges 6.

If desired the trestles supporting the device may be separate from the trestles supporting the road-bed, rails and train, thereby saving the device from the vibrations of the trains and cars running around the periphery of the device.

The invention, novel features of the device, and advantages will be apparent to those skilled in the art to which my invention relates and pertains, but it will be understood that any modifications and changes within the scope of the claimed invention may be made in the construction, operation and application of the invention without departing from the principle thereof, or sacrificing any of its advantages.

Having thus described the invention, what is claimed, and desired to be secured by Letters Patent, is:

1. Safety means for leaving and entering vehicles in motion, comprising a stationary platform, as described, a rotating platform therearound, guide-rails therebelow, flanged wheels adapted to fit and work thereon, up-right standards and supporting cross-arms and I-beams adapted to support the structure containing the whole.

2. Safety means for leaving and entering moving vehicles, comprising a stationary landing, as described, and means supporting same, a semi-circular opening in said landing, a stairway entrance thereto, a stairway, a circular platform rotating thereabout inclined downwardly from its periphery to its inner opening surrounding said landing, adapted to rotate on guide-rails thereunder on flanged wheels revolving on axles supported by up-right standards mounted on cross-beams; and I-beams and trestle-work supporting the whole, substantially as described.

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