

(No Model.)

D. F. CARVER & J. C. BRACKENRIDGE.

TERMINAL FOR RAILWAYS.

No. 578,626.

Patented Mar. 9, 1897.

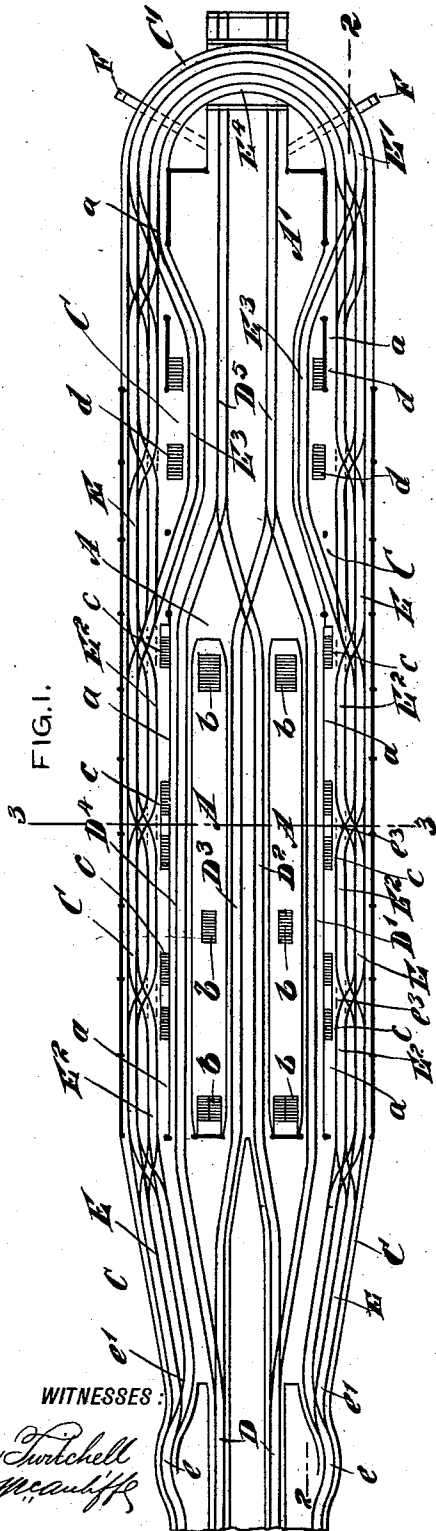


Fig. 1.

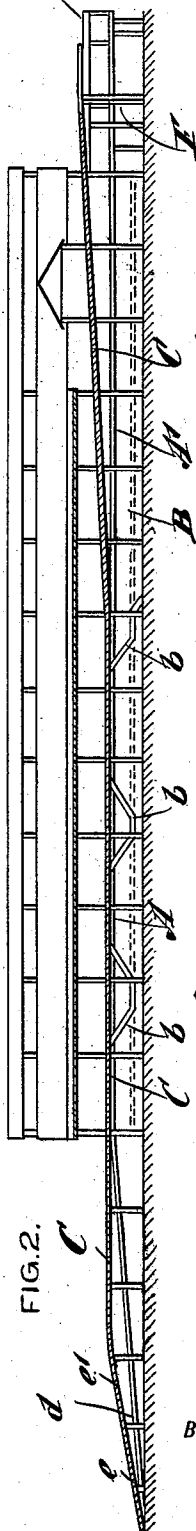


FIG. 2.

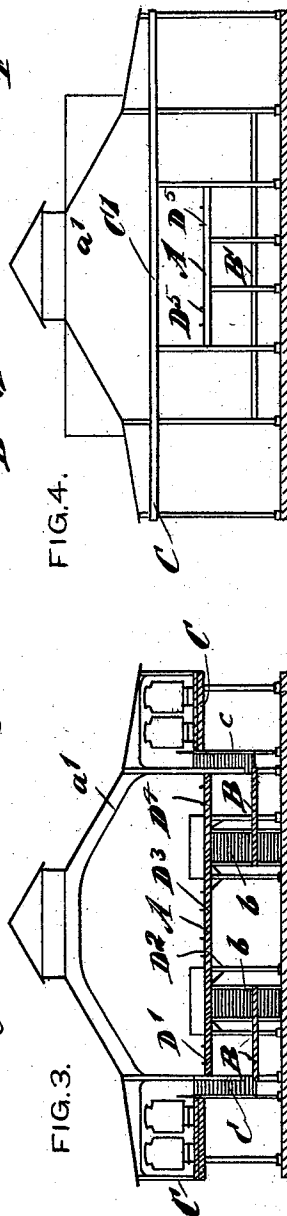


FIG. 4.

FIG. 3.

INVENTORS:

J. F. Carver
J. C. Brackenridge.

BY

Mumby
ATTORNEYS.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

DAVID FREDERICK CARVER, OF BROOKLYN, AND JOHN C. BRACKENRIDGE,
OF RICHMOND HILL, NEW YORK.

TERMINAL FOR RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 578,626, dated March 9, 1897.

Application filed November 11, 1896. Serial No. 611,725. (No model.)

To all whom it may concern:

Be it known that we, DAVID FREDERICK CARVER, of Brooklyn, in the county of Kings, and JOHN C. BRACKENRIDGE, of Richmond Hill, in the county of Queens, State of New York, have invented certain new and useful Improvements in Terminals for Railways, of which the following is a full, clear, and exact description.

The invention relates to terminals for pleasure-railways for summer resorts and for other railways or bridges; and the object of the invention is to economize material and space and yet provide for the convenient entrance and exit of a large number of passengers and the convenient and rapid handling of a large number of cars.

The invention consists in the novel features hereinafter described, and defined in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of a terminal embodying our invention. Fig. 2 is a sectional side elevation taken about on line 2 2 in Fig. 1. Fig. 3 is a transverse section on line 3 3 in Fig. 1, and Fig. 4 is a front view.

In constructing a terminal in accordance with our invention an elevated main platform A is provided, supported by suitable posts, and preferably the structure is inclosed at the sides of the platform A, as at *a a*, and covered, as at *a'*. Below the platform A galleries B are provided, which run around the front, as at B', (see Fig. 4,) and steps *b* or other ways for passengers lead from the platform A to the galleries B and the street or grounds. At each side of the main platform A and at about the same level an outside structure C is provided, continued around the front, as at C', and from it lead steps *c*, which open onto the galleries B. By this arrangement passengers going to and discharged from the outside structure C will not to any great degree become confused with or interfere with those going to or from the main platform A.

Leading to and from the main platform A are central main tracks D, which leave the

street-grade as they approach the terminal, as at *d*, and at the platform A there are provided for the main tracks switches or sidings D' D² D³ D⁴, and these in turn connect with a tail-switch D⁵.

Leading to the outside structure C are main tracks E, which also are elevated as they approach the terminal, as at *e*, and in order that the rise *e* may not obstruct wagons or pedestrians the said rising part *e* is given an outward curve to the side of the roadway, so that when it returns to the straight line it will be above the road-grade, as at *e'*. The main outside tracks E are connected by a loop E', so as to be continuous around the terminal outside of the main platform A, and in connection with the continuous tracks thus provided we provide a series of sidings or switches E², one in advance of the other, at the outside structure C and at the inside of the tracks E, said sidings connecting at both ends with the main track E to run into and out of the latter, and, further, a longer siding E³ is provided at each side of the terminal station, and these we run into the end A' of the platform A alongside of the tail-switch D⁵, stairs *d* being provided leading to the gallery B from the part A' of the platform A or to the street.

If preferred, the several sidings E² E³ may be joined, as at *e³*, to form a continuation of each other, and a second loop E⁴ may join the continuous side-tracks thus provided.

In order to leave the central tracks and switches unobstructed at all times, the outside structure C with its tracks is inclined at each side until the loop C' and its tracks are clear of such central tracks and the platforms A A'.

It will be seen that cars may successively enter the track E at one side, be transferred to a siding E², and several cars thus simultaneously unload their passengers, whereupon each will return to the main track E and enter a siding E² at the opposite side to take on passengers and proceed; or the cars may discharge the passengers and take on a load at the incoming side and then pass around the loop and proceed on the return trip, thus making but one stop. Thus a large number of cars may be handled with a minimum de-

lay and the passengers discharged and taken on with little confusion in a comparatively small space of ground.

5 To avoid obstructing the front of the terminal, the loop C' is supported at the angles by posts F, which are outside of the line and carry suitable girders for supporting the loop.

10 Having thus described our invention, we claim as new and desire to secure by Letters Patent—

15 1. A railway-terminal, comprising an elevated platform, galleries beneath the platform, passenger-ways leading to the platform and galleries, main tracks leading to the platform, sidings arranged in connection with the main tracks, a tail-switch beyond the said sidings, an outside elevated structure at each side of the platform, main outside tracks on said outside structure, a series of sidings arranged in connection with said outside main
20 tracks, connecting at both their ends with the latter, an additional siding along the above-

mentioned tail-switch, and an elevated loop connecting the outside tracks, and inclining to the main tracks, substantially as described

2. A railway-terminal, comprising central tracks and switches therefor, side-tracks outside of the same, a series of sidings for the side-tracks, and an elevated loop connected by inclines at each side of the central tracks and curved to leave the latter unobstructed, substantially as described.

3. A terminal for railways, comprising inside tracks having their complement of terminal switches, and outside tracks including a loop elevated above the inside tracks and their switches, and connected by inclines with the outside tracks, substantially as described.

DAVID FREDERICK CARVER.
JOHN C. BRACKENRIDGE.

Witnesses:

J. L. MCAULIFFE,
JNO. M. RITTER.