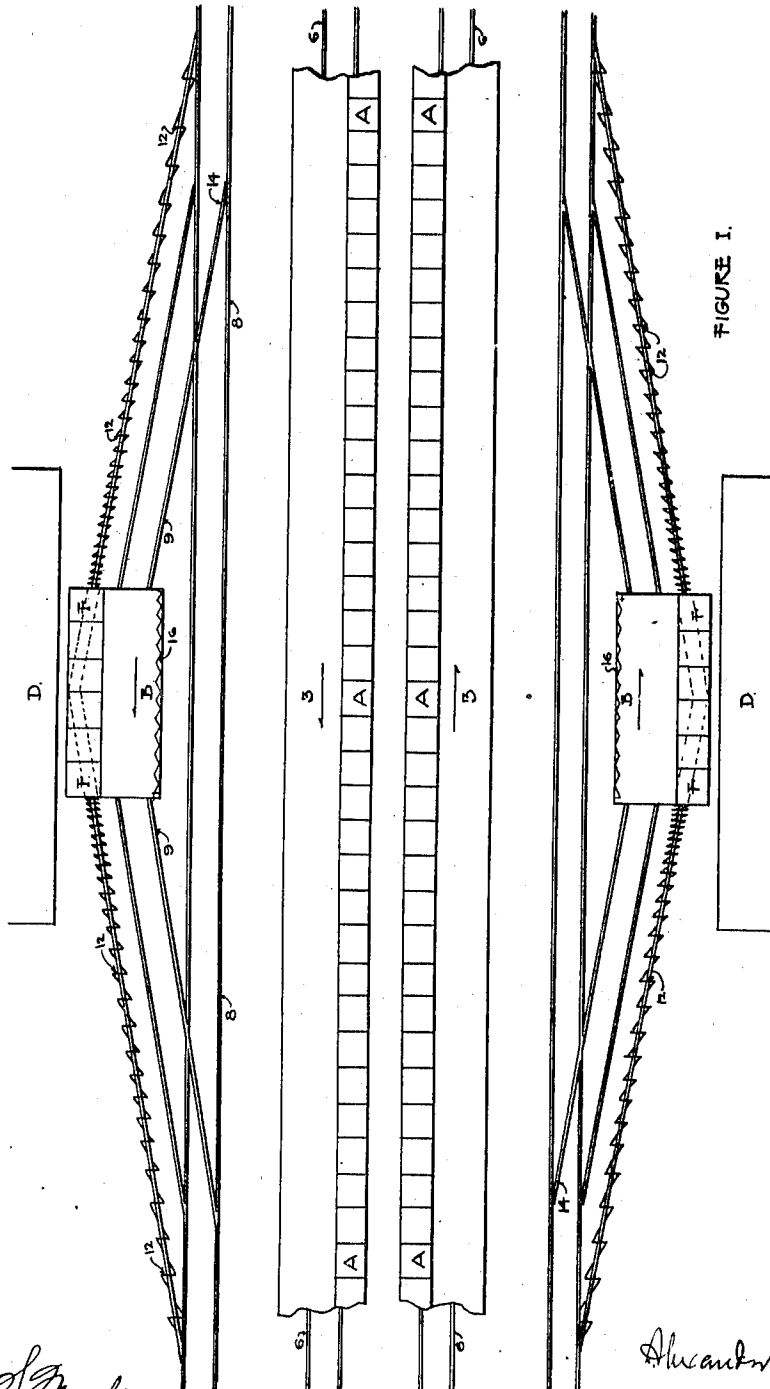


A. L. W. BEGG.
RAILWAY SYSTEM.
APPLICATION FILED SEPT. 3, 1912.

1,102,231.

Patented July 7, 1914.

4 SHEETS-SHEET 1.



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Harry D. Bremner

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4 SHEETS—SHEET 2.

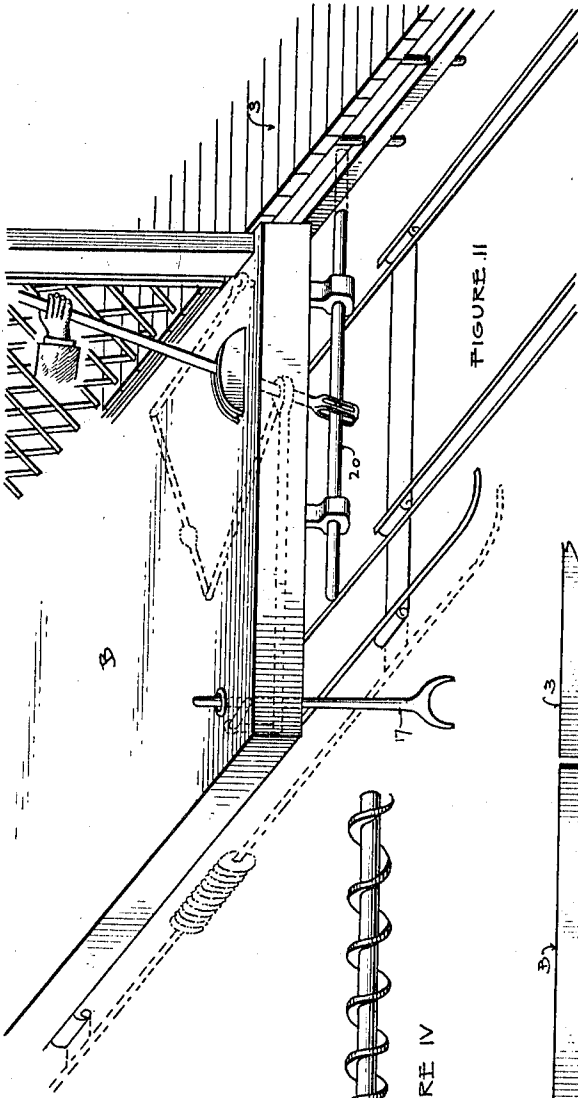


FIGURE II



FIGURE IV

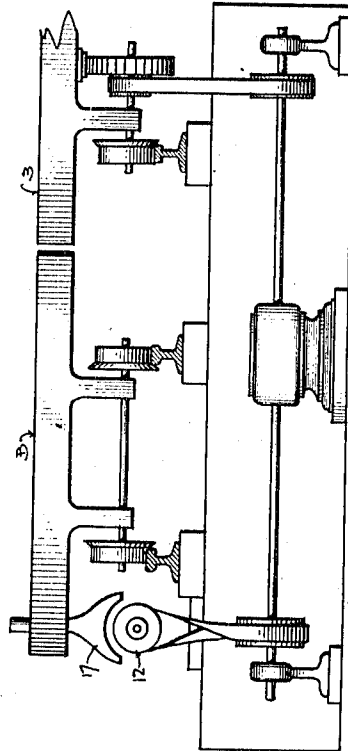


FIGURE III

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4 SHEETS-SHEET 3.

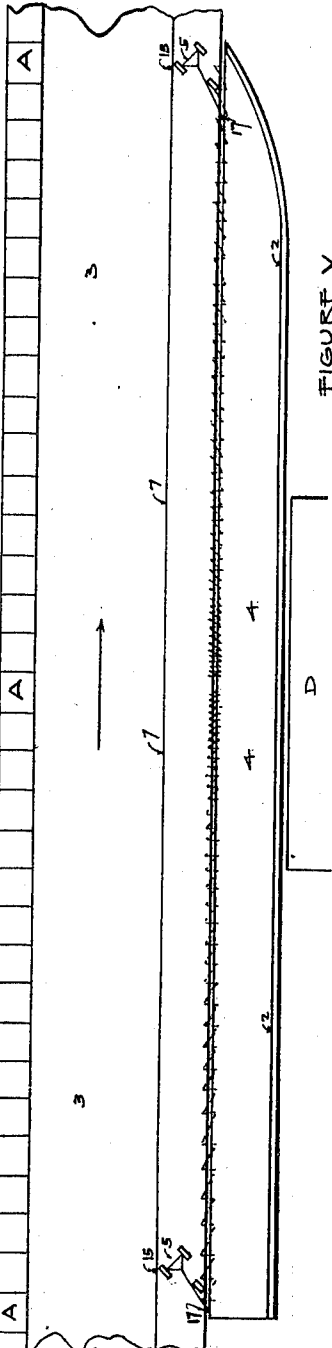


FIGURE V.

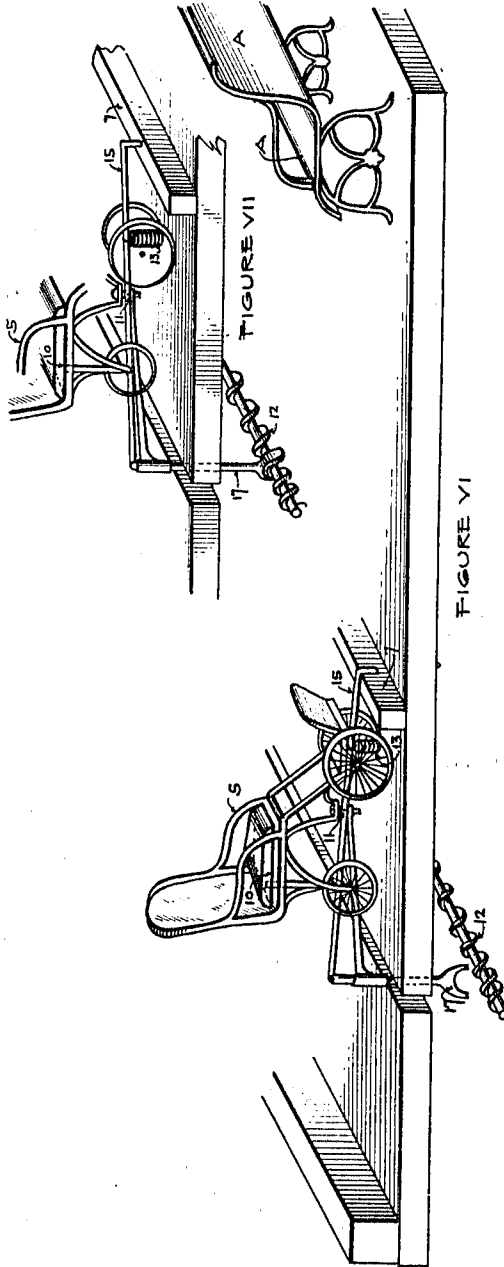


FIGURE VI.

FIGURE VII.

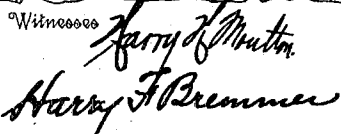
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1,102,231.

4 SHEETS--SHEET 4.



Alexander L. W. Beeg

UNITED STATES PATENT OFFICE.

ALEXANDER L. W. BEGG, OF NEW YORK, N. Y.

RAILWAY SYSTEM.

1,102,231.

Specification of Letters Patent.

Patented July 7, 1914.

Application filed September 3, 1912. Serial No. 718,272.

To all whom it may concern:

Be it known that I, ALEXANDER L. W. BEGG, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Railway Systems, of which the following is a specification.

My invention relates to improvements in systems of railways and has special reference to escalators or carriers.

The object of my invention is to provide a system which will transport from the ground or station to a fast moving carrier and from that carrier to the said station with comfort and safety and without the dangers incident to boarding while in motion.

Still further objects are simplicity and strength in construction, self-acting in operation, economical to build and run, durable and efficient.

With the above and other objects in view, the invention has relation to certain novel features of construction and operation, combination of elements and arrangement of parts, examples of which are described in the following specification and illustrated in the accompanying drawing wherein are shown one or more various possible embodiments of the several features of this invention.

Figure I is a general plan of the system showing going and coming carriers and both going and coming approaches to the carriers. Fig. II is a detailed view in perspective of certain working parts. Fig. III is a detail in section of other certain working parts. Fig. IV a side view of one of the parts. Fig. V is a plan of a slightly different embodiment and Figs. VI and VII detailed views of working parts of the last named embodiment. Figs. VIII—IX—X show a further modification.

Referring now to Fig. I, 3 is a carrier or continuous platform to run on track 6, with seats A. Parallel to track 6 is a track 8 which has switch 14. From station D to track 8 runs track 9 along the side of which and extending the whole length of same are screws 12. The threads of the screws are very close together or compressed at one end of same, that is, at the end nearest to the station D, and the distance between these threads gradually increases until they are very wide apart or extended at the other

end that is the end at track 8. Car B is equipped with gate 16 and seats F.

In Fig. II is bolt 20 and flange 17, which flange may be, and that preferably, at both ends of B, and to actuate switch 14 guide bar 21.

In Fig. III are shown belts connecting the power with carrier 3 and with screw 12 and Fig. IV shows the manner in which flange 17 engages screw 12.

Fig. V shows endless carrier 3 with, preferably a guard rail 7 throughout the whole length of same, a stationary approach 4 with a guard rail 2 thereon, curving at one end. Between carrier 3 and platform 4 and below both extends screw 12. Connecting with flange 17 is chair 5 through the opening between the carrier and platform 4.

In Figs. VI and VII the controlling device at rest and also ready for motion are shown respectively, seat 10 being connected by lever with flange 17 and catch 15 and both operated by weights 13.

A similar use of screw 12, but to change the direction of movement to one at right angles, is made by a Hadley screw in conjunction therewith, as in Figs. VIII—IX—X.

In action, entrance is made at D to car B through gate 16 and on the latter being closed, flange 17 engages screw 12 (see Figs. II and IV) resulting in an almost imperceptible motion, which develops through an ever increasing acceleration until a speed is attained equal to that of the carrier to which latter, that now being reached, it is attached and the gate opened (see Fig. II). When notice is given that a station is being approached seats A are vacated for F and the closing of the gate being followed by the operation of switch 14, flange 17 engages screw 12, and the car B being thereby retarded, it, by a positive and gradual reduction of speed comes to a standstill at station D.

In the embodiment shown in Fig. V on the approach to a station, seat A is vacated for chair 5, the passenger's weight lowering flange 17 and releasing catch 15 from guard rail 7 (see Fig. VII). When the flange 17 is retarded the chair 5 is drawn upon platform 4 upon which it is guided by a constantly lessening degree of acceleration till station D is reached. The passenger arising from chair brings it to a dead stop and it remains at rest until again occupied. By

this renewed occupation flange 17 is brought to engage screw 12 which proceeds by a constantly increasing speed, and near to the end of platform 4 it is guided by the guard 2 upon the carrier to the speed of which latter it has then attained and it becomes attached by catch 15.

As many changes could be made in the above construction such as that the screw would be located above the car instead of below as shown, or that the approach would start from below the carrier or that discharge and loading to and from the carrier would be made from above the said carrier or that the carrier would be curved instead of straight or ascend inclines or the reverse instead of on the level, and other widely different embodiments of this invention could be made without departing from the scope thereof, it is intended that all matter contained in the above description, or shown in the accompanying drawing, shall be interpreted as illustrative and not in a limiting sense.

Having described my invention what I claim as new and desire to secure by Letters Patent is:

1. In a device of the character described, in combination, a traveling passenger car-

rier, a landing, a rotatable screw provided with threads of varying pitch, and means actuated by said screw for transporting passengers between said carrier and said landing.

2. In a device of the character described, in combination, a traveling passenger carrier, a landing, an auxiliary passenger carrier for conveying passengers between said landing and said traveling carrier, and a rotatable screw provided with threads of varying pitch operatively connected to said auxiliary carrier to actuate the same.

3. In a device of the character described, in combination, a traveling passenger carrier, a landing, an auxiliary passenger carrier for conveying passengers between said landing and said traveling carrier, and a rotatable screw provided with threads of varying pitch operatively connected to said auxiliary carrier to actuate the same, the pitch of said threads increasing as their distance from the landing increases.

In testimony whereof I affix my signature in presence of two witnesses.

ALEXANDER L. W. BEGG.

Witnesses:

MAY M. FINNEYS,
W. R. WOMBLE.