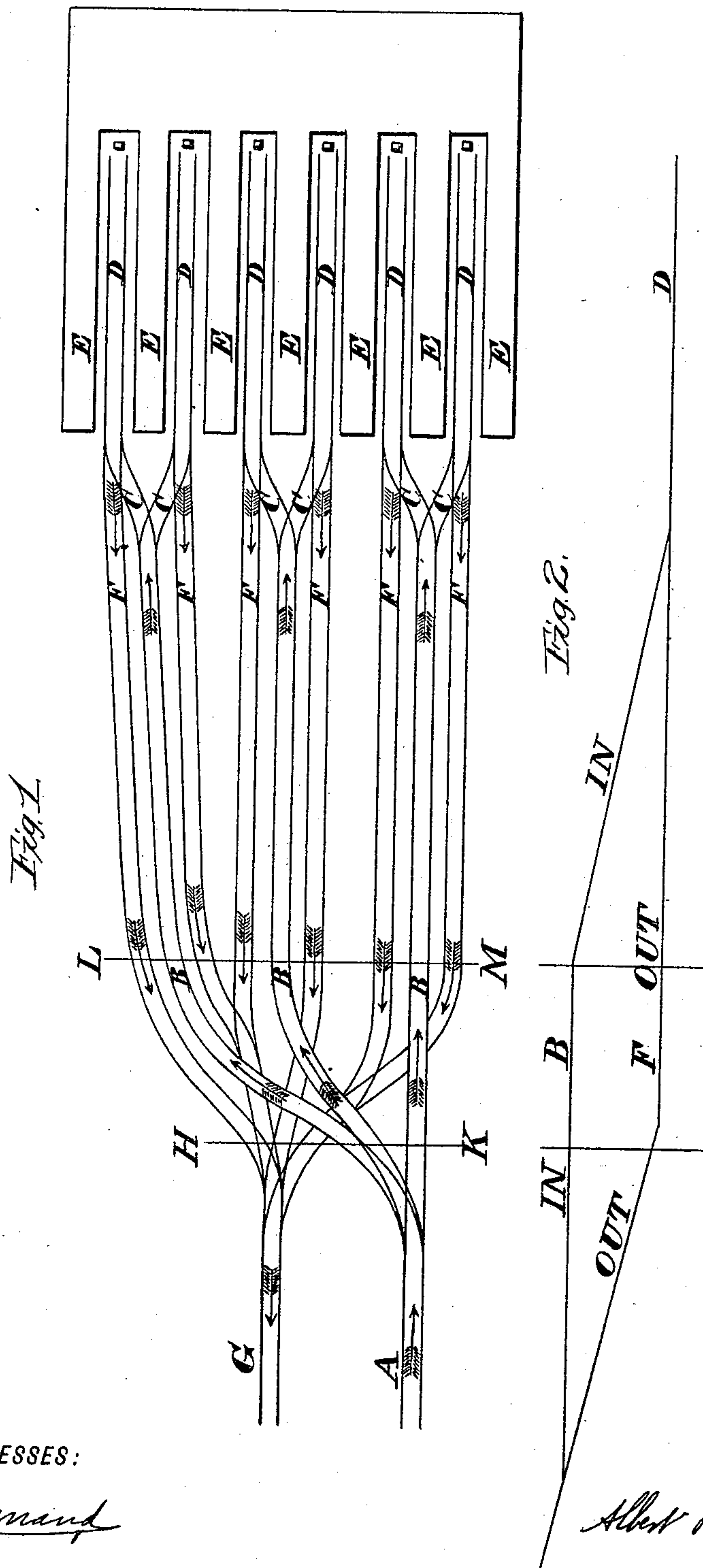


(No Model.)

A. P. MASSEY.
TERMINAL STATION FOR HANDLING RAPID TRANSIT PASSENGER TRAFFIC.
No. 459,855. Patented Sept. 22, 1891.



WITNESSES:

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ALBERT P. MASSEY, OF WATERTOWN, NEW YORK.

TERMINAL STATION FOR HANDLING RAPID-TRANSIT PASSENGER TRAFFIC.

SPECIFICATION forming part of Letters Patent No. 459,855, dated September 22, 1891.

Application filed January 12, 1891. Serial No. 377,569. (No model.)

To all whom it may concern:

Be it known that I, ALBERT P. MASSEY, a citizen of the United States, residing in the city of Watertown, in the county of Jefferson and State of New York, have invented a new and useful Improvement in Terminal Stations for Handling Rapid-Transit Passenger Traffic, of which the following, taken in connection with the accompanying drawings, is a specification.

The object of my invention is to connect a series of tracks on which trains of cars may be unloaded and loaded with an incoming track and an outgoing track in such a way that outgoing trains from any of the loading-stations may reach the main outgoing track without crossing any of the incoming tracks, thus removing the greatest source of danger from running trains in rapid succession.

Figure 1 is a plan of the arrangement of tracks and platforms for a terminal station. Fig. 2 is a profile of the tracks.

In the drawings, A is the main incoming track.

B B B are primary branches of the incoming track.

C C C are secondary branches of the incoming track.

D D D are tracks between platforms E E E, where passengers may leave or enter the cars.

F F F are outgoing tracks, which unite by proper switches with the main outgoing track G. All the incoming tracks or branches for a certain distance included between the lines H K and L M are carried on a level sufficiently above the outgoing tracks, between the same lines, to allow the outgoing trains to pass under the structure or bridge that carries the

incoming tracks at that place. Therefore incoming trains may be passing on the upper level directly over outgoing trains that may be passing on the lower level. From the line L M the incoming tracks B B B have a descending grade until they reach the level of the outgoing tracks at the platforms E E E. These platforms are arranged on both sides of the terminal tracks, so that passengers may leave the cars on one side while others are entering from the other side.

It may be seen from the above description that all incoming trains approach the terminal station on a higher level than the outgoing tracks, and after having crossed the outgoing tracks they are then brought down to the lower level at the loading-platform. From there they may depart on the outgoing tracks and pass under the incoming trains without interfering with them in any way.

What I claim as new, and desire to secure by Letters Patent, is—

In rapid-transit passenger service, a terminal station composed of a series of tracks and platforms arranged alternately, combined with incoming tracks passing either under or over the outgoing tracks before reaching the tracks between the loading-platforms, so that no outgoing train can cross the track of an incoming train, substantially as set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 10th day of January, A. D. 1891.

ALBERT P. MASSEY.

Witnesses:

HENRY W. BOYER,
MICHAEL J. MORKIN.