

Inter-Floor Transportation by the d'Humy Motorramp System

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The d'Humy motorramp system offers unusual advantages in inter-floor transportation in multi-story buildings, and may be applied to factories, warehouses and sales and service buildings. The d'Humy ramps occupy very little more space than elevators, yet they offer the obvious advantages of ramps for travel between floors.

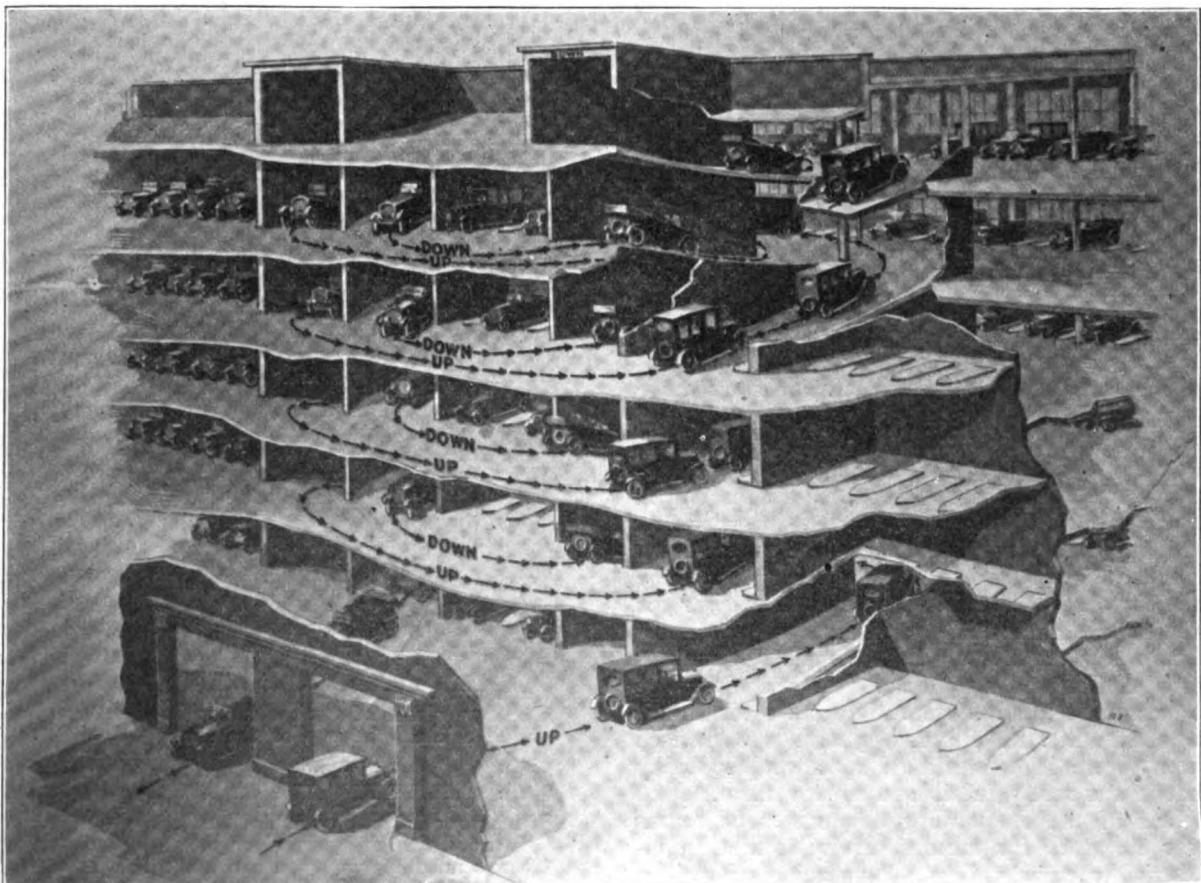
The basis of the d'Humy idea is the use of a staggered floor construction which, of course, is a radical departure in building construction; but there are no disadvantages in its uses and any ordinary type of building construction may be employed without any change. All floors are level, and no special types of fittings are necessary as would be needed in the case of various forms of slanting floor buildings that have been suggested from time to time.

The economy of the system lies in the fact that since the floors are staggered, ramps of half the usual length are required for transportation from floor to floor. This in itself is a big advantage over the usual ramp design. Long ramps are clumsy and awkward to handle in most buildings, but by reducing the length by half the flexibility of arrangement is enormously increased.

The application of the system to factories offers interesting possibilities, for it is feasible to run loaded motor trucks directly to any part of the building or, if this is not desirable, small industrial trucks with or without trailers may be so employed. In automobile production this type of ramp makes it feasible to roll cars from floor to floor as they progress in their assembly.

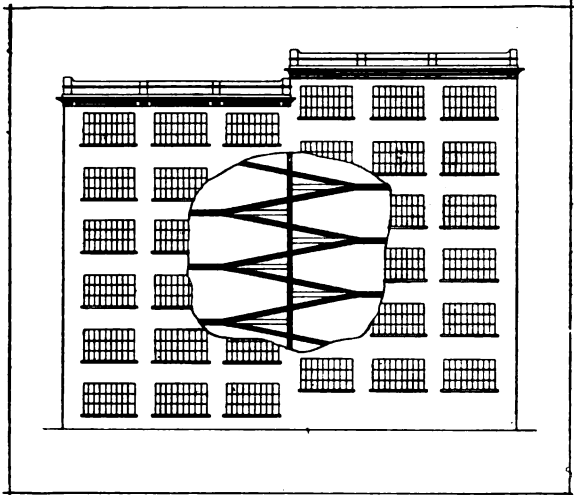
In warehouses and in stockrooms the system is advantageous in that it makes it economically possible to run motor trucks or industrial trucks to any part of the building, thereby facilitating loading and unloading.

This ramp design is specially applicable to automotive sales and service buildings of all sorts. The shortness of the ramps makes their use in these buildings particularly economical since the ramps take the place of the usual connecting passageways between the main car aisles. Such passages are necessary in the ordinary type of building anyway. Consequently, the d'Humy ramp system is as economical of space as an elevator system. The short ramps naturally are safer to negotiate on the principle that a long hill is more dangerous than a short one. It offers



The d'Humy Motorramp System In Operation.

the same flexibility that elevator construction offers, since it may be compactly arranged as compared with the usual system. The conventional method of arranging the d'Humy ramp is to place the ramps one over the other so that a vehicle in passing up or down describes the path of a helix. The system is quickly applicable to a single or double ramp construction. If separate passages are desired for up and down travel, it is merely necessary to place a second helix around the first one. It is not necessary in doing this to change the design in any way, nor is the space occupied by the ramp on the larger helix any greater than that of the smaller. This is in marked contrast to the other types of helical ramp designs wherein the outside helix is much larger in diameter than the inside one. The difference in favor of the d'Humy ramp, in this



End Elevation of Building Using the d'Humy System.

respect, is due to the fact that the car aisles are used for part of the travel of the car, whereas in the true helical system the floor has a continuous slope.

The manufacturers of various types of industrial tractors and industrial trucks state that their vehicles are capable of pulling a load up a 10 to 15% grade without difficulty, and that they are, therefore, suitable for use in connection with the d'Humy motoramp system.

The interest that these manufacturers have displayed in the d'Humy system is perhaps the best evidence of its availability for factories. A factory that has both industrial trucks and elevators has two forms of transportation within its walls. It is an anachronism that in order that an industrial tractor or truck may be moved from floor to floor it must submit to being carried by an elevator. The vehicle possesses the power for free movement but is prevented from using this ability in ascending or descending. The makers of industrial trucks and tractors have long looked to the ramp as the ultimate solution of this handicap but until the d'Humy system was devised ramps were so wasteful of space and so balky that it was rarely feasible to employ them.

One of the outstanding advantages of ramps over elevators for factory service is that an industrial tractor hauling a long string of trailers may be employed, whereas with elevator inter-floor transportation it is not so feasible to em-

ploy a long train because of limitations imposed by the elevator length, or rather, shortness.

The patents of the d'Humy motoramp system are owned by the Ramp Buildings Corp., 50 Church street, New York. The plan is to sell license rights to individuals or companies wishing to use this system of construction. The charge for the system, including consulting services, is based on the principle of square footage in the building. The company maintains a complete staff of engineers who are imminently qualified, not only to aid in the application of the system to any building, but also to produce the layout which will be found most advantageous in conjunction with the system. The men actively interested in the company have had extensive experience in engineering and construction work.

Who Owns the Mississippi River?

A number of years ago a poem by Douglas Malloch was printed in the *American Lumberman*, which answered this situation aptly. As poetry it is not much, but as logic it is good. It reads as follows:

TO WHOM DOES THE RIVER BELONG?

The river belongs to the Nation,
The levee, they say, to the State;
The Government runs navigation,
The Commonwealth, though, pays the freight.
Now here is the problem that's heavy,
Please which is the right or the wrong?
When the water runs over the levee,
To whom does the river belong?

It's the Government' river in summer
When the stage of the water is low,
But in spring, when it gets on the hummer
And starts o'er the levee to flow,
When the river gets suddenly dippy,
The State must dig down in its till
And push back the old Mississippi
Away from the farm and mill.

I know very little of lawing,
I've made little study of courts,
I've done little geeing and hawing
Through verdicts, opinions, reports;
Why need there be anything more said
When the river starts levees to climb?
If the Government owns the aforesaid,
It must own it all of the time.

If the bull you are leading should bellow
And jump over somebody's fence,
There isn't a doubt you're the fellow
Expected to bear the expense.
If it follows a Sunday school teacher
And chases the maid up a tree,
You're the owner the same of the creature,
Undoubtedly all will agree.

If some time should somebody's chickens
Get into your garden and dig
And pull up the plants like the dickens,
Or somebody's bull pup or pig
The owner thereof cannot blame it
On you or some party remote,
The owner thereof can't disclaim it,
The chicken, the pup or the shoat.

If it's your Mississippi in dry time,
It's yours, Uncle Sam, when it's wet,
If it's your Mississippi in flood time,
In flood time it's your river yet,
There's no other way you can make it,
And so when I give the alarm,
Come get your darned river and take it
Away from my timber and farm.