

RAMP BUILDINGS CORPORATION

Inclined Driveways Within Buildings

50 Church Street
NEW YORK, N. Y.

Products and Services.

The D'HUMY SYSTEM OF RAMP CONSTRUCTION for garages, service buildings, factories, warehouses, etc., where it is desirable to drive automobiles and motor trucks or industrial tractors under their own power from floor to floor.

This system is thoroughly protected by basic patents owned by this corporation. The basis of charge for the use of the system is a percentage of the savings effected through its use.

The engineers of this company will gladly co-operate with architects and engineers in the design of structures utilizing the D'HUMY SYSTEM to meet any requirement. (Literature on request.)

d'Humy System of Ramp Construction.

Briefly, the d'Humy system is best described as a staggered floor construction, the building being divided into two vertical sections by a dividing wall (Figs. 1 and 2), the floors in one of the sections being halfway between the floors in the other section (Fig. 2). Each floor in each section shows 2 rows of storage spaces or stalls facing a common aisle (this arrangement may be modified according to conditions). The storage spaces may be separated from each other in any suitable manner.

Separate curvilinear ramps for both ascending and descending traffic (Figs. 1 and 2) connect the floors of one section of the building with those of the other section. These ramps are preferably located in the center of the building as shown in Fig. 1, as this arrangement requires the minimum of space for interfloor travel, and makes it possible to use the aisles for storage purposes without interfering with said interfloor travel.

Vehicles entering at ground level pass along an aisle to a ramp leading to the first floor of the next section, which is one-half story higher, then ascend a ramp inclined to the next higher level in the opposite section of the building, and so on up, rising a half story each time. Traffic originating at the upper floor is conducted downward in a similar manner along a separate set of

ramps (the latter set being recommended only where the amount of traffic requires it).

d'Humy System versus Ordinary Ramps.

Ordinary types of ramp construction have been found unsatisfactory because of the large area of floor space required by vehicles in passing from the upper end of one ramp to the lower end of the next and vice versa. Moreover, with the ordinary ramp construction, incoming and outgoing traffic seriously conflicts, and to avoid this condition, ramps would have to be unduly wide, seriously reducing the usable or rentable area.

The d'Humy system allows vehicles to be brought to their storage spaces in considerably less time than would be required by use of an elevator, in fact, it eliminates elevators, except those for passenger transportation.

The d'Humy system allows numerous vehicles to be driven to and from their storage spaces simultaneously without interfering with each other and provides a minimum of space for interfloor travel.

By means of the d'Humy system, motor trucks or industrial tractors can run to the necessary floor and deposit their loads where needed or they can be loaded in the building and merchandise carried direct to point of delivery, a remarkable saving over old methods.

The d'Humy system decreases building cost to a considerable extent or increases the usable or rentable area. The extreme economy and high efficiency of this system are exemplified as follows:

(1) A garage recently constructed, having a housing capacity of 600 cars, has ordinary ramp construction. The building cost about \$500,000. Had the d'Humy system been used, the same number of cars could have been handled, even more efficiently, in a smaller building costing about \$430,000, a saving in building cost of about 14% or \$70,000, not including the saving in building operation.

(2) A notable garage in New York embodies the ordinary ramp system and accommodates a trifle under 100 cars per floor. Had the d'Humy system been used, each floor could have been arranged so as to accommodate over 130 cars, with a better arrangement of aisles and equally good provision for entrance and exit. This would have increased the gross revenue of the building by more than 30%.

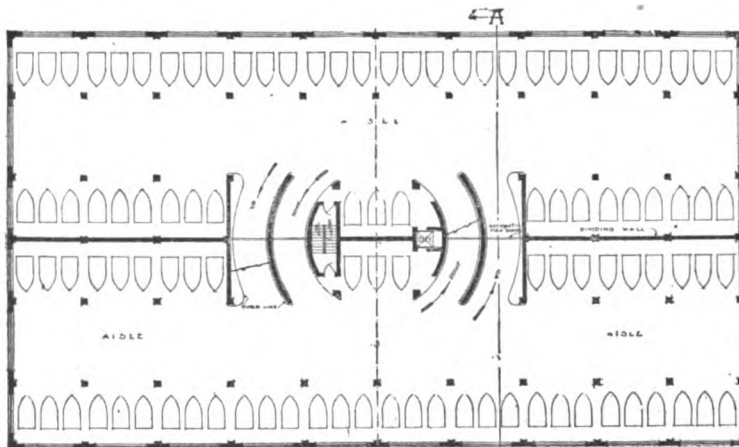


Fig. 1

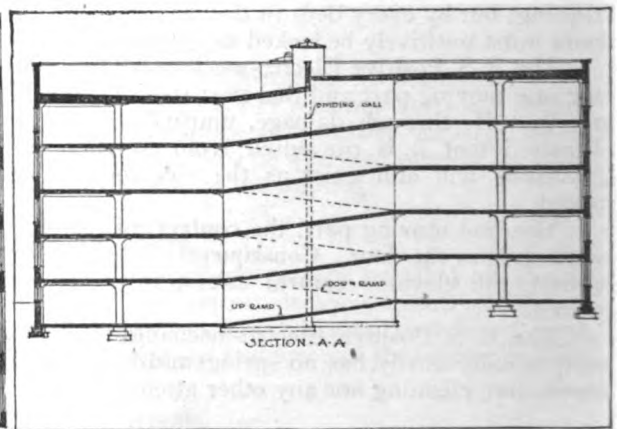


Fig. 2

TYPICAL PLAN AND SECTION OF BUILDING UTILIZING THE D'HUMY SYSTEM OF RAMP CONSTRUCTION

Illustrating the plan that is applicable to a majority of buildings. Other arrangements of aisles and ramps can be made for buildings of irregular shape