

(No Model.)

A. M. HEWLETT.
ARCHED STREET CROSSING.

No. 466,905.

Patented Jan. 12, 1892.

Fig. 1.

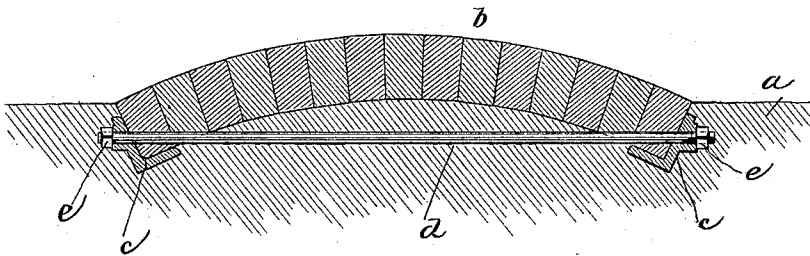
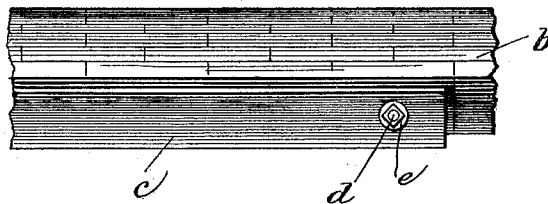


Fig. 2.



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ARCHED STREET-CROSSING.

SPECIFICATION forming part of Letters Patent No. 466,905, dated January 12, 1892.

Application filed August 20, 1891. Serial No. 403,251. (No model.)

To all whom it may concern:

Be it known that I, ALFRED M. HEWLETT, a citizen of the United States, residing at Kewanee, county of Henry, State of Illinois, have invented certain new and useful Improvements in Arched Street-Crossings, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a vertical cross-section, and Fig. 2 is a side elevation, of a portion of the crossing as it would appear if it were removed from its bed.

My invention relates to arched street-crossings; and the object of my invention is to provide an economical and durable arched street-crossing for country towns, villages, or cities having unpaved streets.

My object is to provide a crossing for towns having unpaved streets, in the construction of which it will not be necessary to go to the expense of building stone abutments, and which will in other respects be simple, cheap, and durable. I accomplish my object as hereinafter specified, and as illustrated in the drawings.

That which I regard as new will be pointed out in the claim.

In the drawings, *a* indicates the street, and *b* the arched crossing. The crossing *b* is composed of blocks of brick, stone, or wood, which are arranged to form an arched crossing, as shown. The ends of the arch are supported by angle-irons *c*, which are of such shape that they will be adapted to receive the end blocks of the arch and extend longitudinally on each side of the crossing. The angle-irons *c* may consist either of a single continuous piece at each side of the crossing or may consist of a number of pieces suitably arranged at the sides of the crossing. The angle-bars are set

in the ground at such a depth that the edges of the crossing will be about upon a level with the surface of the street, and the ground under the crossing is curved to correspond with the curve of the arch, so that it will aid in supporting the crossing.

d indicates a tie-rod, which connects the upwardly-extending portions of the angle-bars at opposite sides of the crossing. The tie-rods are secured in place by nuts *e*, which are adapted to screw upon the ends of the rods, whereby the rods may be tightened in place. The tie-rods are secured to the upwardly-extending portions of the angle-bars as high up as possible, so that they will tend to prevent spreading of the bars or bending outward of the upwardly-extending portions of the bars. This materially increases the strength of the crossing, as the greater part of the strain bears upon the upwardly-extending portions of the angle-bars. By this construction my improved arched crossing may be placed quickly in any street, as it is not necessary that any foundation be laid, and very little preparation is necessary to prepare the street for the crossing. It also forms a very durable and economical crossing.

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

A crossing for streets, consisting of the series of blocks *b*, arranged to form an arch, the parallel angle-irons *c*, extending across and embedded in the street and receiving the end blocks of the arch, and the tie-rods *d*, extending through the angle-irons for clamping the latter against the end blocks of the arch, substantially as described.

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Witnesses:

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