Jan. 16, 1923. 1,442,360.

G. W. PRICE ET AL.

MEANS FOR ACCELERATING TRAFFIC.

FILED AUG. 24, 1922.

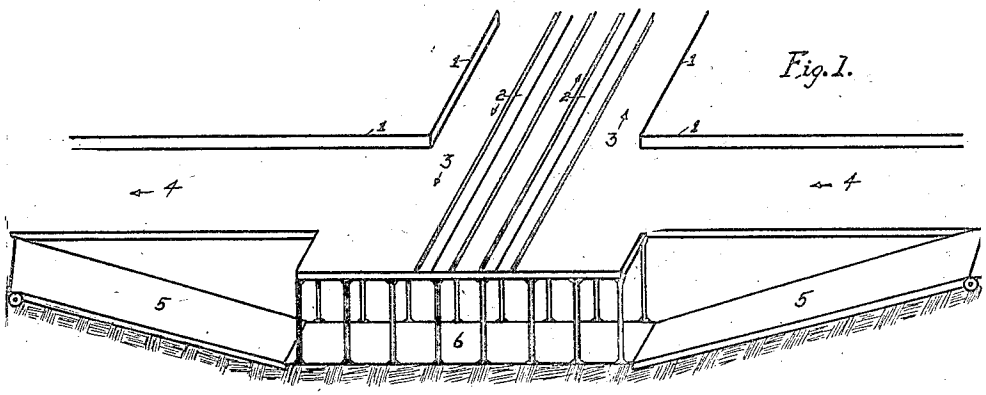


Fig. 1.

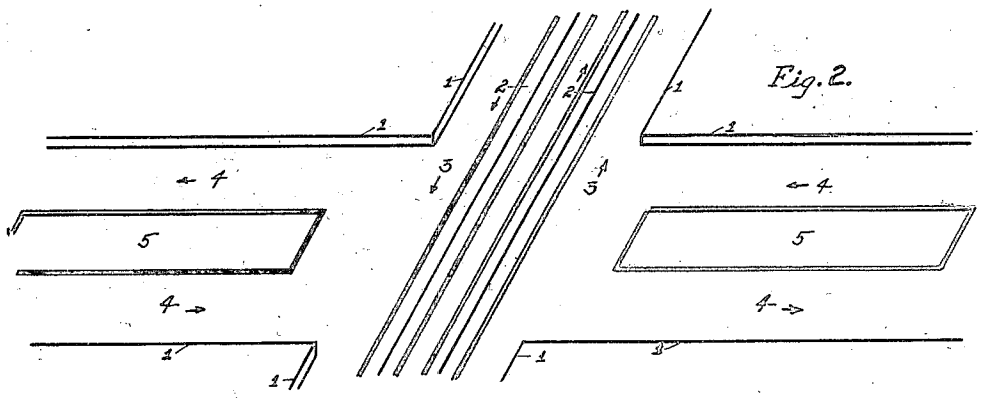


Fig. 2.

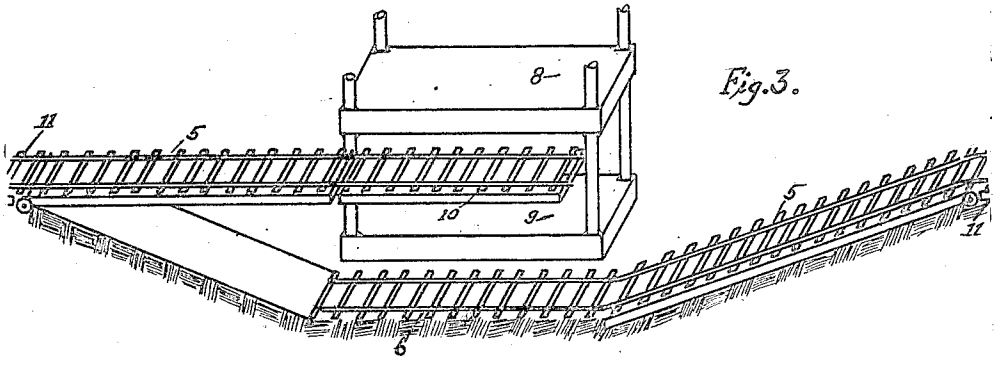


Fig. 3.

Inventors

George Washington Price

Albert Henry Orrok

Patented Jan. 16, 1923.

UNITED STATES PATENT OFFICE.

GEORGE WASHINGTON PRICE AND ALBERT HENRY ORROK, OF BROOKLYN, NEW YORK.

MEANS FOR ACCELERATING TRAFFIC.

Application filed August 24, 1922. Serial No. 584,043.

To all whom it may concern:

Be it known that we, GEORGE WASHINGTON PRICE and ALBERT HENRY ORROK, citizens of the United States, residing at Brooklyn, in the county of Kings, State of New York, have invented a new and useful Means for Accelerating Traffic, of which the following is a specification.

This invention relates to means for handling traffic and more particularly to improvements in roadways and the like to increase the traffice-handling capacity thereof.

A feature of the invention consists in the provision of a plurality of superposed levels in a section of the roadway and of a shiftable section or table at one or both ends to connect the single-level portions of the roadway with any one of the superposed levels at will. The term roadway may refer either to a highway or to a railroad.

According to one form of the invention, one of two roadways crossing at grade may be provided with an additional level with a sufficient clearance between it and the main roadway for the vehicles to be accommodated and with shiftable sections or tables which may serve as parts of the main roadway or may be shifted into connection with the additional level so that traffic may be directed along the additional level and carried past the other roadway without interference with the traffic on the latter.

According to another form of the invention, superposed tracks and platforms may be provided at railroad stations or the like and also shiftable tables to cooperate with the track on any one of said levels to connect it with single-level tracks at one or both ends of the station. By this arrangement it is made possible to handle more trains at the station, and to enable one train to pass another without taking up any more room laterally than would be done by a single track.

Other features and advantages will hereinafter appear.

In the accompanying drawings,

Figure 1 is a view, partly in section, showing the invention applied to one of two roadways at a crossing, the movable tables being lowered to direct traffic under the cross roadway.

Figure 2 is a view similar to Figure 1 but showing the complete crossing.

Figure 3 is a view illustrating the invention as applied to a railroad station having tracks on different levels.

In Figure 1 are shown curbs 1 bounding the roadways and car tracks 2 on a roadway 3 crossing a second roadway 4 at grade. In order that rush-hour traffic may flow continuously along roadway 3, roadway 4 is provided with shiftable tables 5 positioned at convenient distances from and on opposite sides of roadway 3 and so mounted that, when desired, they may be shifted from their positions flush with roadway 4 to the positions shown in Figure 1 to divert traffic to the lower level or supplementary roadway 6. This enables through traffic on both roadways to be carried on without interference. Inasmuch as the tables 5 take up only part of the width of the roadway 4 vehicles may be turned from one roadway into the other when desired.

Preferably the tables 5 are, as indicated in Figure 1, pivoted at their outer ends adjacent the level of the main roadway 4. This showing is, however, merely illustrative and the changing of the level in use may be effected in any suitable manner. The arrangement of levels may also be changed. To shift the tables use may be made of suitable mechanism operated by electric, hydraulic, or other power. Use may also be made of counterweights.

In Figure 3, the invention is illustrated as applied to a railroad or subway station having upper and lower platforms 8 and 9 associated with upper and lower tracks or levels 10 and 6, respectively. Shiftable tables 5 enable trains on tracks 12 to load and unload at either of the platforms, thus rendering it possible to handle a greater amount of traffic than would otherwise be possible.

This form of the invention may be used as follows: Assume that a train from the left (Figure 3) has been directed by the left hand table 5 to the track or level 6. While the train on the lower level is being unloaded and loaded, the left hand table 5 may be swung to its upper position, as shown in Figure 3, and the next train may be run in on track 10. While the second train is being unloaded and loaded, the first train may be run out over the right hand table 5, positioned as shown in Figure 3. This operation may be repeated indefinitely

or the tables may be shifted for other purposes such, for example, as to enable one train to pass another.

Variations may be resorted to within the scope of the invention, and portions of the improvements may be used without others.

Having thus described our invention, we claim:

1. The combination with two single-level roadway sections, of an intermediate two-level section and tables at the ends of the intermediate section shiftable to connect the single-level sections to either the upper or the lower level of the intermediate section.

2. The combination with two single-level sections of a roadway, of an intermediate section having two levels, one of which is level with the single-level sections, and tables at the ends of the intermediate section shiftable to connect the single-level sections to either the upper or the lower level of the intermediate section.

3. The combination with two single-level roadway sections, of an intermediate two-level section, the upper of the two levels being level with the single-level section at one end of the intermediate section, and tables at the ends of the intermediate section shiftable to connect the single-level sections to either the upper or the lower level of the intermediate section.

4. The combination with two single-level roadway sections, of an intermediate two-level section, each of said single-level sections being level with one of the levels of the two-level sections, and tables at the ends of the intermediate section shiftable to connect the single-level sections to either the upper or the lower level of the intermediate section.

5. The combination with a roadway, of a second roadway crossing the first at grade and having an additional level at the crossing, traffic-shifters, one at each end of the additional level, shiftable to positions flush with the main portion of the second roadway or to positions to connect the ends of the additional level to the main portion of the second roadway to cause traffic on the second roadway to cross the first roadway but at a different level.

6. The combination with a roadway, of a second roadway crossing the first at grade and having an additional level at the crossing, and tables at the ends of the additional level hinged at their outer ends adjacent the surface of the second roadway to be swung into position to direct traffic on the second roadway across the first roadway at grade or into position to cross along the additional level.

7. The combination with a single-level roadway, of a two-level extension thereof, and a shiftable table between said roadway and said extension and mounted for movement to a position to connect the single-level roadway with the upper level or to another position to connect the single-level roadway with the lower level.

GEORGE WASHINGTON PRICE.
ALBERT HENRY ORROK.