

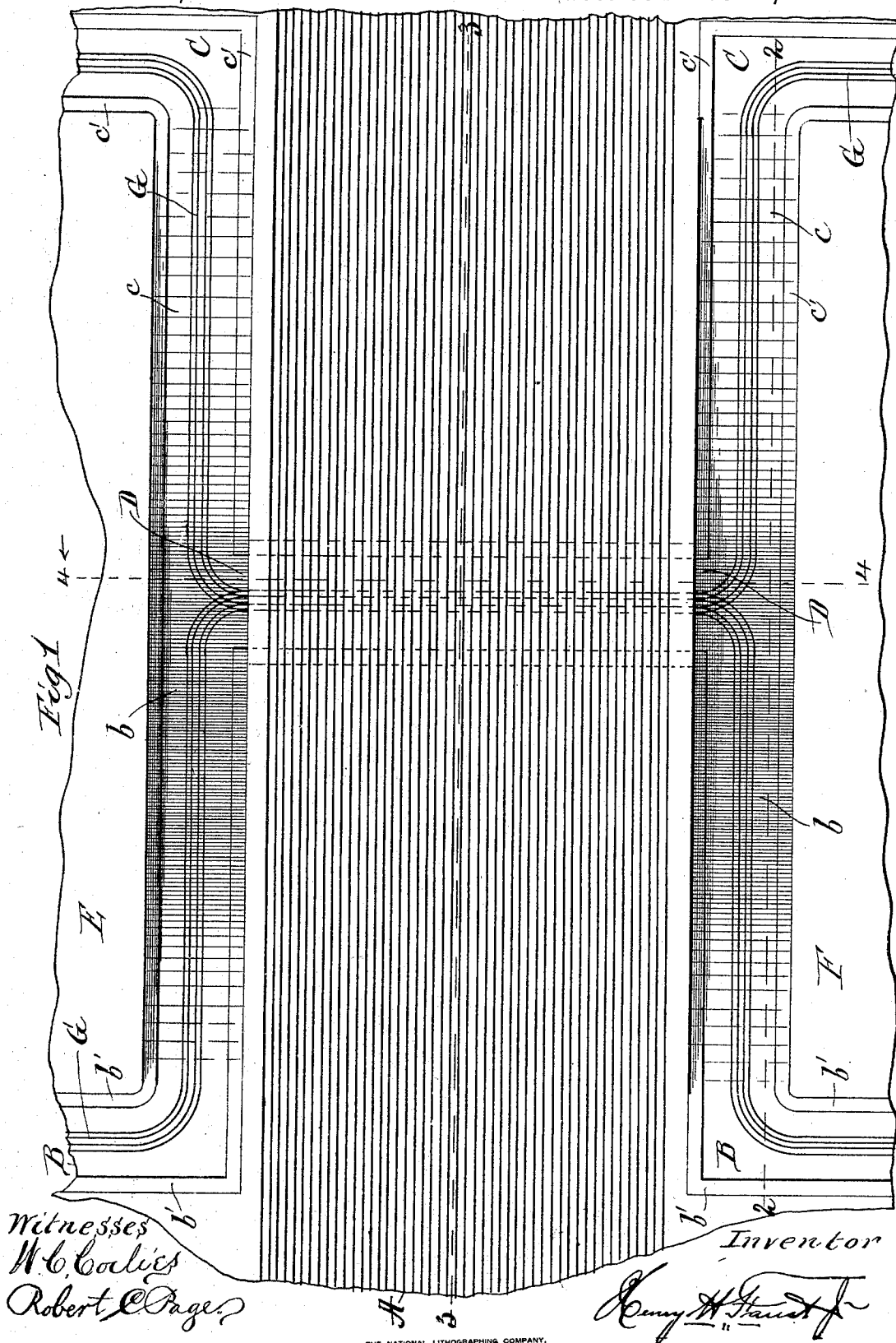
(No Model.)

2 Sheets—Sheet 1.

H. H. FAUST, Jr.
ROAD CROSSING.

No. 509,885.

Patented Dec. 5, 1893.



Witnesses
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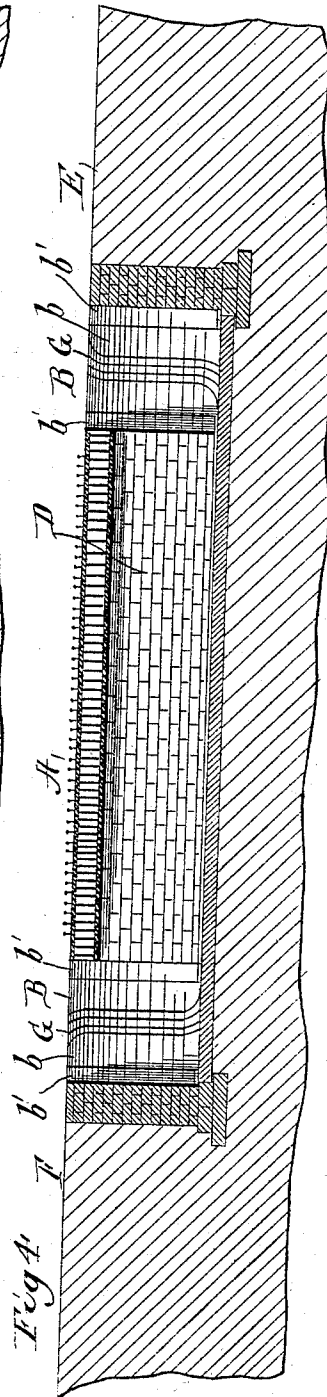
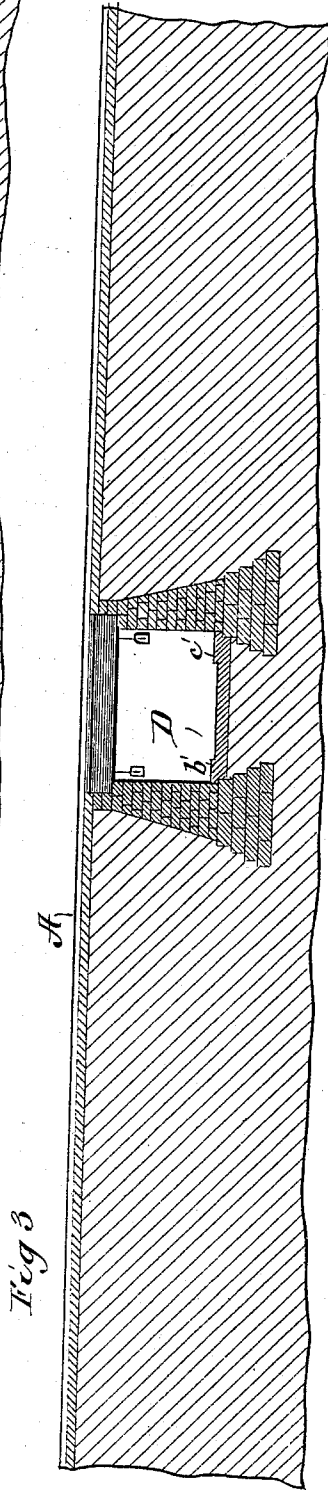
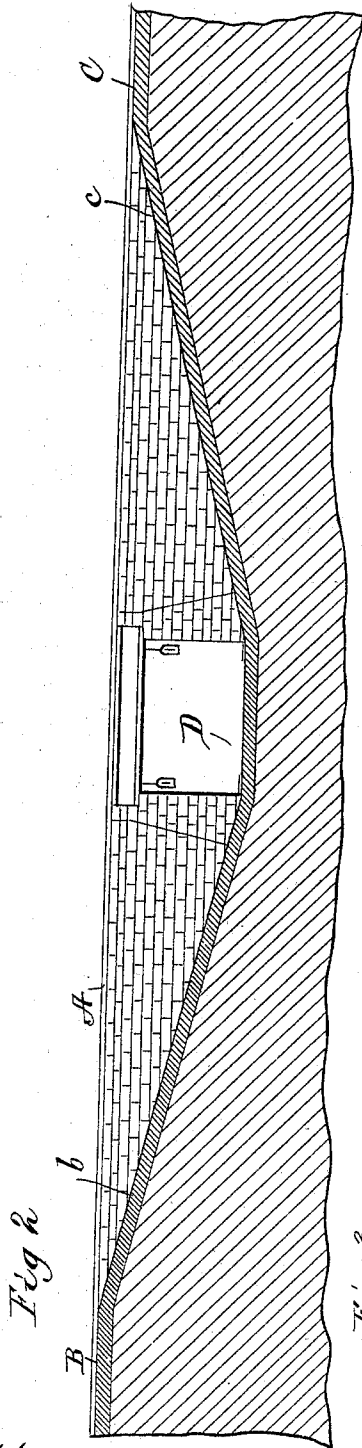
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H. H. FAUST, Jr.
ROAD CROSSING.

2 Sheets—Sheet 2.

No. 509,885.

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UNITED STATES PATENT OFFICE.

HENRY H. FAUST, JR., OF CHICAGO, ILLINOIS.

ROAD-CROSSING.

SPECIFICATION forming part of Letters Patent No. 509,885, dated December 5, 1893.

Application filed March 2, 1893. Serial No. 464,302. (No model.)

To all whom it may concern:

Be it known that I, HENRY H. FAUST, JR., a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Road-Crossings, of which the following is a full, clear, and exact description, that will enable others to make and use the same, reference being had to the accompanying drawings, forming a part of this specification.

This invention relates to an improved system of roadway crossings to afford continuous passageways over or under intersecting roads or obstructions, which prevent or make undesirable the construction of such passageways at or within points vertical in the original or straight line of direction of the roads, without obstructing or using any part of said road up to the actual line of obstruction or intersections; thus avoiding damages to adjoining properties, and further making possible the use in common of one passageway across, over or under such obstructions or intersecting roads, for more than one road.

The results gained by my invention are not only to be considered as it affects the roads provided or the adjoining properties connected with the improvements, embodying the principles of my invention, but also as it affects the roads that intersect or obstruct such roads. As an example, I would mention steam railroads entering cities at or near the same grade of the streets thereof. In such cases moderate elevation or depression of the railroad may not only be desirable, but essential and as my invention affects such cases directly, great savings in costs and furthermore conditions are effected which may not be otherwise possible. Similar effects may be obtained in case of canals or other water-ways through valuable properties. It is therefore, that the accompanying drawings are presented showing the principles involved in my invention in one of the simplest forms; and it is not intended by submitting and referring to them, to limit myself to its conditions or modes of application, nor the exact relation of one or several parts thereof to each other, but simply to demonstrate how among many other ways, these novel features may be applied. As a further instance, the area over

the approaches, after providing for a proper height of headway, can be utilized for buildings or other purposes; thus reducing greatly the actual costs of the improvement. Still further, the effect that a moderate elevation or depression of an intersecting railroad, as instanced before, would have upon all industrial plants, such as factories, warehouses, store-houses, &c., located along such intersecting elevated or depressed road, in reference to shipping facilities and easy communication, should be considered.

I could instance more details, all for the purpose of presenting the good and valuable results secured by my invention.

Referring to the accompanying drawings, the following is a specification.

Figure I represents a plan view of a railway crossing embodying my invention; Fig. II a longitudinal section taken on line 2—2 of Fig. I. Fig. III is a similar section taken on line 3—3 of Fig. I; Fig. IV, a cross-section taken on line 4—4 of Fig. I.

Similar letters of reference throughout the several drawings indicate like parts.

A represents a railway right of way covered with rails and intersects streets B and C.

D is a depressed passageway passing under and across the railway right of way from one side thereof to the other and is located between B and C.

E and F. are adjoining properties lying between streets B and C.

b and c are those parts of streets B and C intended for the use of vehicles, while b' and c' are sidewalks, and G represents a system of street railway tracks along streets B and C.

Fig. I shows the original lines of direction of streets B and C diverted just before the intersection of the steam railway right of way, in directions leading them toward each other but changing into a depressed incline and joining each other by entering the mouth or opening of the passageway D. A similar arrangement is shown on the opposite side of the steam railway right of way, A, where D ends and leads to two upwardly inclining approaches, each of which leads and verges into its respective streets B and C.

To illustrate the course of travel necessary in thus crossing the railway right of way, let a street-car approach the intersecting railway

on street B, and in reaching the approach to the passage let it turn to the right; proceed onward and downwardly until it reaches D, then turn into it, and upon reaching the other end thereof, turn to the left; ascend the inclined approach until it reaches street B again and proceed along it in the original direction as was its course before reaching the railway. A car traveling street C would pass through the reversed operation in turning. It is obvious that at the farther end of D one direction can be exchanged for the other, as may be desired; also that there is created a direct connection between B and C on both sides of the railway. Further, that in cases where the intersecting road or obstruction be elevated above the grade of streets B and C, the continuity of these streets B and C may remain unaltered, excepting as to height of headway, which will be limited by the height of the bridging over the grade of said streets; requiring such travel as needs more height of headway to pass aside by way of the approaches or connections to passageway D, where the additional head-room is provided.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The inclined connections or approaches, tending in directions sidewise and either upwardly or downwardly from the direction and grade of a road, for the purpose of changing and extending either in part or whole the course of said road from its original direction and grade, to a point which is neither vertical to nor on the same level with any line parallel with the axis of the original road, upon the lengthwise grade and within the boundary of said road, at the junction of said road with these connections or approaches;

and at which point so reached a passageway may be effected across either over or under such obstructions or roads, which intersect the first mentioned road, and whereof these connections or approaches thus become a part or auxiliary.

2. The depressed or elevated passageway located in reference to the road or roads, whose travel it receives and conducts either under or over obstructions or roads which intersect such first mentioned roads, aside from and beyond reach of any vertical straight line drawn from within the boundaries of said road or roads.

3. The combinations formed by one common elevated or depressed passageway, which is located aside from and beyond reach of any vertical line drawn from within the boundaries of any one of the roads, whose partial or entire travel this common passageway receives and conducts either over or under obstructions or roads, which intersect such first mentioned roads; together with more than one inclined connections or approaches, which tend in directions sidewise and either upwardly or downwardly from the original directions and grades of the roads, with which they connect, for the purpose of changing and extending either entirely or partly the course of such roads from their original directions and grades, to the aforesaid common elevated or depressed passageway.

In witness whereof I have hereunto subscribed my name in the presence of two witnesses.

HENRY H. FAUST, JR.

Witnesses:

L. M. FREEMAN,
J. P. DONALSON.