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HIGHWAY BULDINGS

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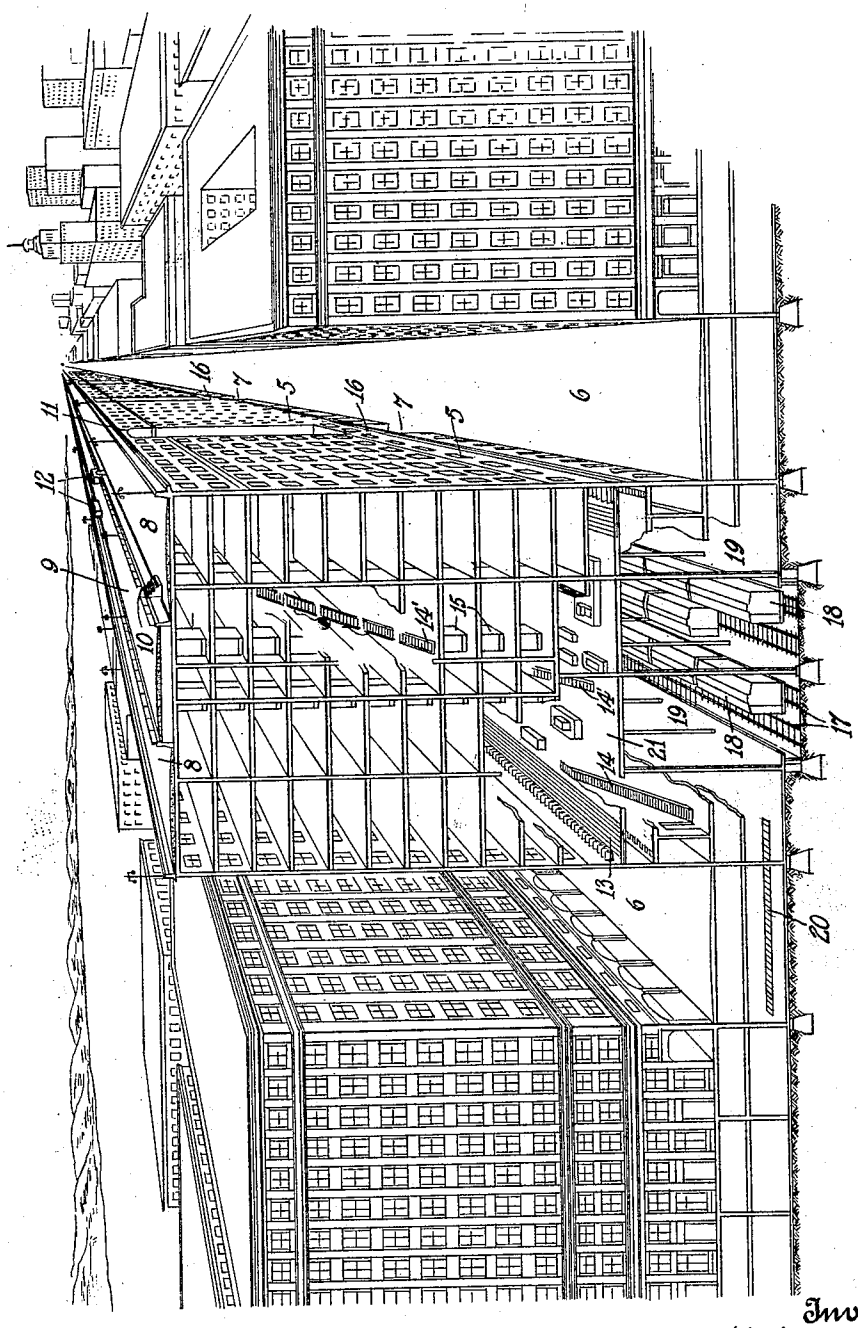

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HIGHWAY BUILDINGS.

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This invention relates to highway buildings and is herein shown as affording a means for housing transportation systems for both passengers and freight.

In congested districts, such as are now to be found in certain large cities, the problem of freight and passenger transportation as well as vehicle traffic has become a question of great concern due to the inability of the streets to reasonably accommodate the traffic and the lack of facilities for freight reception and delivery.

Subways and elevated railways have been employed in an attempt to take care of a large portion of the passenger traffic. Among other objections, the subways are expensive to build and operate, and are poorly ventilated; and elevated railways, although operated in the open air, are unsightly and noisy and impede traffic by obstructing the streets. Street railways, both steam and electric, are employed as means for transporting freight into the congested districts of cities, but are highly objectionable. To relieve the situation, in so far as automobile traffic is concerned, certain streets have been set aside as one-way thoroughfares and other streets have been designated for the use of pleasure vehicles to the exclusion of trucks, but in spite of these and other efforts to relieve the traffic congestion, the relief afforded has been, at the most, only temporary.

The general object of this invention is to provide means for adequately relieving the situation, in so far as freight and passenger transportation and automobile traffic are concerned, and the invention contemplates the provision of a series of appropriately designed buildings, suitable for use as storerooms, warehouses, offices, apartments and the like, arranged in an and-to-end relation and arched or bridged from one to the other at the points of intersecting streets, and providing on the tops of such buildings a continuous viaduct or vehicular roadway to which vehicles from the street level may gain access by means of suitable elevators or ramps, which may be arranged either on the inside or the outside of the buildings, as conditions necessitate, and lead to the roadway on the tops thereof at suitably spaced intervals.

The invention also contemplates utilization of the series of buildings that support the viaduct or roadway, as a unitary structure for housing one or more passenger transportation systems such as a continuously moving platform for passenger traffic and for housing one or more transportation systems, such as a railway, which may be devoted exclusively, if desired, to the carrying of freight.

Certain other objects and advantages will become apparent from the following description when taken in connection with the accompanying drawing which is a perspective view of a structure and its appurtenances embodying my invention.

Referring to the drawing, a plurality of buidlings 5 are arranged in an end-to-end relation between streets 6 which run parallel with opposite sides of the buildings, the streets 6 being intersected by cross streets 7 between adjacent buildings. These buildings may be of any appropriate design to meet the requirements necessary to storerooms, warehouses, offices, apartments and the like, and may be of any desired height, the height of any one building with respect to the adjacent buildings being such that the tops thereof may be utilized to support one or more viaducts or roadways 8, between which a parkway 9 may be arranged. Communication between the roadways 8 and parkway 9 may be had through suitable means such, for example, as flights of steps 10. In order, however, to support the roadways over the cross streets 7 between adjacent buildings, suitable bridges 11 are provided. The bridges 11 may be formed as a part of the structure of adjacent buildings rather than as individual units whereby the several buildings 5 are connected together as a unitary structure forming a continuous support for the roadways 8.

In order that vehicles from the streets 6 and 7 may gain access to the roadways 8, over which they may travel unobstructed by the usual street traffic, and at high speed, a plurality of elevators 12 may be employed which may operate from the ground floor of any particular building to the top thereof. The upper ends of the elevator shafts, it will be noted, are set back into the parkway 9 and open on to the roadways so that they will in no way interfere with and offer obstruction to traffic on the roadways 8. From the position of the elevator shafts projecting above the tops of the buildings it will be appreciated that entrance to these elevators is had from the cross streets 7 and that the entrances to such elevators are, therefore, obstructed to view in the accompanying drawing.

Not only do the buildings 5 function collectively as a means, when taken in connec

tion with their adjoining bridges 11, for making possible the provision and supporting of one or more continuous roadways at the tops thereof, but these buildings also function collectively as a means for housing a suitable passenger transportation system, herein shown as a continuously moving platform 13, access to which may be gained from the streets as well as from the roadways 8 and parkway 9 through suitable means such for example as the escalators 14, 14', and elevators 15. This moving platform is carried by bridges across intersecting streets from building to building and may be housed by such bridges as by the enclosed bridge structures 16. Inasmuch as the passenger transportation system, herein shown, is completely separated from the roadways 8, although housed within the same structures that support the roadways, there can be no interference between the traffic of the passenger transportation system and the traffic over the roadways 8.

Housed within the buildings 5, preferably below the street level, is a freight transportation system, herein shown as a plurality of railways 17 over which may operate the usual type of freight cars 18, from which freight may be loaded on to the freight platforms 19. By so arranging the freight transportation system, shipments of freight may be brought into the most congested districts without interfering with the normal street traffic and without interfering with the traffic over the roadways 8 or the traffic upon the moving platform 13, although the same buildings that house the moving platform and support the roadways 8 serve also to house the freight transportation system.

In the event shipping facilities are close at hand, suitable means such as belt conveyors 20 leading to steamship piers, not shown, may be provided at various intervals along the freight platform 19, thus affording an efficient and expeditious means for transferring freight from along the freight transportation system to the water front.

The concourse 21, shown as provided on the level of the moving platform, may contain booths or open shops. Since access to and egress from the moving platform may be had at any point in its length these booths and shops may be distributed throughout the length of the platform instead of being concentrated at the terminals, and the rentals paid for these booths and shops as well as for the other rentable space in this combined structure will easily afford such an income as will permit passengers to be carried free on the moving platform.

Having thus described certain embodiments of the invention, what is claimed is:

1. In combination, a plurality of buildings arranged in an end-to-end relation, a roadway supported upon the tops of said buildings, and a transportation system arranged within said buildings below said roadway.

2. In combination, a plurality of buildings arranged in an end-to-end relation and spaced from each other, supporting means connecting the tops of said buildings together, a roadway bridged over said supporting means from the top of one building to the next, and a traffic system extending through and housed within said buildings below said roadway.

3. In combination, a plurality of buildings rising above the street level and arranged in an end-to-end relation, a roadway supported on the tops of said buildings and bridging the spaces afforded between adjacent buildings, means for transporting vehicles from the street level to said roadway, and a transportation system housed within said buildings and extending therethrough on a plane below said roadway.

4. In combination, a plurality of buildings rising above the street level and arranged in an end-to-end relation, a roadway supported on the tops of said buildings and bridging the spaces afforded between adjacent buildings, means for transporting vehicles from the street level to said roadway, a transportation system housed within said buildings and extending therethrough on a plane below said roadway, and means for gaining access to said transportation system from said roadway and vice-versa.

5. In combination, a plurality of buildings arranged in an end-to-end relation and connected together at their tops thereby forming a unitary structure, said buildings being spaced from each other below the connection afforded between the tops thereof to permit traffic therebetween, a continuous roadway supported upon said unitary structure, a passenger transportation system extending through said unitary structure below said roadway and housed within said buildings, and a freight transportation system extending through said unitary structure and housed within said buildings below said passenger transportation system.

In testimony whereof, I have affixed my signature to this specification.

JOHN K. HENCKEN.