

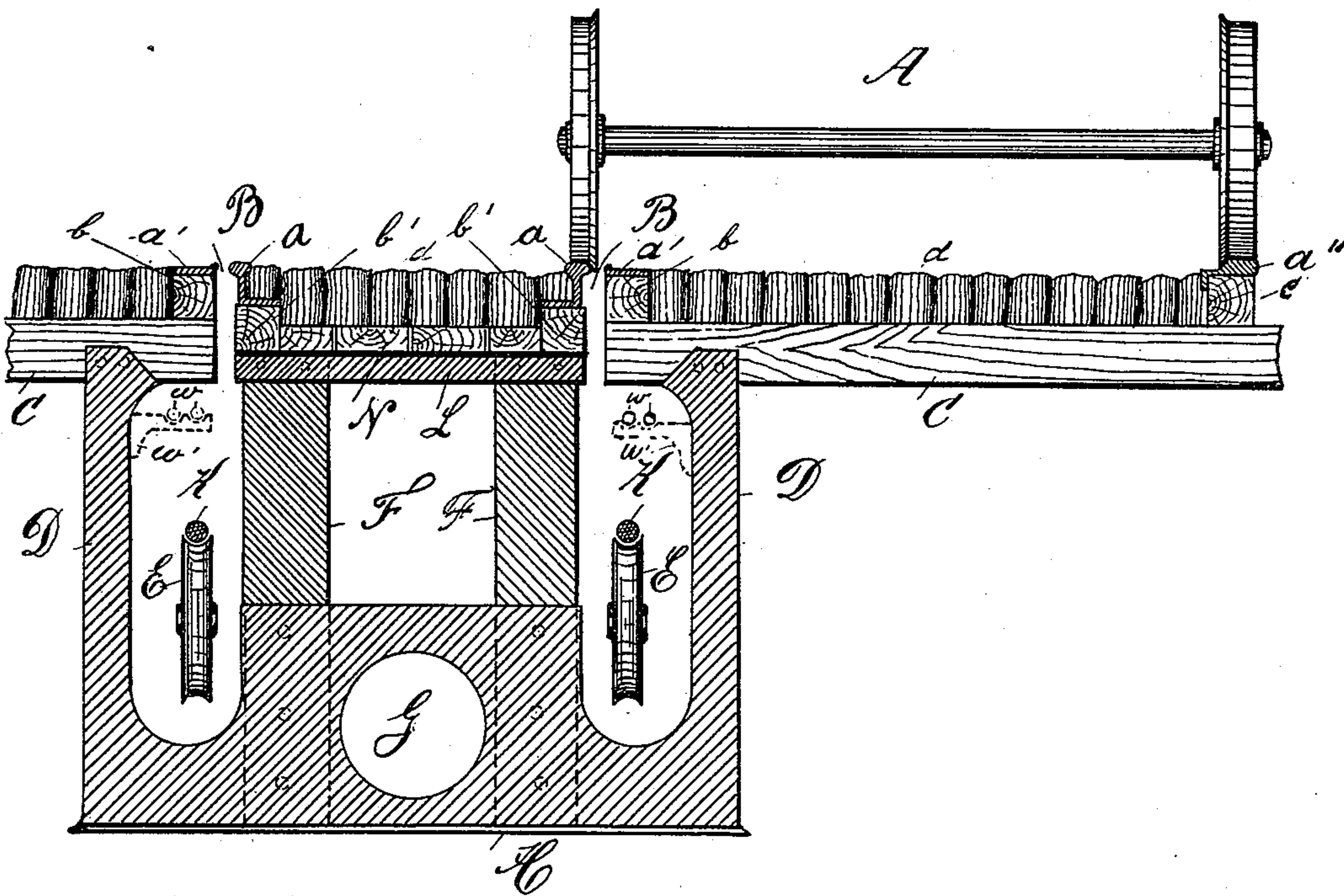
(No Model.)

C. BULLOCK.

DOUBLE TRACK CABLE OR ELECTRIC ROAD.

No. 335,560.

Patented Feb. 9, 1886.



WITNESSES

Charles Weber.

Kenneth McE DeWesse.

INVENTOR

Chester Bullock

UNITED STATES PATENT OFFICE.

CHESTER BULLOCK, OF KANSAS CITY, MISSOURI, ASSIGNOR OF ONE-HALF
TO ROBERT GILLHAM, OF SAME PLACE.

DOUBLE-TRACK CABLE OR ELECTRIC ROAD.

SPECIFICATION forming part of Letters Patent No. 335,560, dated February 9, 1886.

Application filed October 7, 1885. Serial No. 179,262. (No model.)

To all whom it may concern:

Be it known that I, CHESTER BULLOCK, a citizen of the United States, residing in Kansas City, in the county of Jackson and State of Missouri, have invented a new and useful Conduit for Double-Track Cable or Electric Railways, of which the following is a specification.

My invention relates to improvements in conduits for double-track cable or electric railways; and the object of my invention is to construct and arrange a conduit provided with two slots, one opening into each track by the side of the inner rail of said track, so as to require but one conduit for double-track cable or electric railways, where traction-cable or electric wires can be placed and operated from under the bed of each track, to so construct and arrange the slot of each track as to use the inner rail of each track for the inner slot-rail of each slot, respectively, so that the railways can be constructed and kept in repair without disturbing so much of the street, and at a great saving of cost, as compared with the usual manner of constructing a conduit for each track. It is constructed under and between the tracks, extending from a point under the road-bed of the outer going track to a point under the road-bed of the returning track, giving sufficient room—about twelve inches—for the cable of a cable road or the electric wire for an electric road to be placed and operated through the slot by the side of the inner rail of each track, through which is to pass the stem of the grip that attaches the car or dummy to the cable or the stem of the brush that conducts the electric current to the dynamo or receiver for electric roads. The conduit is sustained by yokes, of wood or metal, placed about four feet apart along the line of the road, while the sides and bottom are lined with tile, concrete, wood, or metal. The inner ends of the cross-ties of each track rest upon and are secured to the outer posts of the yokes, thus uniting the tracks, while the inner posts of the yokes are placed each side from the center and under the inner rail of each track, and sustain the covering of the conduit between the tracks, the inner posts being placed each side from the center, leaving a space of about twenty inches, sufficient for

workmen to pass through while the road is in operation, for oiling, cleaning, repairs, &c. The opening in the sills of the yoke, together with this space, gives ample drainage for the conduit. I attain these objects by the mechanism illustrated in the accompanying drawing, which represents a vertical section of the conduit below the surface of the street, with the slots on the inside of the inner rails of each track, with one set of car-wheels with axles on one of the tracks.

Similar letters refer to similar parts throughout the views.

A represents the car-wheels and axle on one of the tracks; B, the slots from the conduit through which the stem of the grip or electric brush passes while transmitting the power from the rope or wire to the car or dummy; C, the cross-ties on the road-bed and under the timbers that sustain the rails; D, the outer posts of the yoke, which help sustain and are secured to the inside end of the cross-ties; E, the pulleys that carry the cable; F, the inner posts that sustain the covering between the tracks, and also sustain the inner rail of each track; G, the opening through the sill of the yoke for drainage; H, the sill of the yoke; L, the flanged iron plates secured to the upper end of the posts F, and which sustain the covering of the conduit; N, the planks covering the conduit, extending from yoke to yoke and resting upon plates L; *a*, the inner rail of each track, being the inner slot-rail of each slot; *a'*, the outer slot-rail of each slot; *a''*, the outer rail of each track; *b*, the timber under the outer slot-rail, *a'*, to which said rail is spiked; *b'*, the timber under the inner rail of each track and under the inner slot-rail of each slot; *c*, the timber under the outer rail of each track; *d*, the paving-blocks of the street.

W represents the electric wire for electric roads, as shown in the conduit; W', the brace on which the electric wires are placed and held in position at the side of the slot leading from the conduit. The cable for cable roads or the electric wires for electric roads are placed in the conduit to the outer side of a perpendicular to the slot of the conduit, thus carrying them under the bed of the track, that the power can be transmitted from the cable

or wire to the outer going car through one slot and to the returning car through the other slot.

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

5 1. A conduit for double-track cable or electric roads extending under and from a point inside of the inner rail of one track to a point under and inside the inner rail of the other
10 track, provided with a slot for each track along the inside of the inner rail of each track, as described, and for the purpose set forth.

2. In a double-track cable or electric railway, the combination of the inner track and
15 slot rails of each line with the centrally-arranged double-slotted conduit, and means for mounting the cables or electric conductors outside of a perpendicular line through said slot-opening, substantially as set forth.

20 3. The inner posts of the yoke that sustain

the covering of the conduit between the tracks placed under the inner rails of the tracks and each side from the center of the sill, leaving a space through the conduit for workmen and for drainage, in combination with traction-cable or electric wires, as shown, and for the purpose set forth.

4. In double-track cable or electric railways, a transverse yoke between the tracks, also extending from a point under the road-bed of one track to a point under the road-bed of the other track, supporting the inner end of the cross-ties of each track and supporting the inner stringer and rails of each track, as described, and for the purposes set forth.

CHESTER BULLOCK.

Witnesses:

CLARENCE S. PALMER,
FREDERICK A. WOOD.