

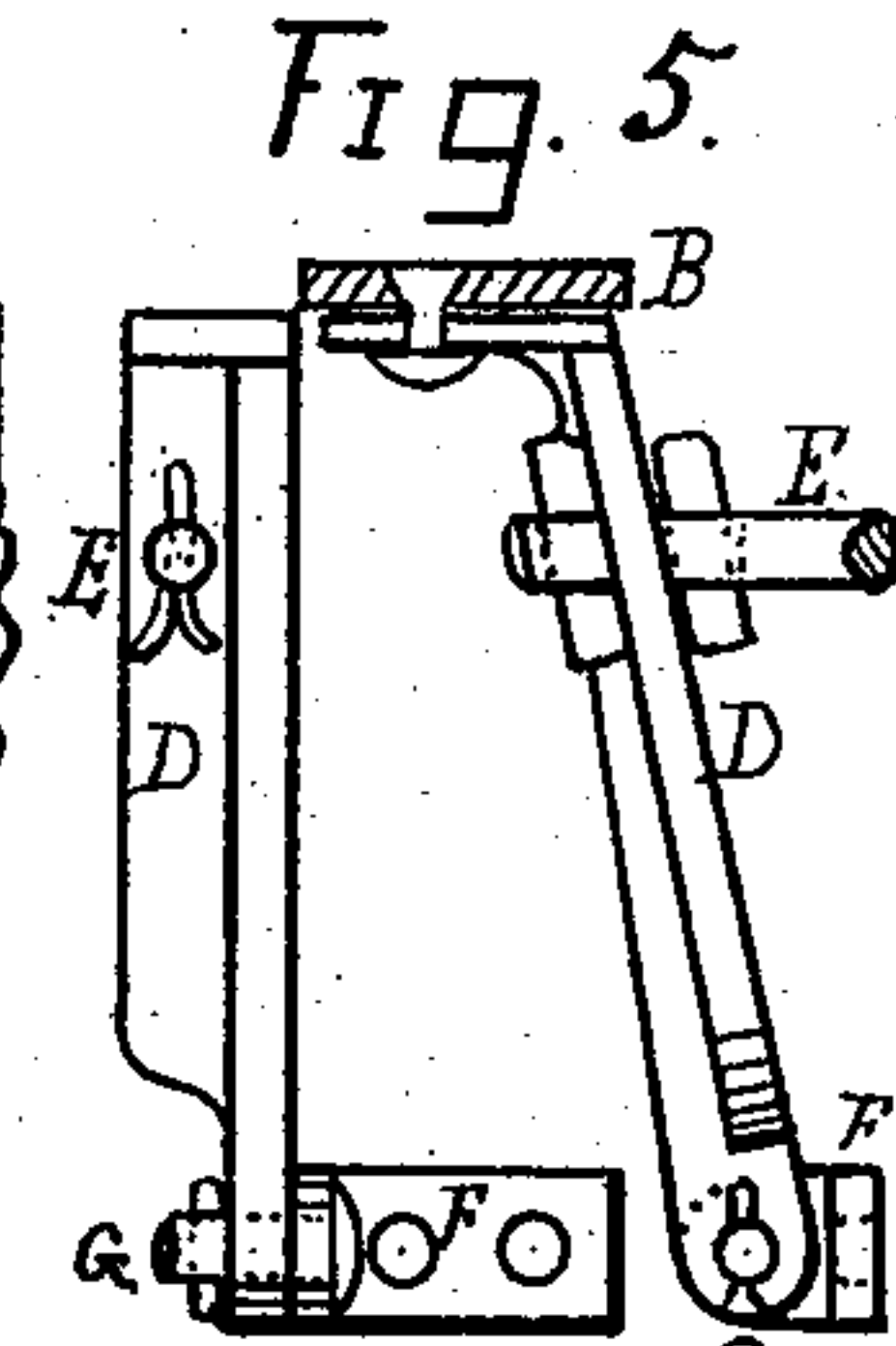
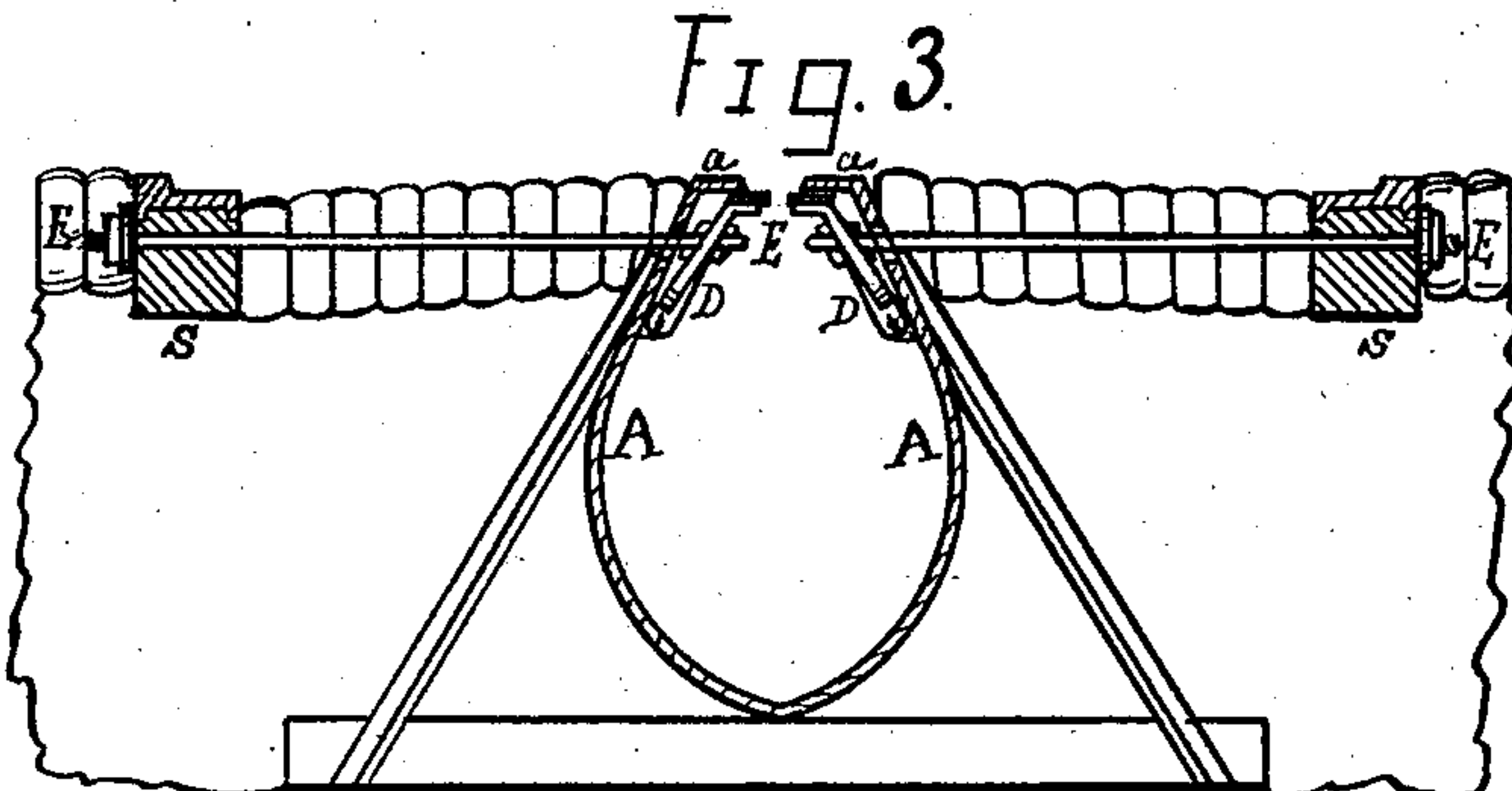
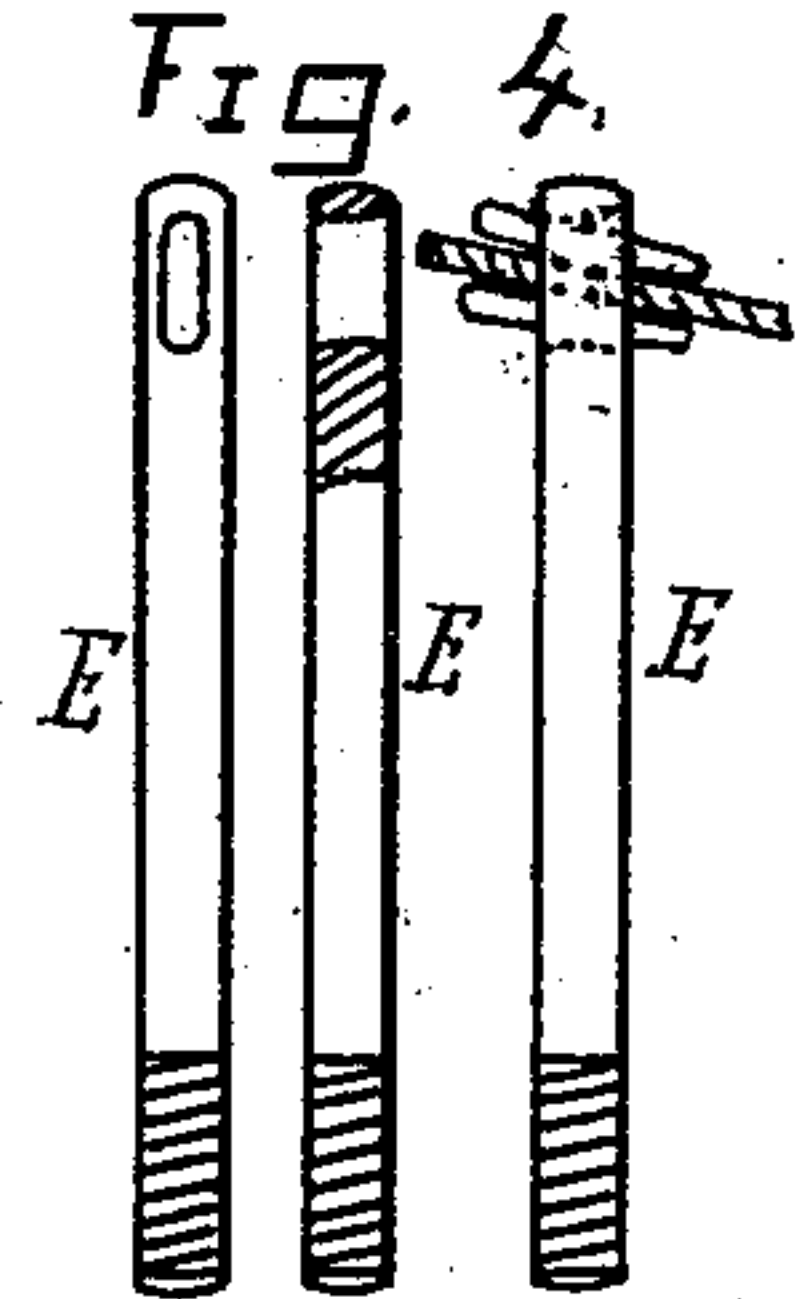
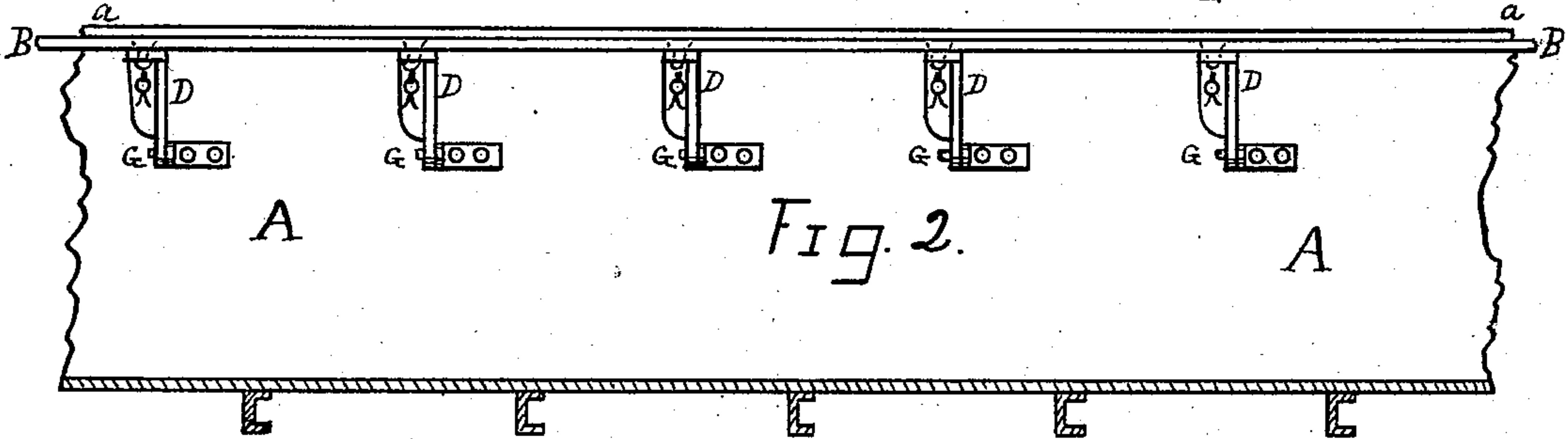
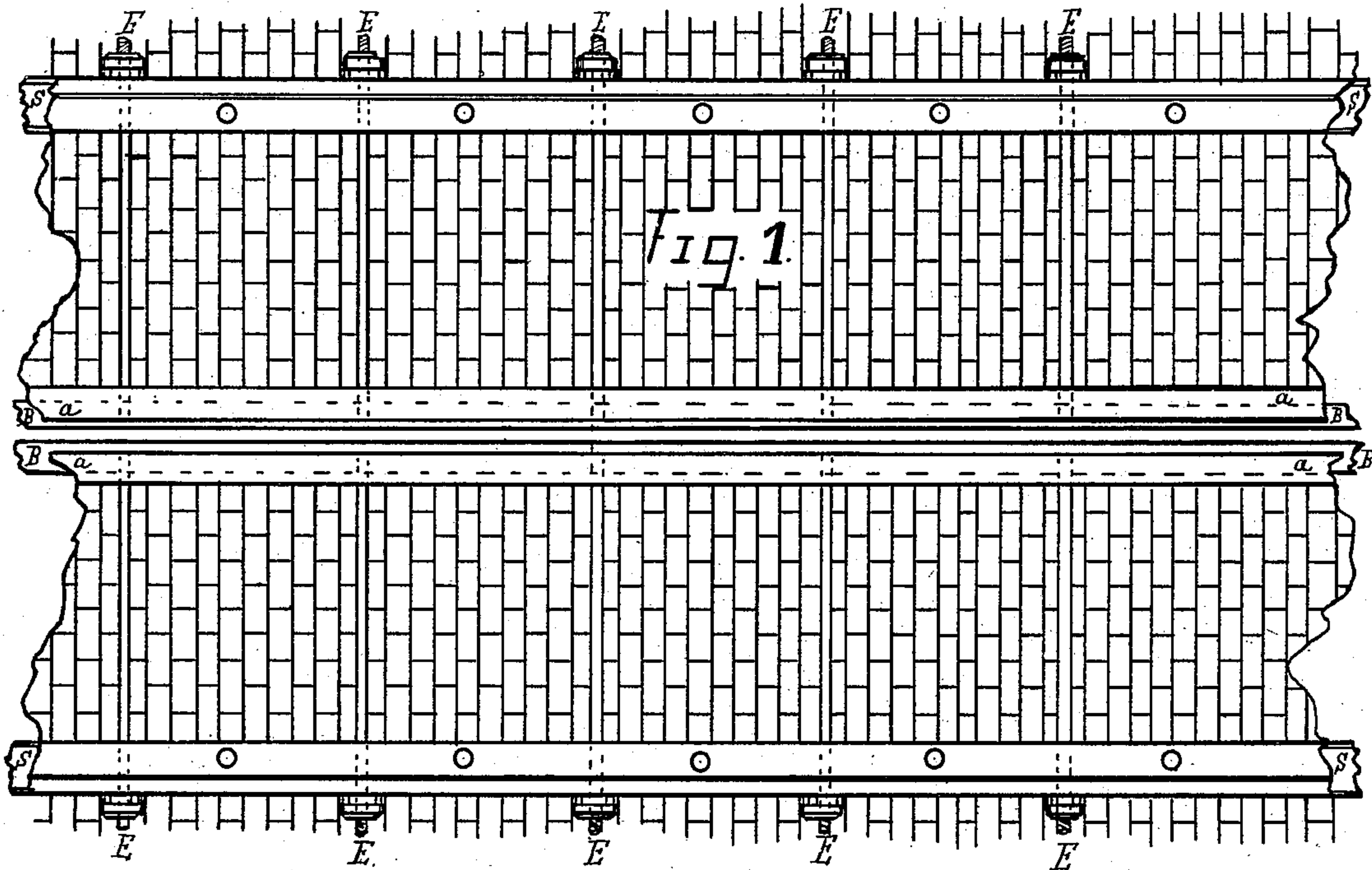
(No Model.)

G. H. REGAR & O. T. MOOCK.

CONDUIT FOR TRACTION RAILWAYS.

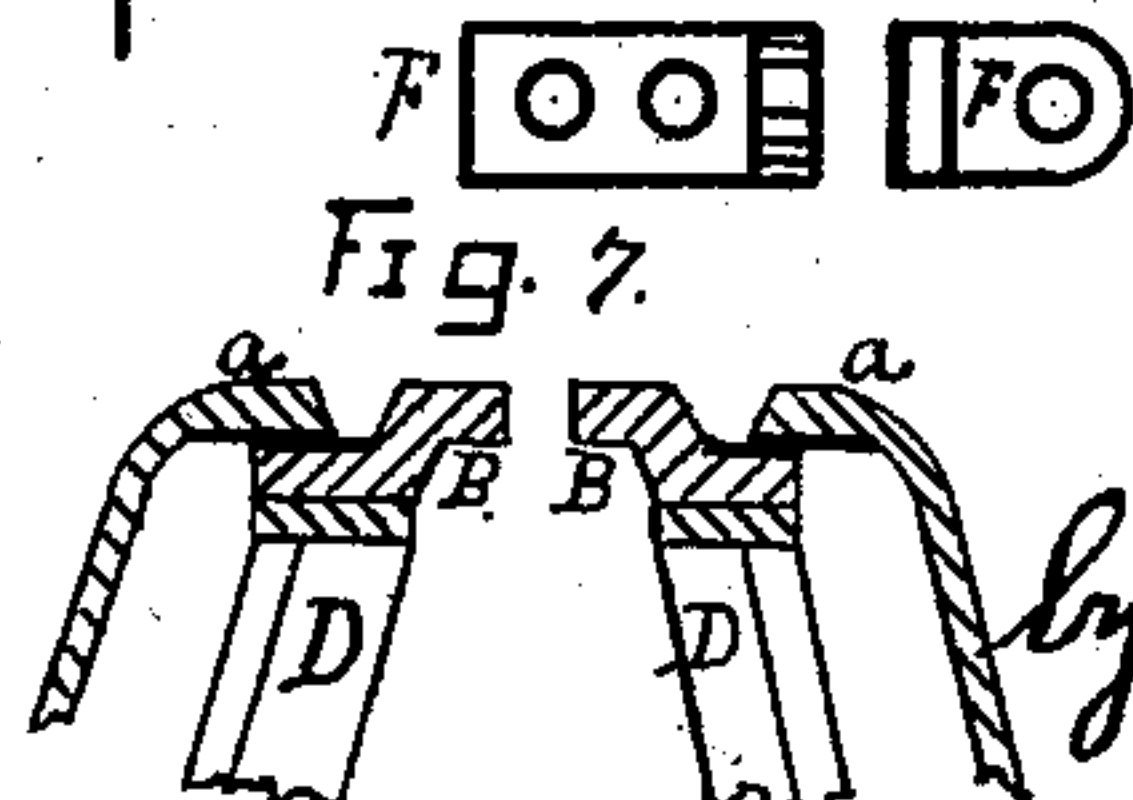
No. 363,912.

Patented May 31, 1887.



WITNESSES. Fig. 6. INVENTORS.

Oliver M. Tagley
S. M. Tagley



George H. Regar,
Otto J. Moock,
by John Shinn, Attorney.

UNITED STATES PATENT OFFICE.

GEORGE H. REGAR AND OTTO T. MOOCK, OF PHILADELPHIA, PENNSYLVANIA,
ASSIGNORS OF ONE-THIRD TO JOHN B. MAYER, OF SAME PLACE.

CONDUIT FOR TRACTION RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 363,912, dated May 31, 1887.

Application filed March 11, 1887. Serial No. 230,557. (No model.)

To all whom it may concern:

Be it known that we, GEORGE H. REGAR and OTTO T. MOOCK, citizens of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in Conduits for Traction Railways, of which the following is a specification.

Our invention relates to conduits for traction railways, and especially for iron conduits that are laid in the northern and northwestern parts of the country and exposed to a freezing climate.

The object of our invention is to so construct that part of the conduit known as the "grip-slot" that it will not be affected by the expansion and contraction of the soil between the rails in freezing weather.

Our improvement consists in constructing the slot-rails independent from the conduit proper and anchoring the slot-bars to the track or sleepers, as is illustrated in the accompanying drawings, in which—

Figure 1 is a top view of a traction-railway conduit constructed according to our invention. Fig. 2 is a vertical section of the same in line with the center of the grip-slot. Fig. 3 is a vertical cross-section of Fig. 1. Fig. 4 shows three views of the brace rods and keys. Fig. 5 shows enlarged views of the supporting-legs for supporting the grip-slot bars and connecting them to the conduit by a joint. Fig. 6 shows two views of the brackets by which the supporting-legs are connected to the conduit. Fig. 7 is a cross section showing a modification in the form of the grip-slot rails or bars.

Similar letters refer to similar parts throughout the several views.

A represents the side of a sheet-iron conduit, which conduit is constructed in the usual manner, with the exception that we make the opening at the top formed by the top flanges, *a a*, wider apart than in the old manner of construction, and under these flanges we place the grip-slot rails B B. To these rails, at proper distance apart, we fasten by a rivet (see Fig. 5) the supporting-legs D D. The lower end of these legs are jointed by a pin to brackets F F,

which brackets are riveted to the sides of the conduit, as shown in Fig. 2.

From each of the supporting-legs D is an iron brace-rod, E. On one end of this rod is cut a screw-thread for a nut. In the other end is punched a slot having rounded ends, as shown in Fig. 4. The end of the brace-rod E on which the thread is cut is made to pass through the wooden sleeper on which the iron track is laid. The end in which is formed the key-slot is passed through a part of the leg D, and on each side of the rib of the leg is driven in the slot a split key, which split is opened after being driven in, as shown in Fig. 5. The lower end of the leg D is connected by a small stud-pin, G, to the bracket F. The stud-pin G is kept in its place by a split pin, as shown in Fig. 5. It will be seen in Figs. 1 and 3 that the brace-rods E lie between the paving-blocks, the spaces under and above the rods being filled with gravel.

As above described, and shown by the drawings, the slot-bars B B are connected by brace-rods E E to the track-sleepers, and when the slot is once adjusted by the screws on the rods the width of the slot will not be affected by the freezing soil expanding on each side of the conduit, because the top plates, *a a*, may slide over the top without forcing the slot-bars B B closer together.

Fig. 7 shows a modification in the forms of plates *a a* and bars B B.

It is obvious that our improvement is applicable to conduits for traction railways operated by a moving cable or by an electric cable.

Having as above described our invention, we do not confine ourselves to any particular mode of construction; but

We claim—

In a traction-railway conduit, the combination of independent slot-bars B B, supporting-legs D D, brackets F F, stay-rods E E, and rail-sleepers S S, all substantially as shown, and for the purpose set forth.

GEORGE H. REGAR.
OTTO T. MOOCK.

Witnesses:

JOHN SHINN,
JOHN DOLMAN, Jr.