

(No Model.)

G. C. BOLGIANO.

COMBINED STREET RAILWAY RAIL AND CONDUIT.

No. 366,811.

Patented July 19, 1887.

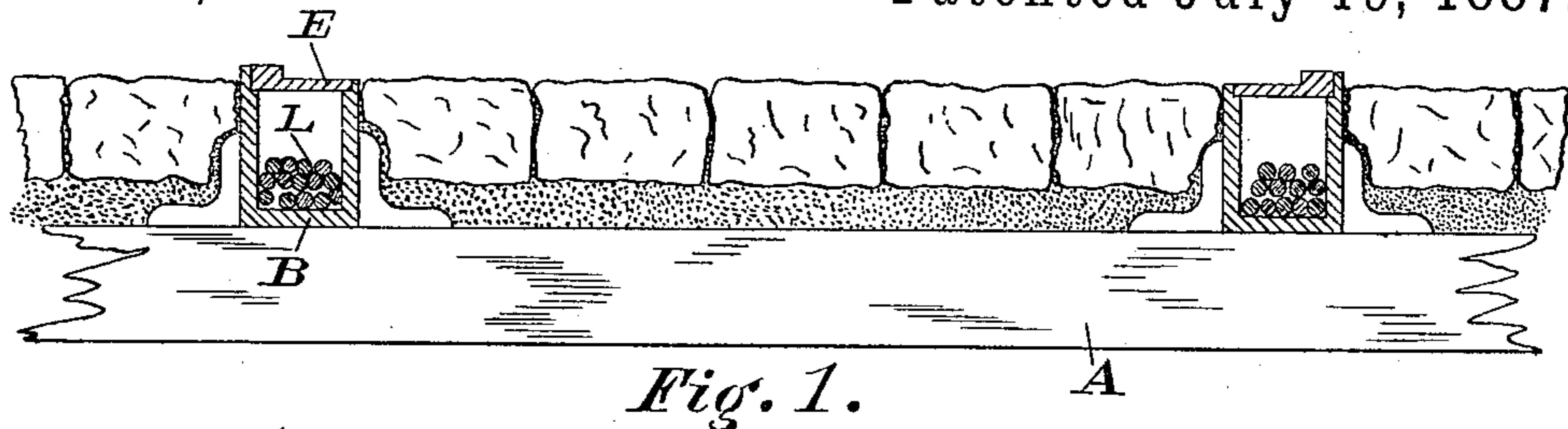


Fig. 1.

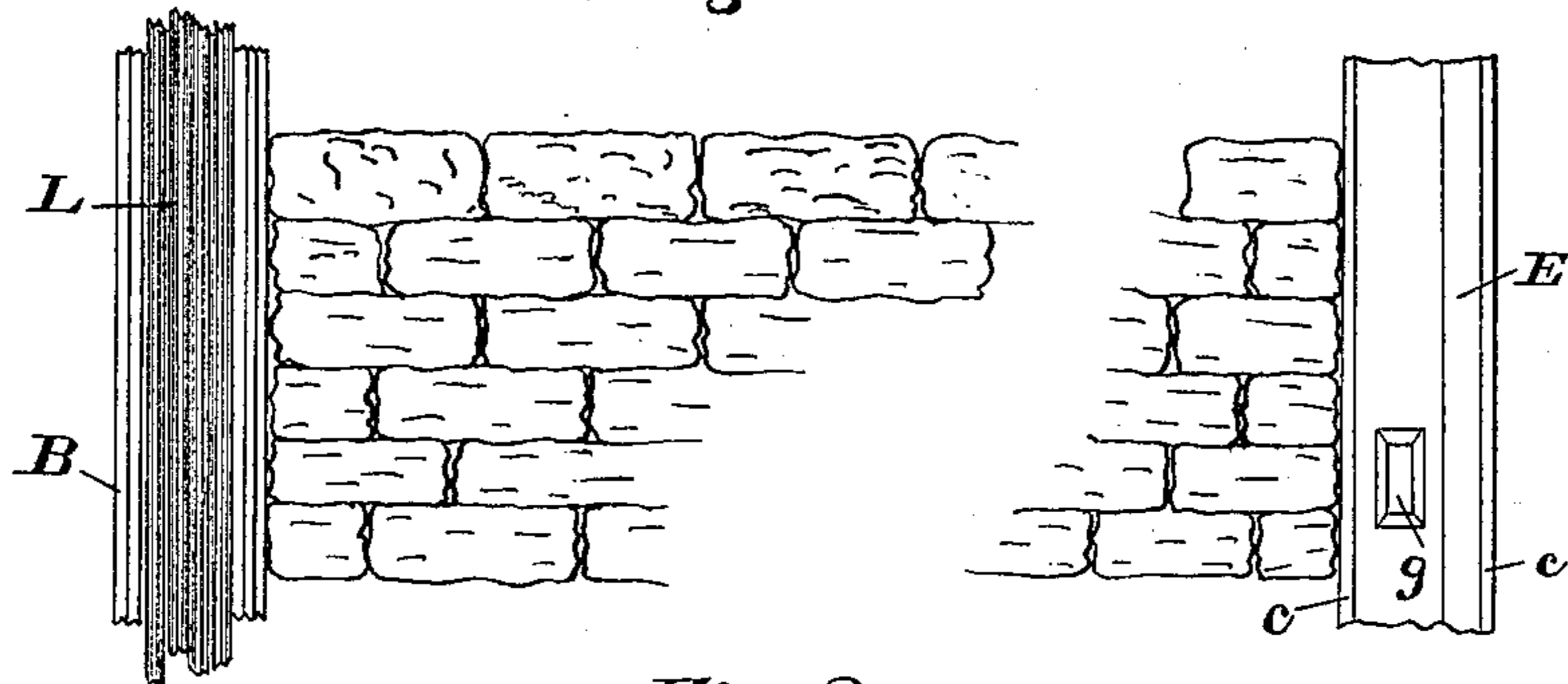


Fig. 2.

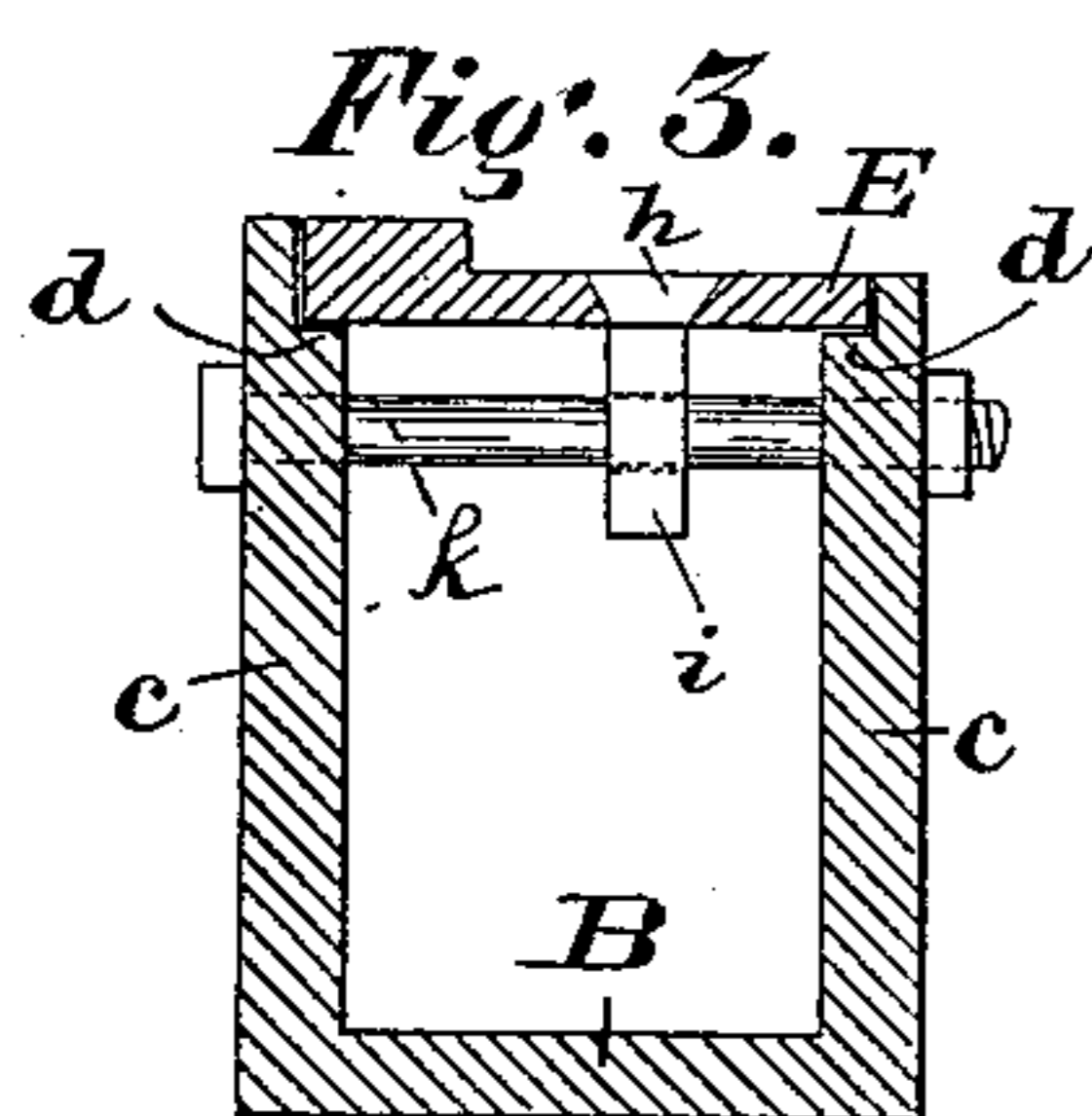


Fig. 4.

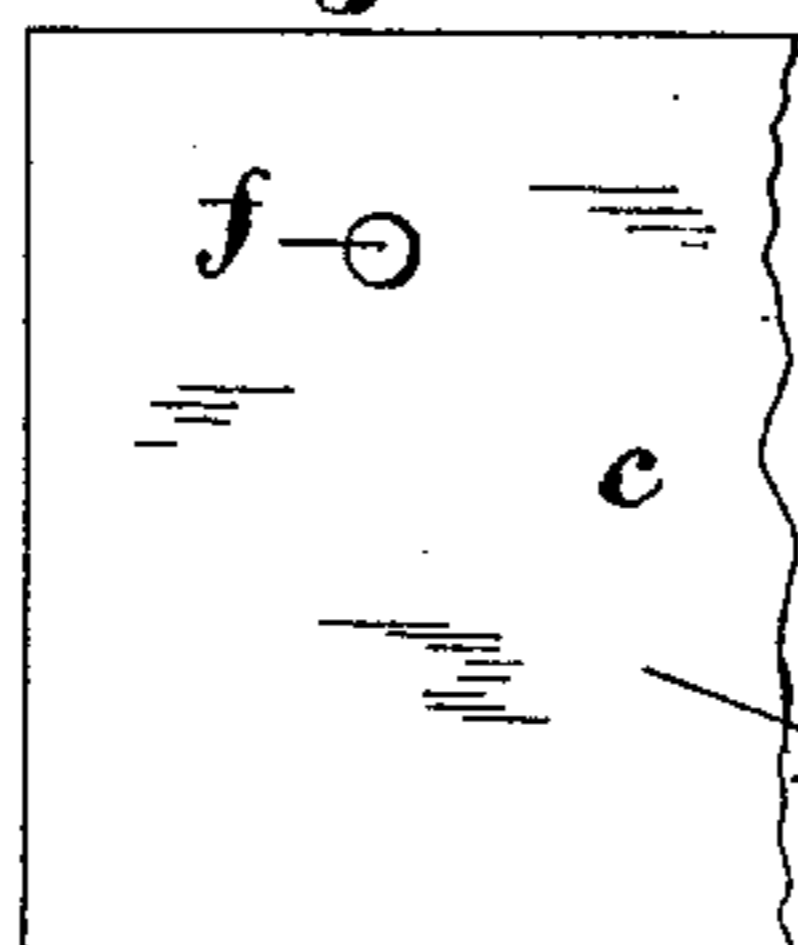


Fig. 5.

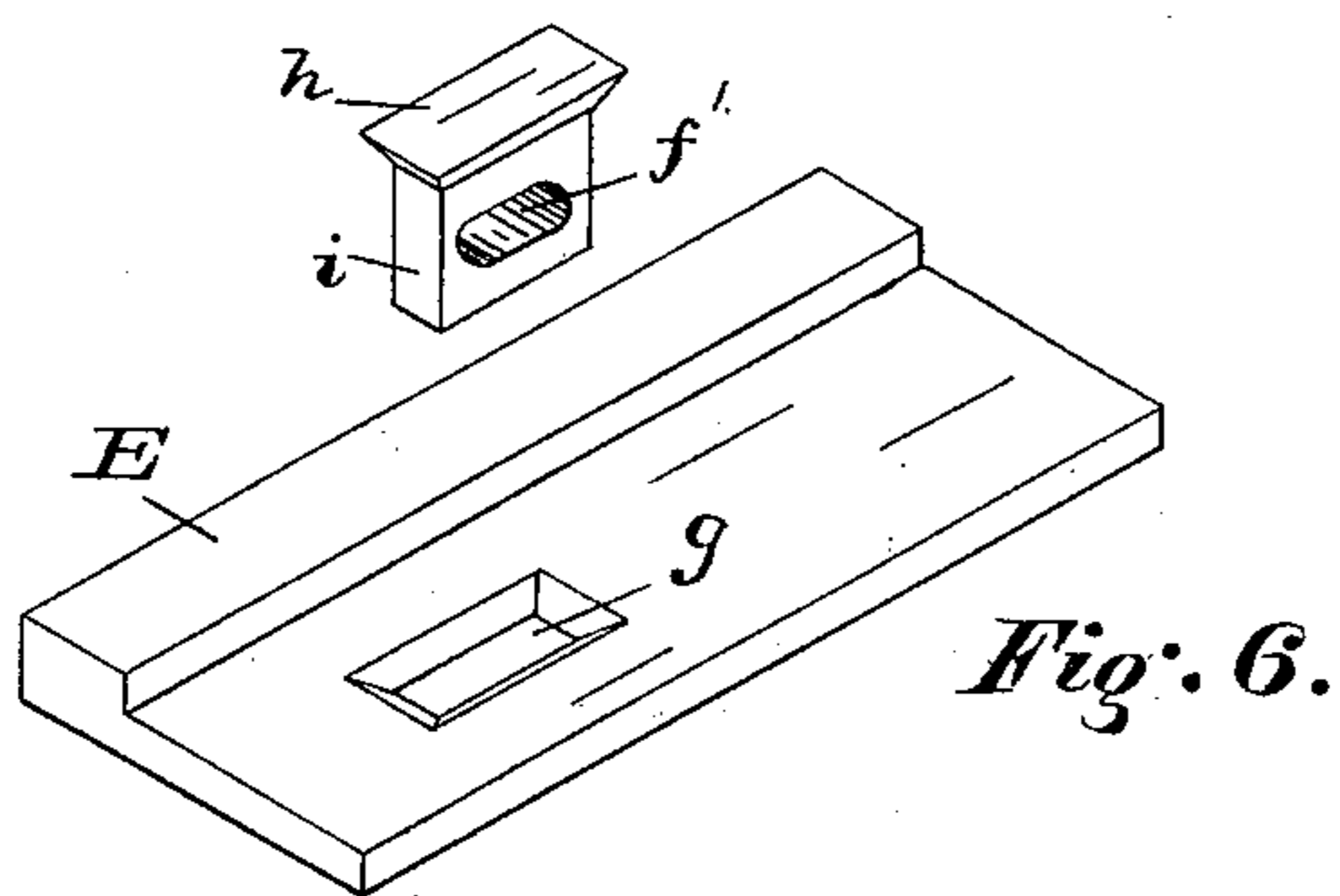
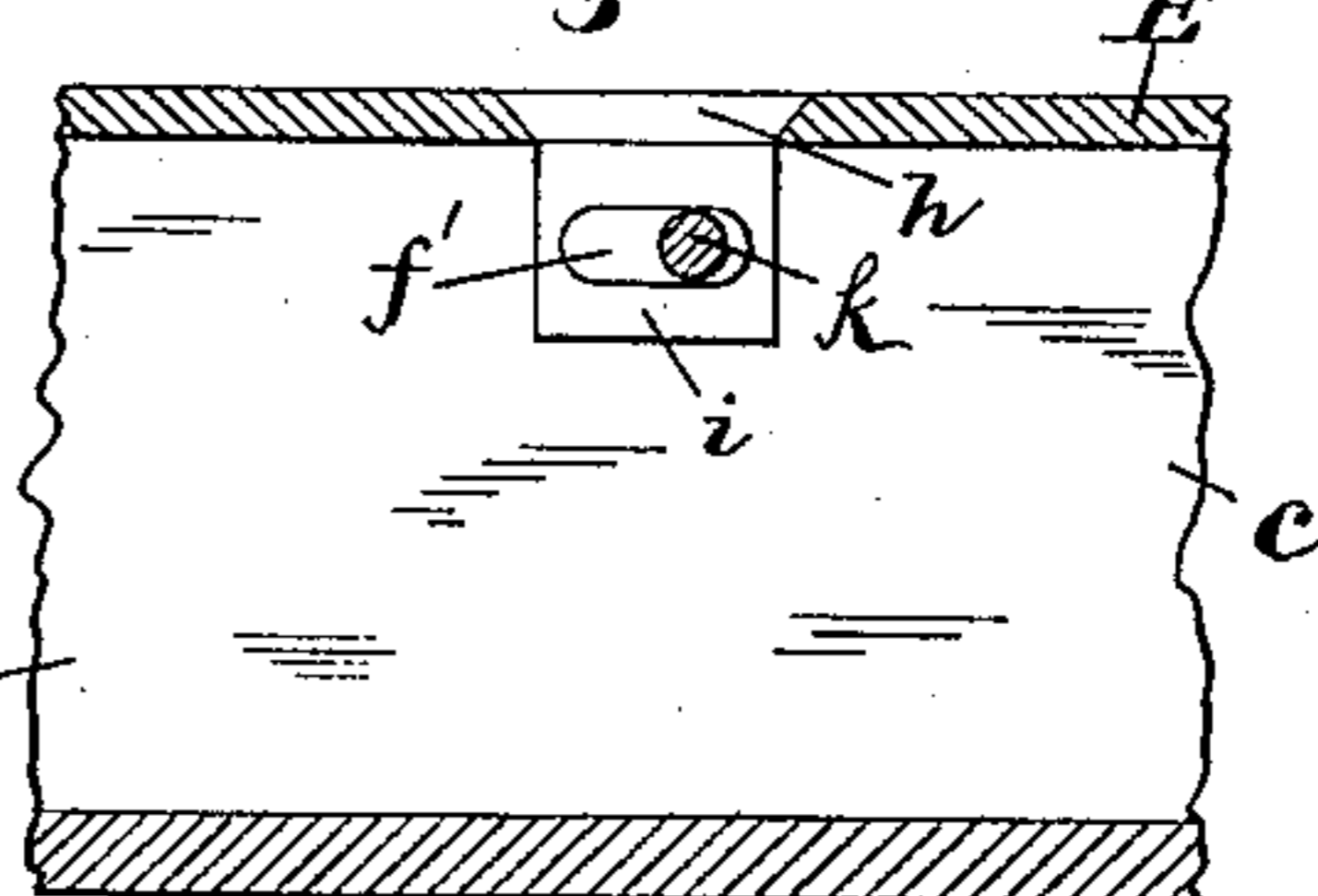


Fig. 6.

Witnesses:

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# UNITED STATES PATENT OFFICE.

GILBERT C. BOLGIANO, OF BALTIMORE, MARYLAND.

## COMBINED STREET-RAILWAY RAIL AND CONDUIT.

SPECIFICATION forming part of Letters Patent No. 366,811, dated July 19, 1887.

Application filed January 25, 1887. Serial No. 225,428. (No model.)

*To all whom it may concern:*

Be it known that I, GILBERT C. BOLGIANO, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Combined Street-Railway Rail and Conduit, of which the following is a specification.

My invention relates to the construction of a rail, a hollow stringer, and a device for fastening the rail to the said stringer, whereby to produce a conduit for electric conductors, as hereinafter described.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a cross-section of a street-car track, showing my improvement. Fig. 2 is a top view of same, in which the rail at one side of the track is removed to show the conduit. Fig. 3 is a cross-section of one rail and one conduit. Fig. 4 is a side view of same. Fig. 5 is a longitudinal section. Fig. 6 is a perspective of a portion of a rail and its detachable fastening-lug.

Cross-ties A, of any suitable kind, are used, and upon these, instead of the ordinary wood stringer, is a hollow metal stringer, B, open at the top and resembling a trough. These stringers are to be secured to the cross-ties in any suitable manner. Each of the vertical walls *c* of the hollow stringer has at its top a shoulder, *d*, which together serve as a seat for the car-wheel rail E. At intervals these vertical walls have bolt-holes *f*.

The rails E may be of any desired pattern, and have countersunk slots *g*, instead of the usual spike-holes. A fastening-lug has a head, *h*, which seats itself in the said countersunk slot, and from the head a shank, *i*, depends, and has a bolt-slot, *f'*.

The rails E are placed upon the trough-shaped stringer B and serve as a top or cover. The shank *i* of the fastening-lug depends or hangs down into the hollow stringer, (see Fig. 3,) and a horizontal bolt, *k*, passes through the holes *f* in the stringer-walls, and also through the slot *f'* in the fastening-shank. Thus the rail is secured to its position. By having an elongated slot, *f'*, in the shank *i*, provision is

made for variations in fit so far as relates to the position of holes *f* in the stringer and the position of the countersunk slots *g* in the rail. The slots *f'* also provide for lengthwise expansion and contraction of the rail. It will thus be seen that below the rail E and supporting it is a receptacle or tubular stringer, which may be used to receive and contain electric conductors L, pneumatic tubes, and gas or steam pipes.

My invention differs from other street-conduits heretofore used in that the car-wheel rail is seated directly on the open top of the trough-shaped stringer, whereby it serves the usual purpose of a car-track and also as a cover for the conduit.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination, in a street-car track, of a hollow or trough-shaped stringer, B, open at the top, a car-wheel rail, E, provided with a depending fastening-lug and seated directly upon the two vertical walls of said open stringer, and a bolt through the lug for securing the rails to the walls of the stringer, as set forth.

2. The combination, in a street-car track, of a hollow or trough-shaped stringer open at the top, a rail for the car-wheels seated upon said stringer and provided with countersunk slots *g*, a fastening-lug seated in each of said countersunk slots and having a depending shank, *i*, provided with a bolt-hole, and a bolt, *k*, passed through the stringer-walls and the said shank, as set forth.

3. The combination, in a street-car track, of a hollow or trough-shaped stringer, B, open at the top, horizontal bolts passed through the walls of the stringer, and a car-wheel rail, E, seated upon the two walls of said stringer and secured to the horizontal bolts.

In testimony whereof I affix my signature in the presence of two witnesses.

GILBERT C. BOLGIANO.

Witnesses:

JOHN E. MORRIS,

JNO. T. MADDOX.