

(No Model.)

J. T. NULTY.

RAILROAD RAIL AND CONDUIT FOR ELECTRIC WIRES, &c.

No. 372,273.

Patented Oct. 25, 1887.

Fig. 1.

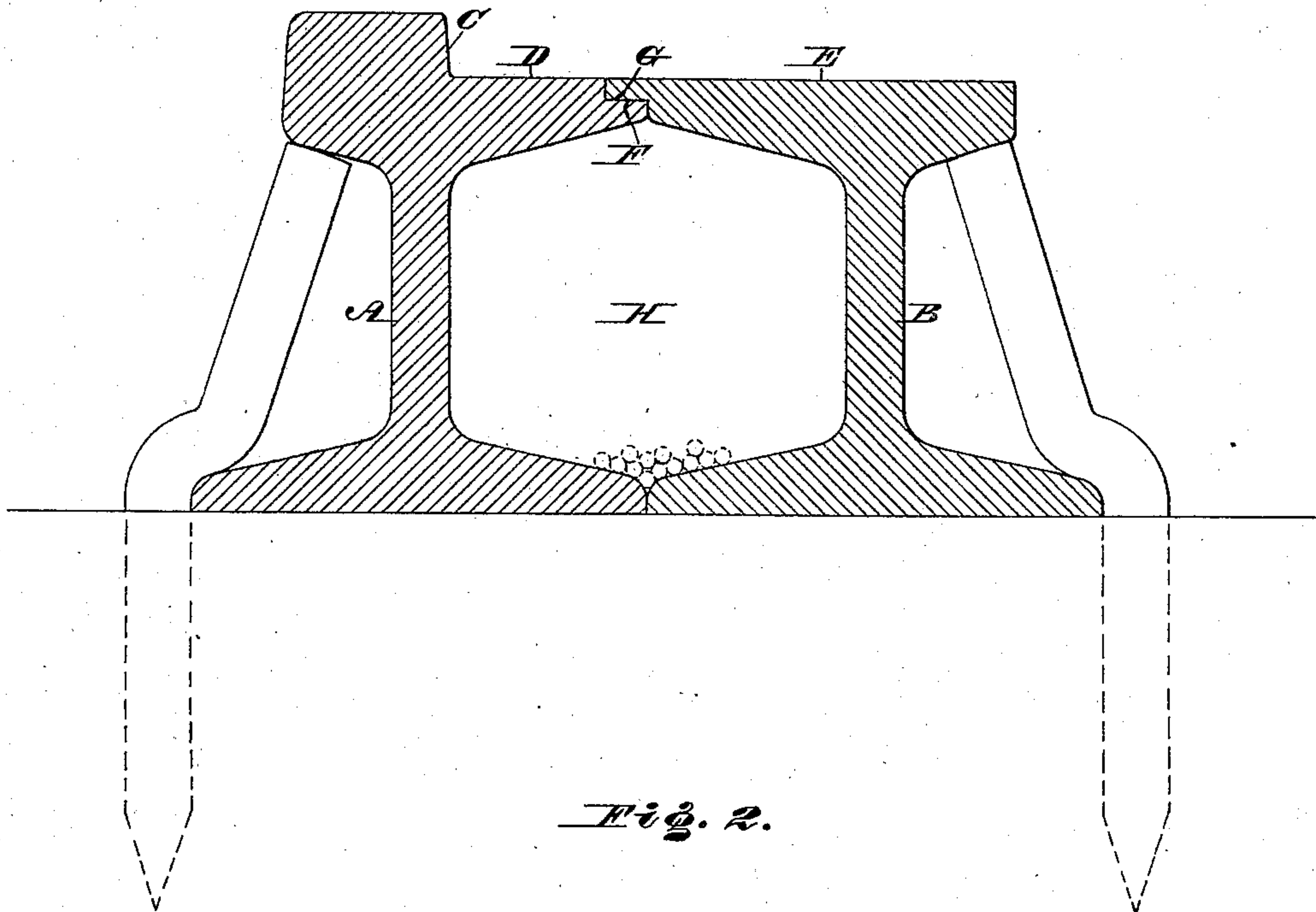
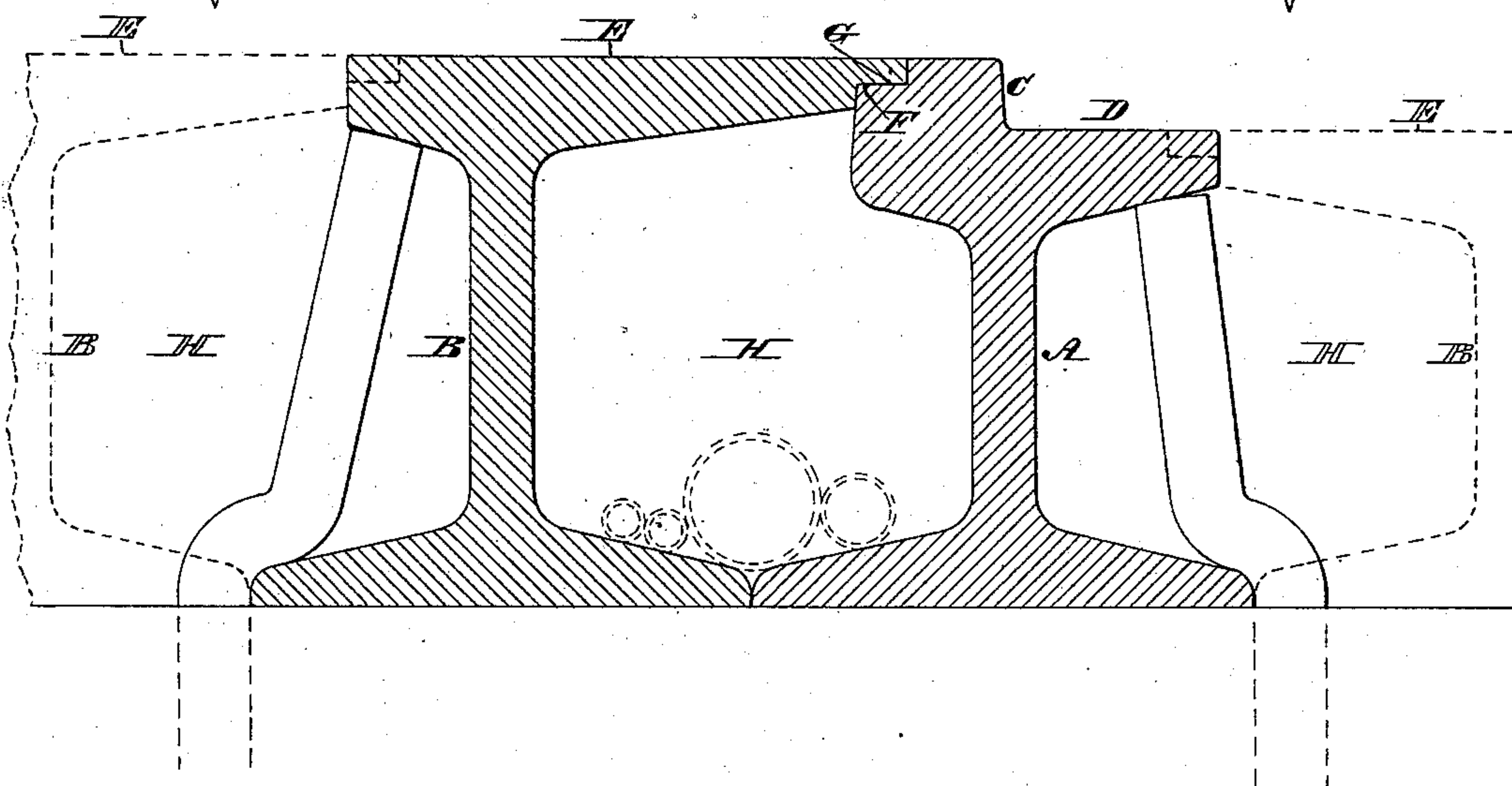


Fig. 2.



WITNESSES:

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RAILROAD-RAIL AND CONDUIT FOR ELECTRIC WIRES, &c.

SPECIFICATION forming part of Letters Patent No. 372,273, dated October 25, 1887.

Application filed February 8, 1887. Serial No. 226,926. (No model.)

To all whom it may concern:

Be it known that I, JAMES T. NULTY, a citizen of the United States, residing at Philadelphia, (Frankford,) in the county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Railroad-Rails and Conduits, which improvement is fully set forth in the following specification and accompanying drawings, in which—

10 Figures 1 and 2 are vertical sections of railroad-rails and conduits embodying my invention.

Similar letters of reference indicate corresponding parts in both figures.

15 My invention relates to improvements in combined railroads and conduits; and it consists of means, hereinafter fully described and claimed, whereby T-shaped rails are utilized as and for the purpose set forth.

20 Referring to the drawings, A B represent two railroad-rails, each constructed of a head, web, and base. The face of the head of the rail A is formed with a shoulder, C, and a flat portion, D, on the top of the head, aside of said 25 shoulder. The face of the head of the rail B is flat, as at E, coincident with the portion D of the rail A, whereby when the rails are placed side by side, as in Fig. 1, the flat portions D E of the two rails are continuous of each other, 30 and form a broad surface on which wheels of wagons and other vehicles may readily run, it being noticed that the rails are more especially designed for street-car purposes.

35 In Fig. 2 the height of the rail B is such that the flat portion E is coincident with the highest part of the face of the rail A, it being noticed that the rails A B in said Fig. 2 are transposed from the position shown in Fig. 1.

40 The contiguous portions of the heads of the rails are shouldered, respectively, as at F G, in reverse direction, said shoulders being adapted to engage or interlock, leaving the contiguous parts flush, whereby the two rails may be united when placed side by side. In this posi-

tion of the rails a conduit, H, is formed, the 45 walls of the same being composed of the heads, webs, and bases of the rails.

The conduit is adapted to receive electric wires, and may be used for containing gas, water, and other pipes, it being found convenient for the purpose intended, as it is readily 50 accessible near the surface of the street or road, avoids digging of deep trenches, and is comparatively indestructible. The rails may be held in position in any desired manner, and 55 sustained laterally by braces or lengthened spikes, as shown.

Another advantage of the present invention is the adaptability of producing the rails A B in the form shown, from worn or old steel T- 60 rails, thus utilizing the latter, the shoulders and other features presented being formed by properly rolling the rails.

The conduit is accessible without tearing up the street or road other than is necessary to 65 remove either rail, and, as shown, it may be duplicated or multiplied by the use of additional rails. (See Fig. 2.)

Having thus described my invention, what I claim as new, and desire to secure by Letters 70 Patent, is—

1. The combination of the rail A, having the shoulder C and the flat face D, and the rail B, with the flat face E, all substantially as and 75 for the purpose set forth.

2. The combination of the rails A and B, having their heads formed with interlocking shoulders F G, whereby a conduit is formed of said rails, substantially as described.

3. A combined railroad and conduit, consisting of the rail A, having the shoulders C and F and flat face D, and the rail B, with interlocking shoulders G and flat face E, all substantially as described. 80

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Witnesses:

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