

No. 814,308.

J. C. MARRIOTT.
CURB CONDUIT.
APPLICATION FILED MAY 8, 1905.

PATENTED MAR. 6, 1906.

2 SHEETS—SHEET 1.

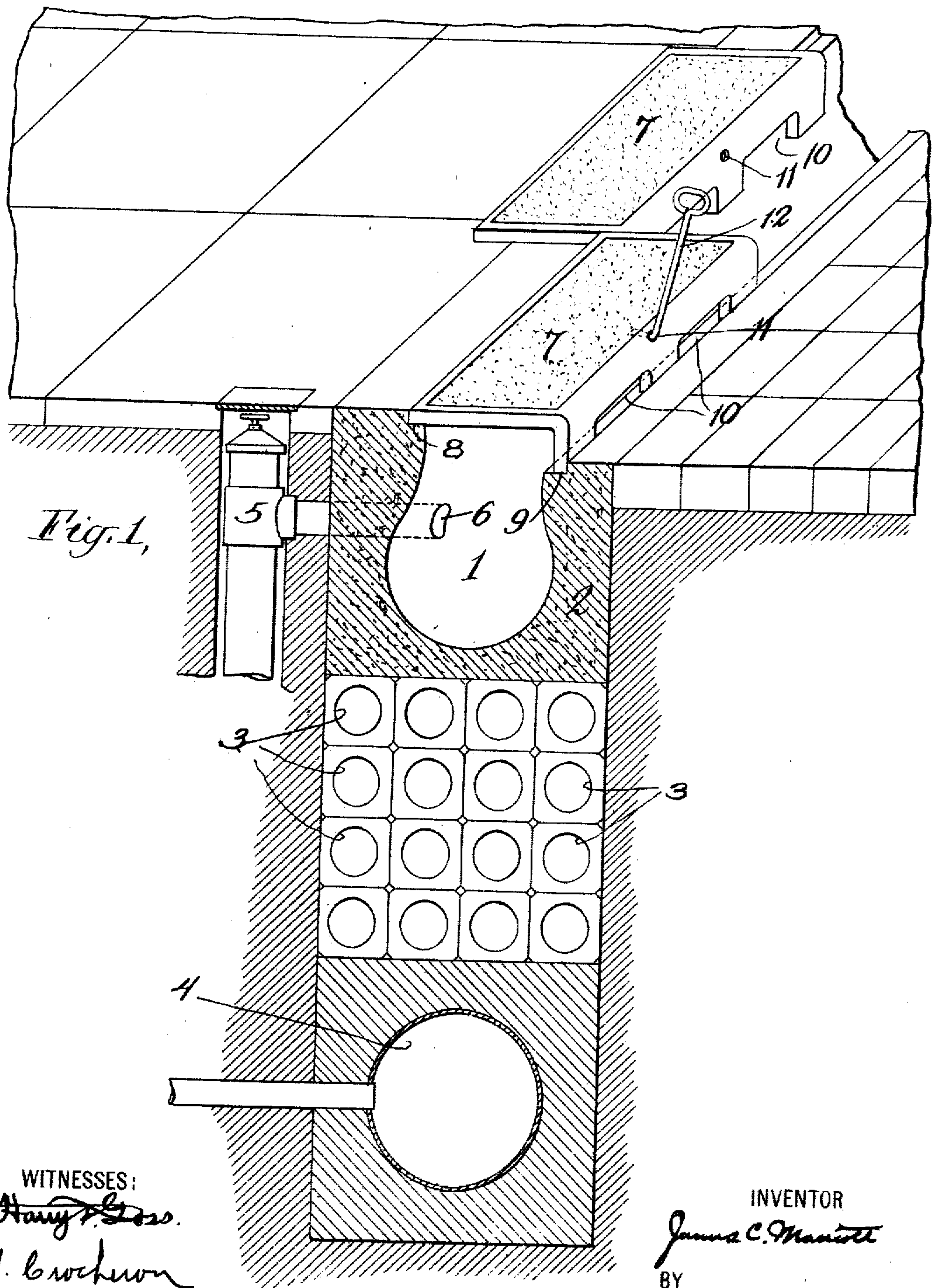


Fig. 1,

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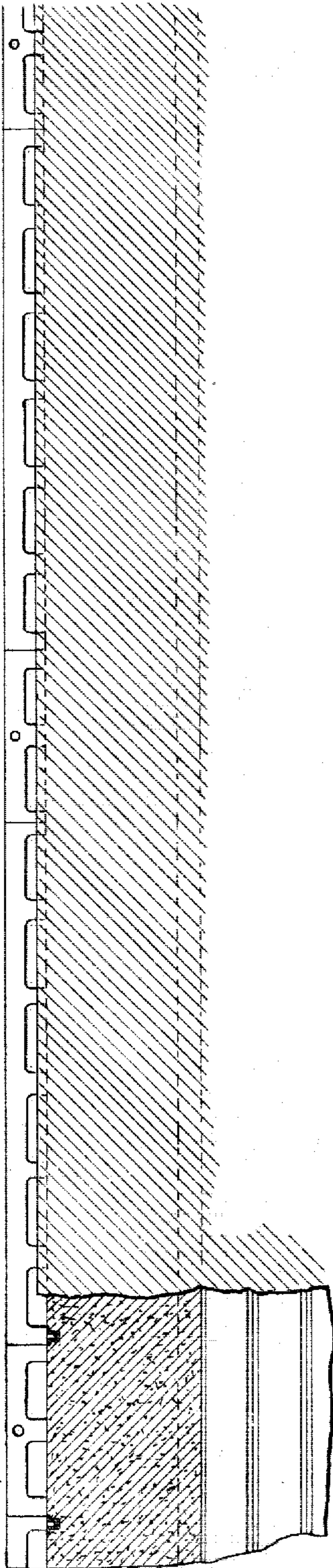
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2 SHEETS—SHEET 2.

Fig. 2.



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JAMES C. MARRIOTT, OF NEW DORP, NEW YORK.

CURB-CONDUIT.

No. 814,308.

Specification of Letters Patent.

Patented March 6, 1906.

Application filed May 8, 1905. Serial No. 259,314.

To all whom it may concern:

Be it known that I, JAMES C. MARRIOTT, a citizen of the United States, residing at New Dorp, in the county of Richmond and State of New York, have invented certain new and useful Improvements in Curb-Conduits; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to curb-conduits and cover-plates therefor, and is particularly applicable to the snow-removal conduits covered by my Patent No. 752,911, dated February 23, 1904.

My invention consists in the novel construction of the cover-plates, in the securing of certain of the cover-plates to the conduit, and in other features of invention hereinafter pointed out.

The object of my invention is to facilitate the uncovering of curb-conduits in order to expose the same for the purpose of depositing snow therein, for the purpose of cleaning said conduits, or for any other purpose.

I will now proceed to describe my invention with reference to the accompanying drawings, and will then point out the novel features in claims.

In said drawings, Figure 1 shows a cross-section and perspective view of a curb-conduit provided with my improved cover-plate. Fig. 2 shows a side elevation and partial section of a curb-conduit provided with cover-plates constructed and arranged in accordance with my invention, the view being taken from the street, looking toward the curb.

Referring now to the drawings, and at first particularly to Fig. 1, 1 designates a conduit such as is covered by my said Patent No. 752,911. Such conduit is shown as located at the curb of the street, being formed in a concrete block 2, and beneath said conduit are shown ducts for electric wiring 3 and a water-main 4; but of course the conduit may have any preferred construction.

5 is a hydrant adapted for admitting water from water-main 4 through a connection 6 to the conduit 1 for the purpose of carrying off snow in said conduit, as described in my aforementioned patent. Numeral 7 designates the aforementioned cover-plates for said conduits. These plates are preferably angle-plates, seated at their inner edges on a shoulder 8, formed in block 2, and seated at their

outer edges on a similar shoulder 9, formed in said block. Said cover-plates are provided with openings 10, adapted to permit entrance of surface-water from the street into the conduit 1. The plates are adapted to be pushed back over the sidewalk for the purpose of opening the conduit, the interior of the conduit in rear of the curb portion of the cover-plate being entirely clear to permit this. Each cover-plate is provided with an opening 11, adapted to receive a bent tool 12, such as is illustrated in the drawings, the bent end of which tool when the latter is introduced into said opening, as shown, will engage the lower surface of the cover-plate, so that said tool may be used as a lever to tilt the cover-plate upward and then to push it back over the side-walk. In this way the entire interior of the conduit is exposed.

The upper surface of the cover-plate may be roughened or provided with a top layer of concrete, cement, or the like, the same as ordinary manhole-covers. Ordinarily it is necessary only to open the conduit at intervals, and it is desirable, particularly when the street has a steep grade, that the cover-plate shall be prevented from shifting longitudinally of the conduit. For these reasons I frequently employ for the same conduit cover-plates of two or more different lengths, relatively short plates being located at intervals, and it being intended that these plates only shall be pushed back ordinarily. The longer plates being naturally heavier need be disturbed only at rare intervals, if at all.

The plates which are not to be disturbed ordinarily may be provided with pins or dowels 13, adapted to fit into sockets 14, formed or embedded in the material of the conduit 1. These pins when fitting into such sockets prevent their cover-plates from shifting longitudinally of the conduit.

It is obvious that my invention is susceptible of many variations and modifications and that said invention is applicable not only to snow-removal conduits, but conduits of other types. I do not limit myself, therefore, to the particular details of construction and arrangement shown in the drawings.

What I claim is—

1. The combination of a curb-conduit and a curb-plate cover therefor, said conduit having supports for the free ends of said cover and having a clear space in rear of the front

of said cover to permit rearward movement thereof, said cover having a top portion and a front or curb surface, both resting on the said supports of the conduit, the sides of said cover being free.

2. The combination of a curb-conduit and a curb-plate cover therefor, said conduit having supports for the free ends of said cover and having a clear space in rear of the front of said cover to permit rearward movement thereof, said cover having a top portion and a front or curb surface, both resting on the supports of the conduit, said front portion having an opening for the entrance of surface-water, the sides of said cover being free.

3. The combination of a curb-conduit and a curb-plate cover therefor, said conduit having supports for the free ends of said cover and having a clear space in rear of the front of said cover to permit rearward movement thereof, said cover having a top portion and a front or curb surface, both resting on the supports of said conduit, and having also means for engagement by a manipulating tool, the sides of said cover being free.

4. The combination of a curb-conduit and a curb-plate cover therefor, said conduit formed in proximity to the curb of a street, its front being approximately at the street-level and its rear being approximately at the sidewalk-level, said rear and front portions having depressed shoulders upon which the top and front portions of said cover rest, said cover having a top portion forming substantially a portion of the sidewalk and a front portion forming a curb front, the sides of said cover being free, and the portion of the conduit in rear of said front portion of the cover

being clear to permit rearward movement of said cover.

5. The combination of a curb-conduit and a series of curb-plate covers therefor, said conduit having supports for the free ends of said covers and having a clear space in rear of the fronts of said covers to permit rearward movement thereof, said covers having each a top portion and a front portion forming a curb front, both resting on the said supports of the conduit, the adjacent edges of the several covers being disengaged as regards rearward movement of one of said covers with respect to the others and the conduit.

6. The combination of a curb-conduit and a series of curb-plate covers therefor, said conduit having supports for the free ends of said covers and said covers having each a top portion and a front portion forming a curb front, both resting on the said supports of the conduit, certain of said covers locked to the conduit as regards longitudinal motion with respect thereto, and certain of said covers being rearwardly movable with respect to the other covers and the conduit, the sides of such rearwardly-movable covers being disengaged from the other covers and the portions of the conduit in rear of such rearwardly-movable covers being clear, to permit such rearward movement.

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

JAMES C. MARRIOTT.

Witnesses:

H. M. MARBLE,
ROGER H. LYON.