

W. HOUGHTON.  
CONDUIT.

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928,606.

Patented July 20, 1909.

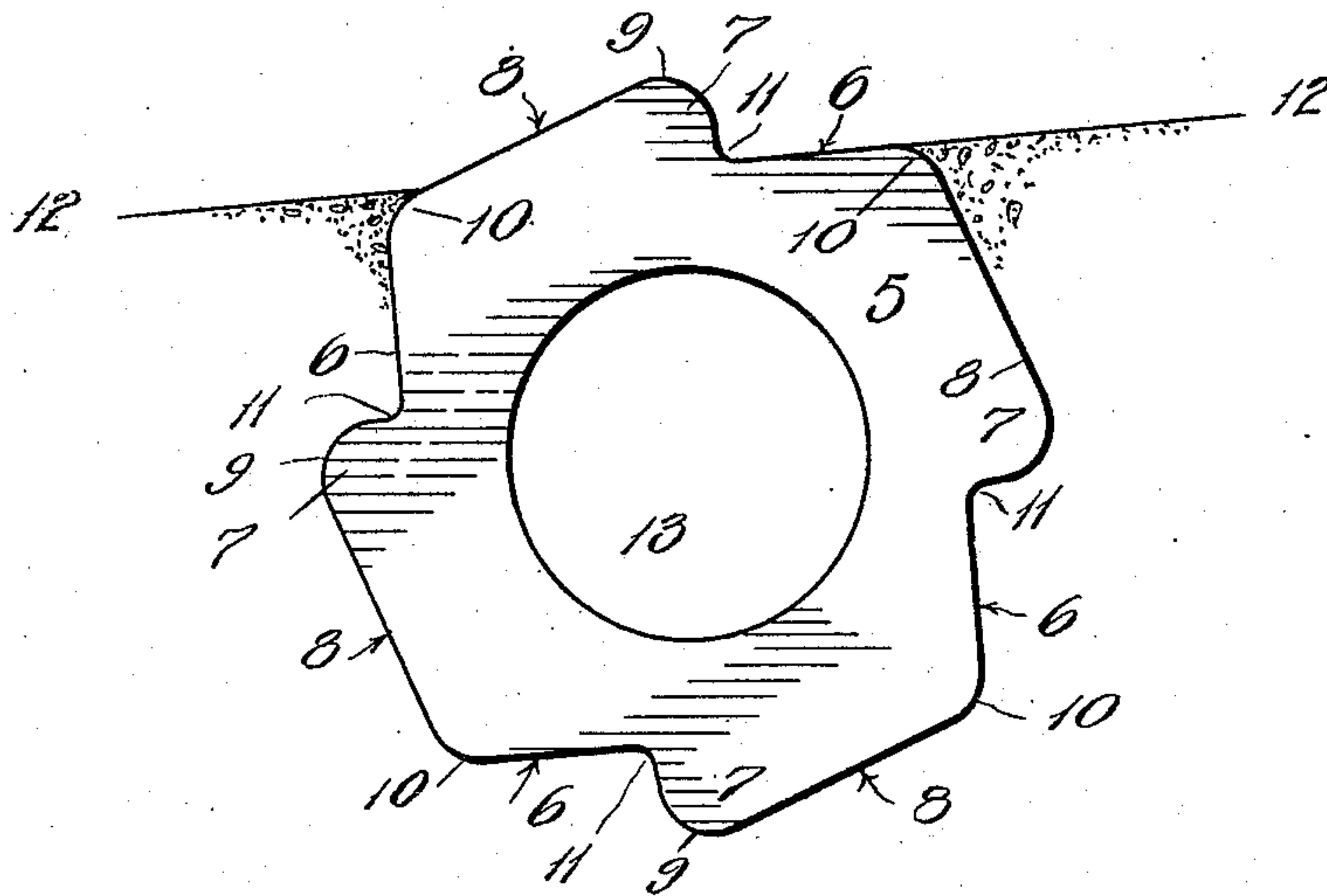


FIG. 1

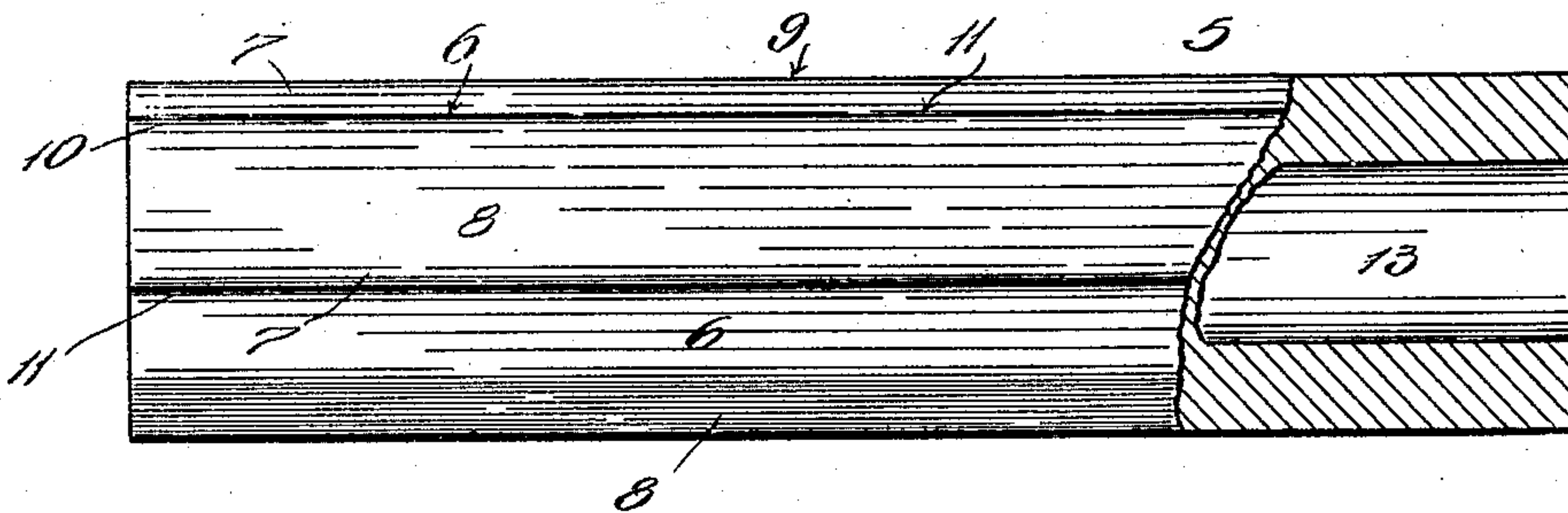


FIG. 2

WITNESSES:

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# UNITED STATES PATENT OFFICE.

WILLARD HOUGHTON, OF BRINNON, WASHINGTON.

## CONDUIT.

No. 928,606.

Specification of Letters Patent.

Patented July 20, 1909.

Application filed July 22, 1908. Serial No. 444,833.

*To all whom it may concern:*

Be it known that I, WILLARD HOUGHTON, a citizen of the United States, residing at Brinnon, in the county of Jefferson and State of Washington, have invented certain new and useful Improvements in Conduits, of which the following is a specification.

This invention relates to devices employed in the construction of roads; and its object is the provision of a water conduit adapted for use in diverting the flow of the surface-water from the wheel ruts so that the danger of a washout from such an agency in inclined or mountain roads is obviated which results in the maintenance of the roadbed in good condition for a long time.

The invention consists in a body adapted to be embedded in a road transversely and is provided in its top surface with a gullet for catching the surface-water and for conducting the same out of the tracks of vehicle wheels.

In the accompanying drawing Figure 1 is an end view of a water conduit embodying my invention; and Fig. 2 is a view, partly in side elevation and partly in longitudinal section, of the same.

The reference numeral 5 designates a tubular body which may be constructed of concrete or other suitable material. The periphery of the body is formed to provide quadrilaterally disposed faces 6 wherefrom project, at about the mid-widths of the respective sides, the triangular shaped ridges 7, which are arranged to have the sloping faces 8 thereof extend from the apices 9 of the ridges to the adjacent corners 10 of the body. These angles, 9 and 10, as well as the gullets, or reëntrant angles, 11, are desirably rounded, as shown in drawings, to facilitate the manufacture of the device and also render the same better able to withstand the shocks to which it is subjected from wagon wheels.

In practice, a conduit is embedded in a road-bed so that one of its faces 6 will be flush, or even with, the surface 12 of the road, see Fig. 1, and with the adjacent sloping face

8 disposed upon the down hill side. The conduits are placed to extend diagonally across the paths made by wagon wheels so that the exposed ridge of each will obstruct any water that may be flowing down hill in the wheel tracks and turn the same therefrom.

The ridges upon the sides and bottom of a conduit serve to prevent the device from being dislodged from the ground through any force to which it is likely to be subjected, and, when the uppermost, or exposed ridge, has been worn, the device may be successively taken out and re-bedded to present an unimpaired ridge and gullet.

Ordinarily these conduits would be made of lengths of about five-feet and, while primarily intended for use in diverting streams of surface water, by making them longer or by putting several of them end to end so that the bores 13 thereof will be in alinement, they will furnish a culvert where-through the water below the surface, or to one side, of a road may be drained.

What I claim, is—

1. A water conduit for use in roads composed of a hollow body formed with a plurality of ridges on its periphery, said conduit being adapted to be embedded in the road so as to extend transversely thereto, and to have one of its ridges project upwardly from the surface of the road.

2. A water conduit for use in roads composed of a hollow body having quadrilaterally disposed faces formed with a plurality of ridges on its periphery, said ridges being approximately triangular in cross section and having their apices rounded, said body being adapted to be disposed transversely with respect to the road and to have one of its ridges project above the surface of the road, one of said triangular faces of said ridges to slope toward the road surface, and one of said quadrilaterally disposed faces to lie flush with the road surface.

3. A water conduit for use in roads composed of a body adapted to be embedded



in the road transversely to the same, said body being formed with an upwardly projecting ridge to form a gullet to intercept water on the road surface, and carry the  
5 same to one side of the road.

4. A water conduit for use in roads composed of a body adapted to be disposed transversely with relation to the road and formed with a series of ridges of similar character,  
10 said body to be embedded in the road-bed

and to have one of its ridges project above the road surface, the remaining of said ridges to serve as means to anchor the body in the road-bed.

In testimony whereof I affix my signature 15  
in the presence of two witnesses.

WILLARD HOUGHTON.

Witnesses:

PIERRE BARNES,  
J. A. ROBERTS.