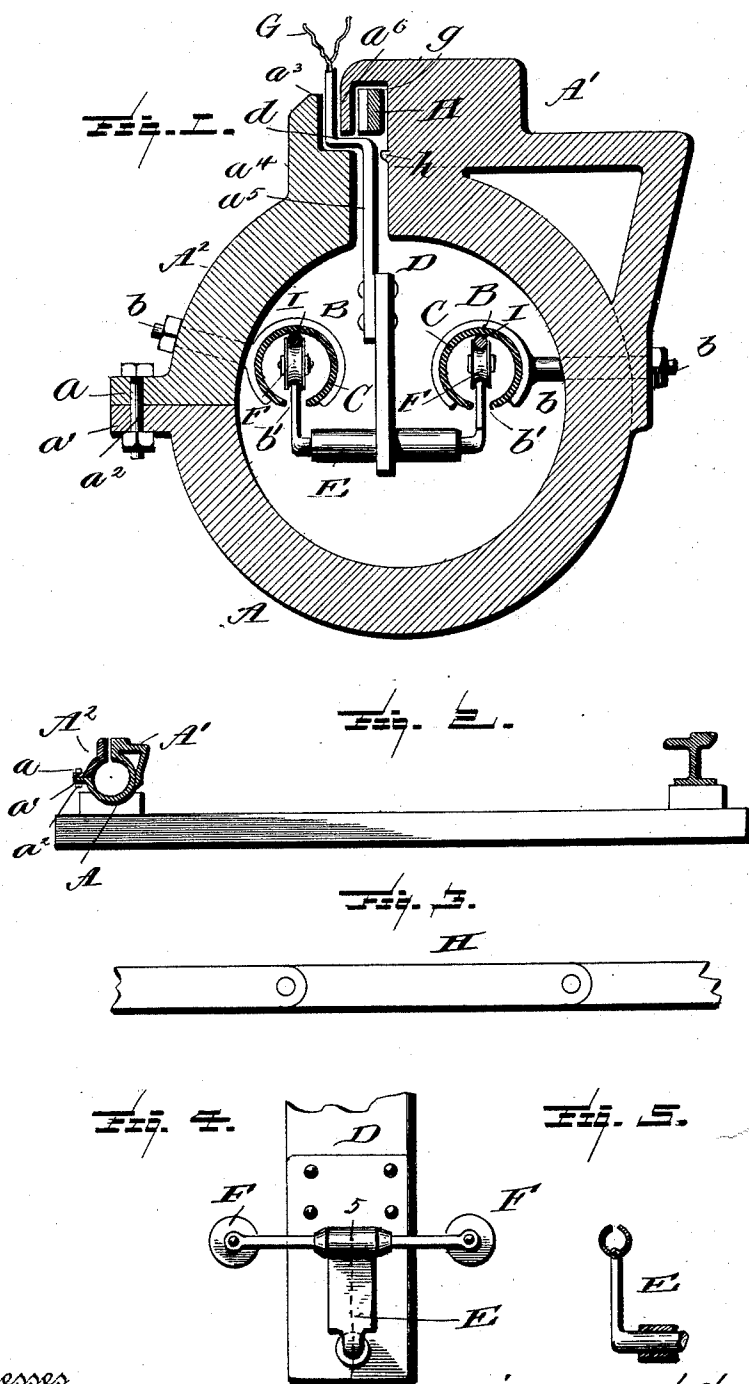


(No Model.)

W. G. CREIGHTON.
CLOSED CONDUIT FOR ELECTRIC RAILWAYS.

No. 483,761.

Patented Oct. 4, 1892.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM G. CREIGHTON, OF NORWOOD PARK, ILLINOIS.

CLOSED CONDUIT FOR ELECTRIC RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 483,761, dated October 4, 1892.

Application filed February 6, 1892. Serial No. 420,523. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM G. CREIGHTON, a citizen of the United States, residing at Norwood Park, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Electric Conduit-Tubes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

This invention relates to certain new and useful improvements in electric conduit-tubes, and is designed more particularly as an improvement upon the construction shown in my patent, No. 376,429.

It has for its objects among others to form the tube and rail together and to provide an improved slot-closer which shall work vertically, being raised by the traveling contact, and means being provided to prevent the closer from falling into the conduit.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be specifically defined by the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a cross-section of a tube and rail, on an enlarged scale, embodying my improvements. Fig. 2 is a front elevation of a tie with the rails in cross-section. Fig. 3 is a side elevation of a portion of the slot-closer. Fig. 4 is a side elevation of the traveling contact. Fig. 5 is a section on the line 5 5 of Fig. 4.

Like letters of reference indicate like parts throughout the several views in which they occur.

Referring now to the details of the drawings by letter, A designates a hollow tube of any desired shape, having cast integral therewith or rigidly bolted or otherwise secured thereto the rail A', which may be of any desired shape. The tube has one side A² made removable to provide for access to the interior for the purpose of providing convenient means of repairing the interior mechanism when necessary. This removable portion

may be held in place in any suitable manner. It is shown as provided with a lug or flange *a*, through which and a corresponding lug *a'* on the other portion of the tube pass bolts *a*², as seen in Fig. 1. The tube is provided upon its upper face with a slot *a*³, which, instead of extending in a straight line, extends for a short distance vertically, then horizontally, as seen at *a*⁴, and then again vertically, as seen at *a*⁵, and communicating with the interior of the tube, as clearly shown in Fig. 1. The two vertical portions of the slot are in different planes. The main body of the tube or the rail has a depending flange *a*⁶, as seen in Fig. 1, which serves to prevent vertical displacement of the traveling contact and also prevents ingress of dirt and other matter into the tube.

Within the tube on the sides are secured the brackets B, which may be secured in position in any suitable manner, preferably by the bolts *b*, which extend outside the tube, whereby they can be adjusted when desired. In these brackets are secured the insulated tubes C. The brackets and tubes are provided upon their under sides with longitudinal slots *b'*, as seen in Fig. 1, and D is a traveling contact which passes through the slot in the tube A, being provided with an angled portion *d* to conform to the shape of the slot, as seen in said Fig. 1, and attached to the center of a piece of metal E. On each end of this piece is a wheel F. The tubes are preferably constructed of aluminum or aluminum and brass or other metal thoroughly insulated.

G are the wires connected with the traveling contact.

The main portion of the tube beneath the flat portion of the rail has a slot or passage *g*, in which is arranged a jointed slot-closer H, which may be made of any suitable material. It is raised by the contact therewith of the horizontal portion of the traveling contact and falls as soon as it has passed. A lug or projection *h* is formed within the slot or passage *g*, as seen in Fig. 1, to prevent the slot-closer from falling too far.

The electrical connections may be made in any suitable manner—as, for instance, as shown in my patent above referred to.

What I claim as new is—

1. A combined tube and rail provided with an angular slot for the passage of the traveling contact and a slot for the slot-closer and a depending flange between the two with a
5 lug to limit the downward movement of the latter, as set forth.

2. The combination, with the combined tube and rail with angular slot and a longitudinal passage parallel with the upper vertical portion of the slot and a lug opposite
10 the horizontal portion of said slot, of a verti-

cally-movable jointed slot-closer arranged in said passage above said lug, substantially as specified.

In testimony that I claim the above I have
15 hereunto subscribed my name in the presence of two witnesses.

WILLIAM G. CREIGHTON.

Witnesses:

T. B. CLEVELAND,
JAS. H. O'NEILL.