Jan. 8, 1935. B. A. LUNDY 1,987,405

RAILROAD TRUNKING

Filed Feb. 2, 1933

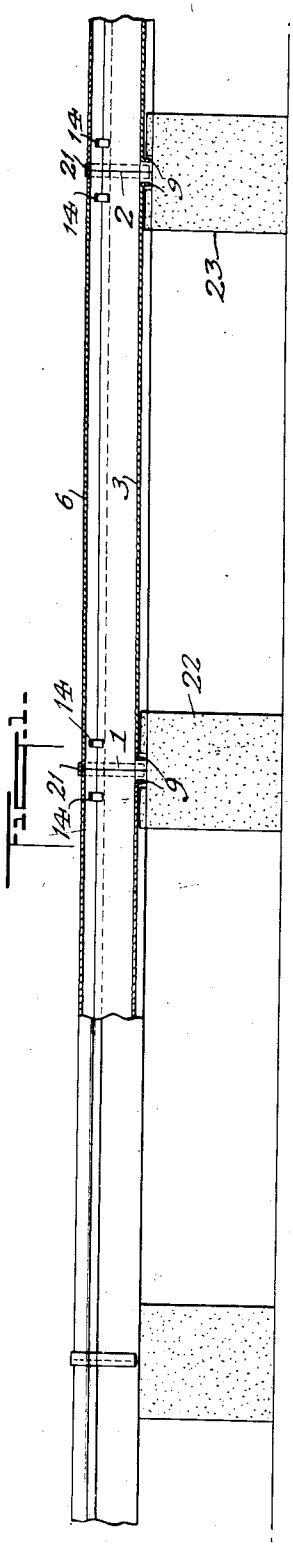


Fig. 1.

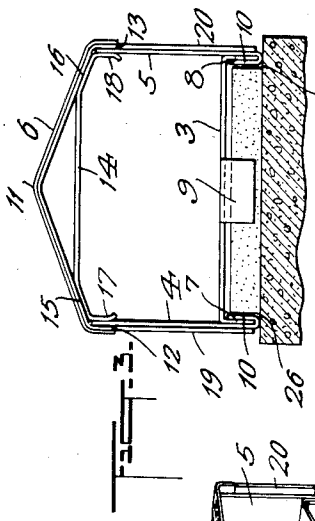


Fig. 3.

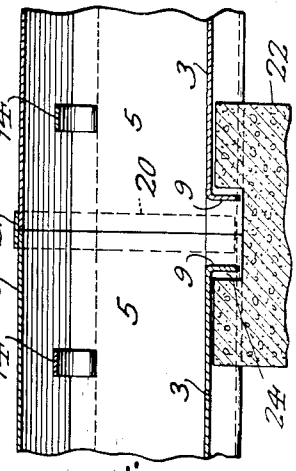


Fig. 4.

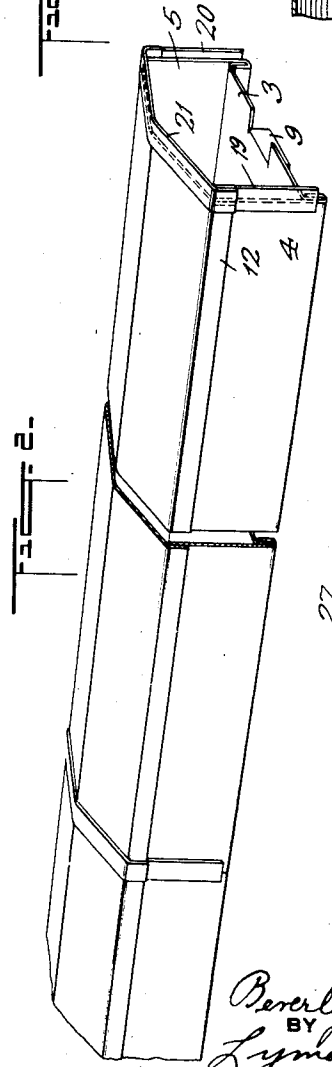


Fig. 2.

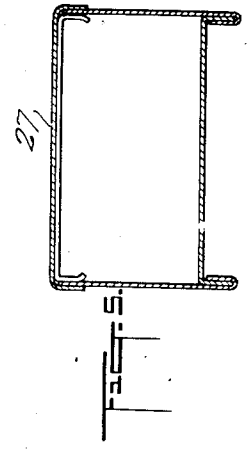


Fig. 5.

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RAILROAD TRUNKING

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5 Claims. (Cl. 247—1)

This invention relates to conduits, more particularly conduit projecting electrical conductors, particularly such conductors when positioned alongside of a railway track.

Heretofore electrical conductors positioned alongside of a railroad track, at a slight elevation from the ground, have been protected and housed by a form of conduit known as trunking.

The trunking of the prior art has generally been made of either wood or concrete. Wooden trunking is objectionable because it soon deteriorates. It is, however, light, and consequently, easy to handle. Concrete trunking is lasting, but is very heavy, and consequently awkward or difficult to handle.

A principal object of applicant's invention is the production of conduit of the trunking type formed of metal.

A further object of applicant's invention is the production of trunking of the character specified which is so constructed that it may be made in short lengths so that it will, as regards the individual pieces, be light and easy to handle.

Further objects and advantages will appear as the description of the particular physical embodiments selected to illustrate the invention progresses and the novel features will be particularly pointed out in the appended claims.

In describing the invention in detail and the particular physical embodiment selected to illustrate the invention, reference will be had to the accompanying drawing and the several views thereon, in which like characters of reference designate like parts throughout the several views, and in which:

Figure 1 is a side elevational view of trunking embodying my invention in place on supports of the form arranged by me to cooperate with my trunking, certain parts being shown in section to more clearly illustrate the construction; Fig. 2 is a perspective view of trunking embodying my invention; Fig. 3 is an end view of the trunking as shown by Fig. 2; Fig. 4 is a longitudinal cross-sectional view of the trunking as shown by Fig. 2; Fig. 5 is a transverse cross-sectional view of trunking of a modified form.

Although the trunking of my invention when assembled may extend for miles, it is made in sections of convenient length. I prefer lengths of about eight feet, that is, referring to Fig. 1, the distance from the point 1 to the point 2 is preferably about eight feet, although of course I may make the top in different lengths than other portions, and add intermediate supports.

Each section of trunking is made exactly like every other section. Each section comprises a base 3; a left side 4; a right side 5, and a top 6, all as best shown in Fig. 3.

The base 3 is formed from a rectangular sheet of material, preferably iron or steel. Along each side edge a portion, as 7 and 8, as shown in Fig. 3, is bent at substantially a right angle. These portions I term, bottom flanges. At each end a rectangular portion, as 9, is bent down at a right angle to form a holding means, which I term a longitudinal stop.

The separate sides, as 4 and 5, are each formed with a bent up portion, as 10, at their lower ends. This bent up portion forms a U and is termed by me, the side piece channels.

The top 6 extends from one upright side piece to the other upright side piece and is preferably raised in the center, as at 11, forming an inverted trough. The top 6, along each edge, has portions such as 12 and 13, bent at an angle thereto which extend a slight way down on the sides as 4. A clip member 14 is suitably attached to the top member 6 at 15 and 16, in any suitable and appropriate manner, preferably by welding. The clip member 14 has end portions 17 and 18 which extend down along the inside of the sides 4 and 5 and form with the depending portions, 12 and 13, a clip by which the top is held to the sides by the friction and spring of the metal of the parts. Applicant prefers to place one of the clips 14 at each end of each section, as shown in Fig. 1, although more or less may be used if found necessary or desirable.

In order to align the sections at the junction point and to prevent the entrance of rain and snow, applicant provides side joint pieces or covers as 19 and 20 on one end of each of the side sections, and top or capping joint cover or protector at one end of each of the top sections.

In practice applicant provides piers, as 22 and 23, preferably made of concrete, upon which the trunking rests. Each pier has a central depression, as 24, in which the longitudinal stops are positioned. Any longitudinal movement of the bottom sections brings a longitudinal stop against the upright wall of the depression 24 and prevents further movement longitudinally. Each pier, as 22, is also formed with a cut away portion, or rabbet, as 25 and 26, on each side thereof at the corner. When the bottom flanges 7 and 8 rest in the side channels as 10, the side channels are adjacent the shoulder formed by the cutting away of the portion of the top of the pier at the corner, and any attempt to move the trunking

sidewise is stopped by the engagement of one of the shoulders with the side channel portion.

In practice, after the piers are positioned properly, a bottom section is positioned extending between two piers with the bottom stops in the central depressions of the piers. The side pieces, as 4 and 5, are then assembled to cooperate with the bottom 3 and then the top 6 is positioned by pressing the top down so that the sides as 4 and 5 come between the clips of the top. Further sections are added as needed. Each section added has its beginning end positioned against the end of the preceding section and the joint thereby made is covered in each case by the joint covers, as 19, 20, and 21.

Although applicant prefers the form of top or capping 6 as shown in Fig. 3, nevertheless, a flat top 27, as shown in Fig. 5, may be used. The inverted trough type of top, not only acts more efficiently to shed snow and water, but better resists blows and weights placed thereon.

If desired all of the parts may be suitably covered, as by painting, either before or after assembly.

Although I have particularly described one particular physical embodiment of my invention and explained the principal, construction and mode of operation thereof, nevertheless, I desire to have it understood that the form selected is merely illustrative, but does not exhaust the possible physical embodiments of the idea of means underlying my invention.

What I claim as new and desire to secure by Letters Patent of the United States, is:

1. In a sectional conduit, in combination: a bottom piece formed with a depending flange along each side edge and a depending stop at each end; two side pieces, each provided at its lower end with a channel into which a flange of the bottom piece fits; a cap in the general form of an inverted trough extending from side piece to side piece and formed with depending flanges extending down along the outside of the side pieces; two clip members, one at each end of the capping, each clip member extending from one side piece to the other side piece and each clip member formed at each end with a depending portion forming, with the depending flanges of the cap, clips between the sides of which the side pieces are positioned and held; and each side piece and each cap at one end thereof having attached thereto a joint cover extending beyond the piece to which it is attached acting to prevent the entrance of undesired substances into the trunking at the joint between successive sections.

2. In a combined sectional trunking and support therefor, in combination: spaced piers, each pier having a central depression in the top thereof and cut-away portions along each side at the top corner thereof; trunking formed with a depending flange fitting into the central depression and channels depending from each side fitting into the cut away portions whereby the trunking is prevented from movement both longitudinally and transversely.

3. In a wire-trunk system characterized by trunk sections each having a depending end-flange and depending side-channels, a supporting pier having a central depression in the top thereof and marginal rabbets along each side at the top corner thereof, whereby the contiguous ends of abutting trunk-sections may be readily fitted together in assembled relation with said pier, having their depending flanges fitted into the central depression thereof, and their respective side channels fitted into the marginal rabbets, so that the trunking when thus fitted to, and rested upon, the supporting pier, is prevented from movement both longitudinally and transversely.

4. A wire-trunk section comprising a trough-like member formed with a base having a bottom recess defined by channels depending from each side and having a depending flange at each end thereof, said side channels and end flanges being respectively adapted to prevent movement of said trunking both transversely and longitudinally when fitted upon a suitable supporting structure.

5. A wire-trunk section comprising an extended trough-like member formed of a single piece of sheet metal with integral wall and base portions united along each marginal edge by a fold extending below the level of the base portion, said base portion having at each end an offset flange also extending below the level of the base-portion, and constituting with said side-folds means to prevent movement of said trough lengthwise and laterally when fitted upon a suitable supporting structure.

BEVERLY A. LUNDY.