(No Model.) 2 Sheets—Sheet 1.

A. W. WRIGHT.

ELECTRIC RAILWAY CONDUIT.

No. 486,315. Patented Nov. 15, 1892.

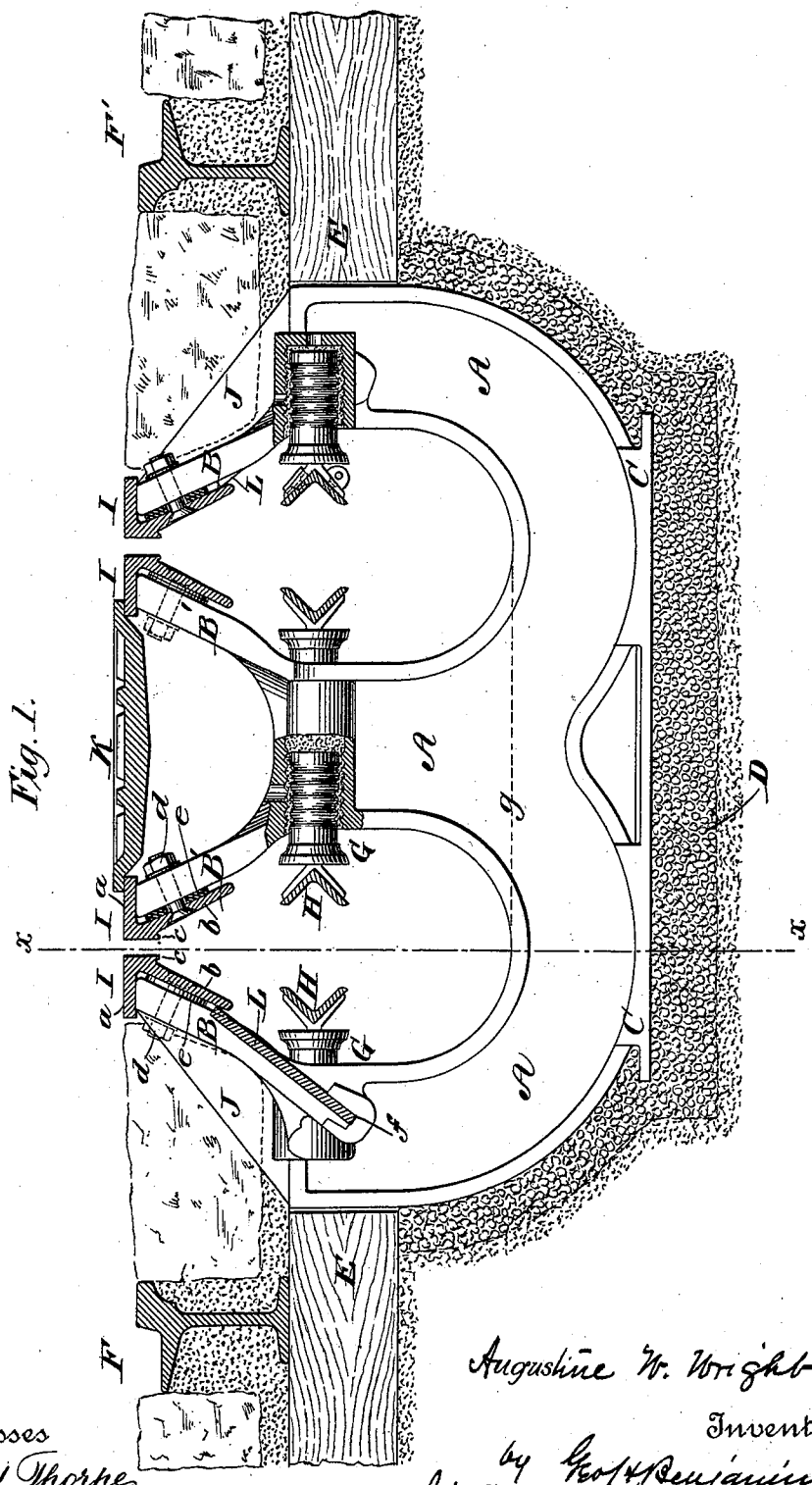

Fig. 1.

Witnesses
Edward Thorpe
Timothy F. Dillon

Augustine W. Wright
Inventor
by Geo. H. Benjamin
By his Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

(No Model.) 2 Sheets—Sheet 2.

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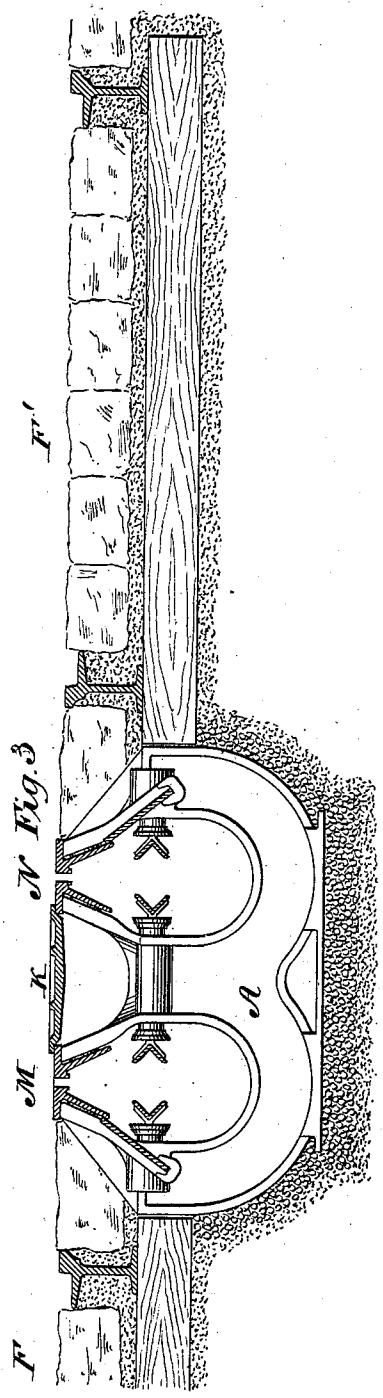

Fig. 3.

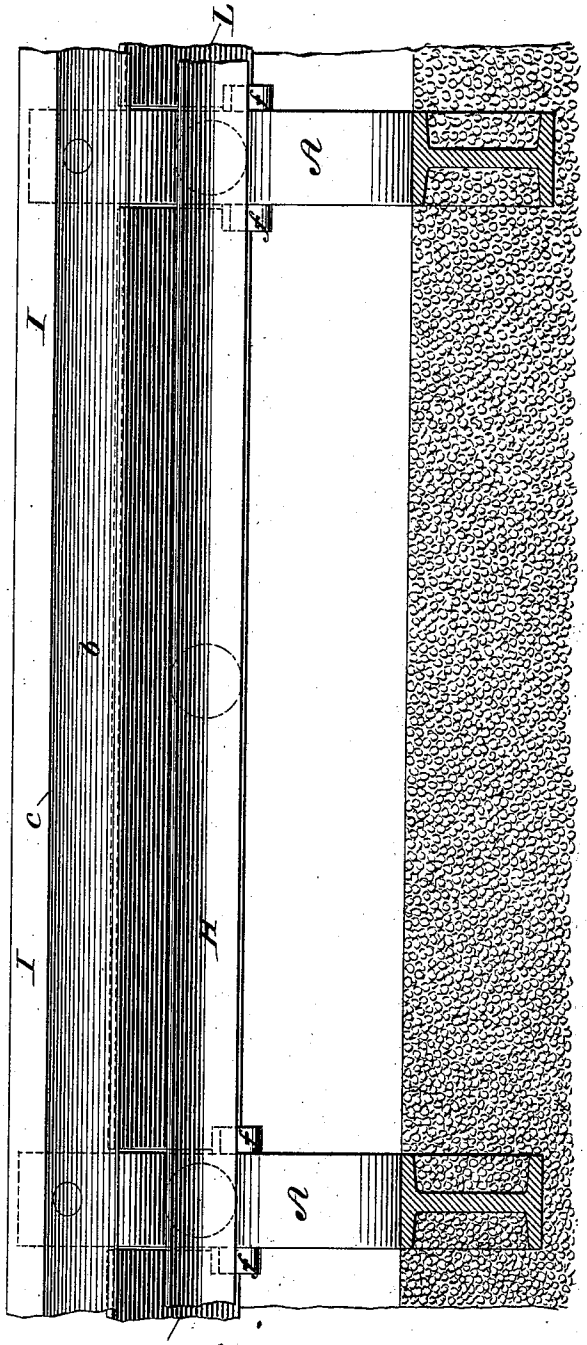

Fig. 2.

Witnesses
Edward Thorpe.
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Augustine W. Wright
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UNITED STATES PATENT OFFICE.

AUGUSTINE W. WRIGHT, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE SIEMENS & HALSKE ELECTRIC COMPANY OF AMERICA, OF ILLINOIS.

ELECTRIC-RAILWAY CONDUIT.

SPECIFICATION forming part of Letters Patent No. 486,315, dated November 15, 1892.

Application filed May 12, 1892. Serial No. 432,784. (No model.)

To all whom it may concern:

Be it known that I, AUGUSTINE W. WRIGHT, a citizen of the United States, residing at the city of Chicago, county of Cook, and State of Illinois, have invented new and useful Improvements in Electric Railways, of which the following is a specification.

This invention relates to surface railways wherein the power is communicated to the vehicle from an underground source, a street-slot being provided for communication.

The object of the invention is to provide a solid and self-contained subway structure wherein the yokes are adapted to resist the pressure of the traffic directly upon the pillars thereof and to support the slot-rails against deflection.

I will proceed to describe the structure embodying my invention, and subsequently point out in the appended claims its novel characteristics.

Figure 1 is a cross-sectional elevation showing my invention embodied in a double conduit; Fig. 2, a longitudinal section of Fig. 1, taken on the line *x x;* and Fig. 3 a cross-sectional view of the roadway on a reduced scale, showing the relative position between the subway and the respective tracks.

A represents the yoke, which is of the form shown and has the slot-rail supports or pillars B B′ integral therewith. The yoke A has a horizontal base C, resting on a gravel bed D to maintain its level position. The extremities of yoke A are supported by abutments between cross-ties E E of the respective tracks F F′.

I I represent the slot-rails, the top flanges *a* of which rest directly on the pillars B B′ of the yoke A. The slot-rails I I are composed of angle-irons, the lower parts *b* of which incline divergingly from the top toward the bottom, and at an intermediate point the inclined portion of said slot-rails is provided with ribs *c*, adapted to shed water and prevent its dripping upon the electrical conductors H H or parts that may be contained within the conduit. The electrical conductors H H are supported in suitable insulated supports G. The slot-rails I I are secured to the extremities B B′ of the yokes by means of bolts *d*, having interposed washers *e*. The outside supports B and B′ of the yoke A have webs J J, which form pockets to receive the paving-stones. Between the supports B B′ of the yoke A, at suitable intervals, are provided manhole-plates N, resting on the flanges of the inner slot-rails. Access is had through these manholes to both conduits within the yoke. The spaces between the two conduits and the manhole-openings are completed or filled with any suitable material. Water-sheds L are provided on the outer walls of the conduits, the same being composed of wrought-iron plates having their lower edges resting in mortises *f* on each side of the yoke A and their upper portions retained by the flanges *b* of the outer slot-rails I. A concrete filling is provided in the subway between the yokes A, forming a surface at the line *g*, Fig. 1, and also clearly represented in Fig. 2, suitable means for drainage being provided along the road-bed. A traveling contact-making device or plow moves in each conduit for collecting the electric current, said contact-making device being suspended by a shank or connection extending through the slot M or N and carried by the car at one side of the same.

I claim as my invention—

1. In an underground conduit for electric railways, the combination, with a yoke provided with upper vertical converging slot-rail supports and a mortise adjacent to the base of the outer support, of angular slot-rails having horizontal portions resting on the top of said supports and dependent diverging portions facing said supports and bolted thereto, an independent water-shed seated in said mortise and locked by the adjacent angular plate, and a suitable supply conductor or conductors in said conduit, substantially as described.

2. In a double underground conduit for electric railways, the combination, with the double yoke-casting provided with the double series of converging rail-supports, so that the

inner supports relatively diverge, of angular slot-rails seated on and bolted to the supports, the spaces between the inner diverging supports forming openings for access to the conduits at either side, and manholes bearing on the inner slot-rails for closing said openings, substantially as described.

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

AUGUSTINE W. WRIGHT.

Witnesses:
EDW. A. MEYSENBURG,
O. W. MEYSENBURG.