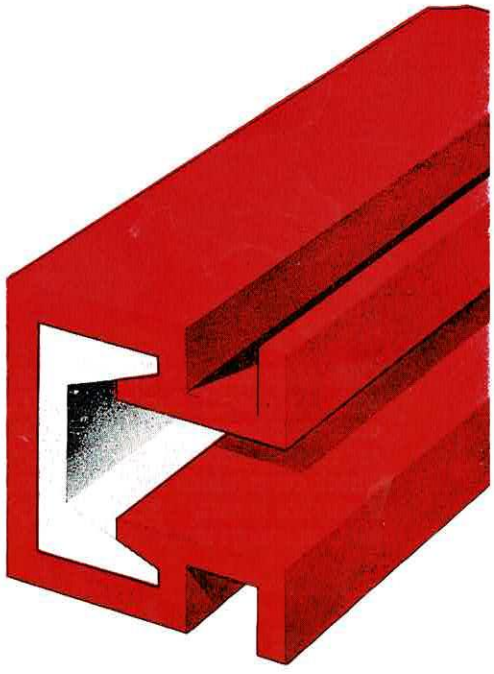
Kant-Shock Safety Type Shielded Electrification for MONORAIL Track and Crane Systems

The only practical way to eliminate the hazards of exposed conductor bar electrification for power operation in a monorail or crane system is to cover the conductor bars as completely as possible with insulation of high dielectric strength.

MonoRail Kant-Shock Electrification eliminates hazard by preventing all possibility of accidental physical contact. The design of the Kant-Shock shield does not permit entry of an adult's little finger.

The simple sliding-shoe collector together with the compact mounting of Kant-Shock Electrification furnishes safe, live power feed throughout the system.

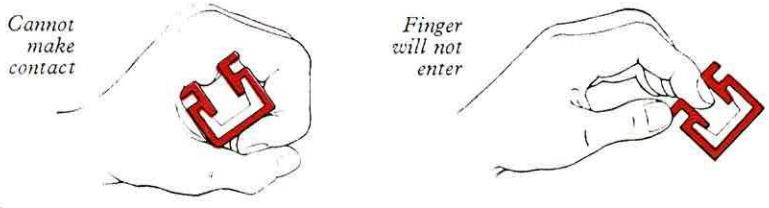


Conductor

Conductor or bus bars are sherardised steel channel sections, which are mounted to meet standard MonoRail gauges on brackets spaced at a maximum of 4 feet. Bars are sherardised to provide increased conductivity and to prevent rust and corrosion.

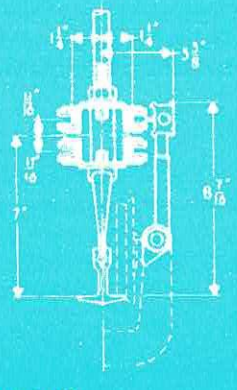
Insulation

Kant-Shock Shielding is extruded, rigid polyvinyl chloride in bright red colour. This material has high dielectric strength and outstanding resistance to chemical attack. It has high physical strength and will not support combustion. Electrical creep distance across Kant-Shock Electrification to ground at the closest point is always in excess of 1 inch. Maximum operating temperature is 130°F.

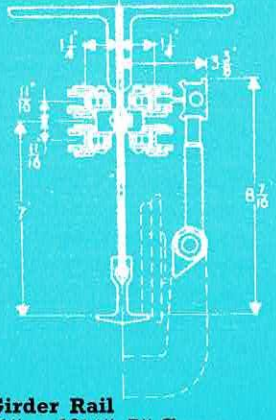


Specifications

MonoRail Systems



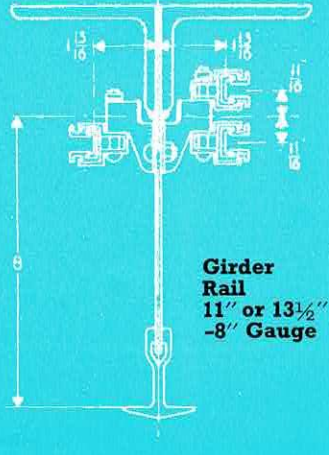
401 Rail
7″ Gauge



Girder Rail
11″ or 13½″ –7″ Gauge

Crane Runways

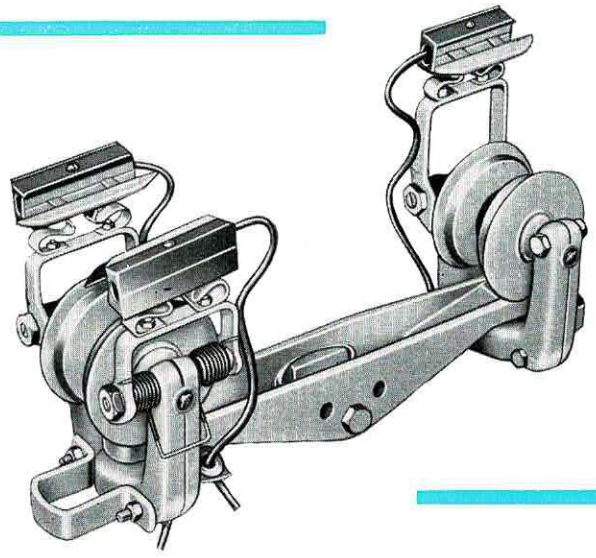
401 Rail
8″ Gauge



Girder Rail
11″ or 13½″ –8″ Gauge

Dimensions given on this page are for estimating purposes only. Certified blueprints will be furnished for working drawings.

Kant-Shock



Collectors

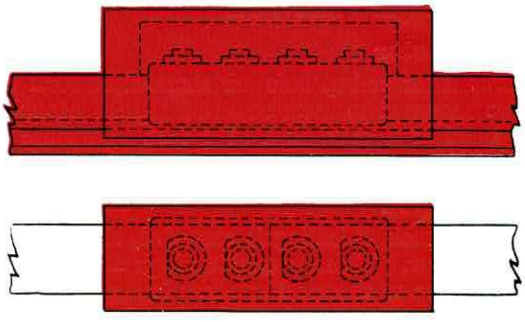
Collectors are of the sliding-shoe, self-cleaning type. They are made of a hard copper alloy, set in moulded insulators mounted on a leaf type head spring. This provides self adjustment for irregularities in the conductor and assures correct alignment at all times. The head spring is mounted on standard MonoRail collector brackets which carry double coil springs for proper contact with the conductors.

Contact face of the shoe is contoured to allow for any possible misalignment of conductors at entrance to a movable section of track such as at switches and crane interlocks.

Collector shoes can be easily removed for replacement by loosening one bolt and disconnecting the lead-in wire.

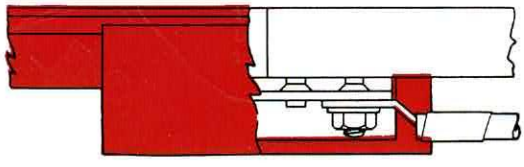
Splice

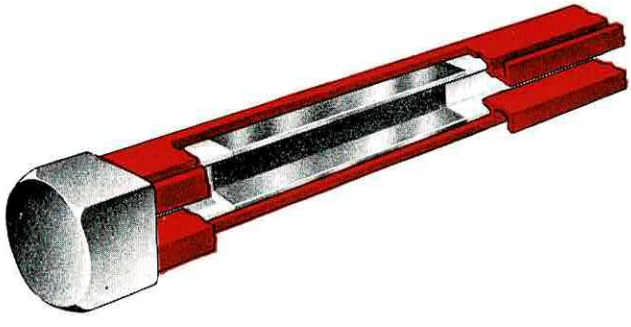
Conductor bars can be spliced anywhere in the system with no special fabrication. The splice clamps the conductor bar ends together to be held in place by four set screws. Splice is completely shielded by a Kant-Shock cover which is snapped over the connection after the splice is completed. The Splice assembly includes clip, set screws and cover.



Power Feed

Power can be fed to Kant-Shock Electrification at any point, preferably at a splice. The feed wire is secured to the back of the Splice Clip by replacing a set screw with a $\frac{5}{8}$" long screw, nut and lock washer. Kant-Shock cover is snapped over splice with one end plug removed where feed wire enters.





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End Caps

To protect the ends of Kant-Shock Electrification from possible contact, heavy neoprene caps snap securely over the shielding. End stops on monorail track should be located so that collectors do not hit the caps.

Insulating Section

For automatic dispatch control or other locations where conductor bars must be isolated, an insulating section of dielectric material is furnished to fit securely inside the Kant-Shock Shielding and match the adjoining conductor bars. These insulating sections can be located at any point in the system.

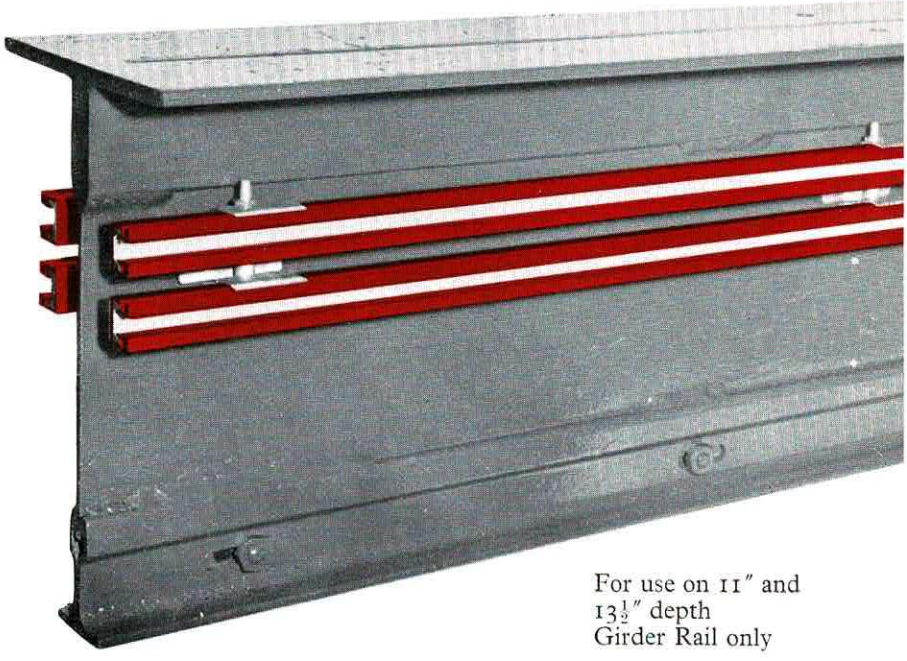
No. H-950

Girder Rail Electrification

In the electrification of the Girder Rail, we use our own Kant-Shock—shielded conductor bar system—as illustrated fully on sheet No. K.944. The shielded conductor bars are clamped and supported from the web of the rail. Three or four conductors are used depending upon the application.

Where extreme moisture is encountered extra insulation is provided by using split insulators between the shielded conductors and the web of the Girder Rail.

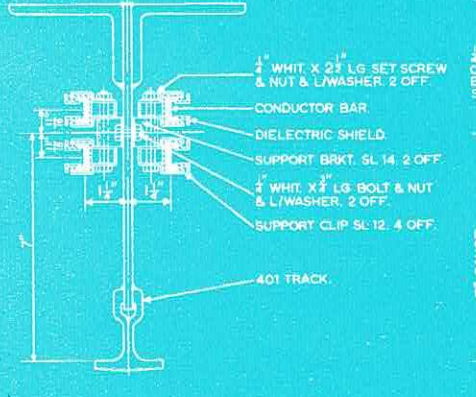
See drawings below.



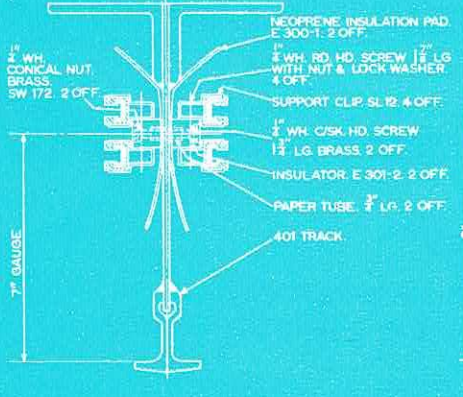
For use on 11″ and 13½″ depth Girder Rail only

Specifications

MonoRail Runway Electrification

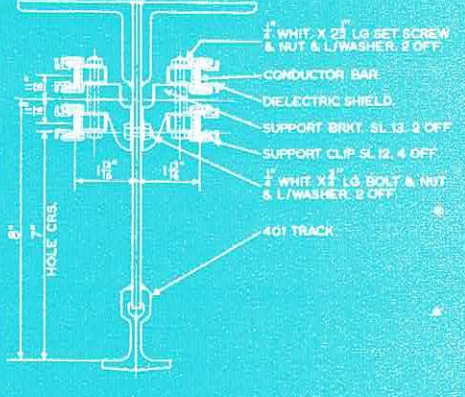


Standard Conditions



Special Conditions

Crane Runway Electrification



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