(No Model.)

J. L. BLACKWELL.

ELECTRIC RAILWAY TROLLEY.

No. 389,282. Patented Sept. 11, 1888.

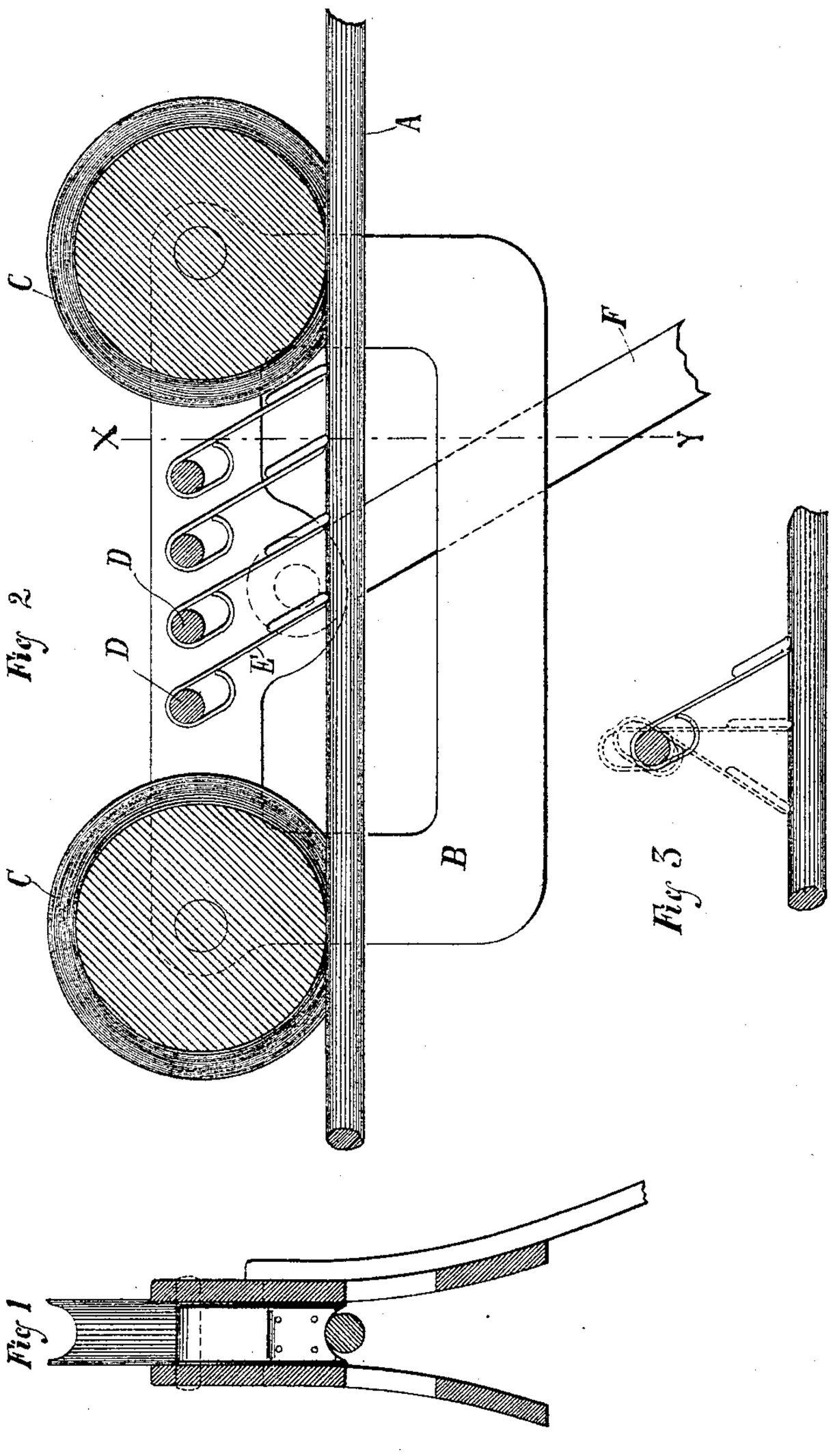

Fig 2

Fig 3

Fig 1

WITNESSES.

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JOSIAH L. BLACKWELL, OF NEW YORK, N. Y.

ELECTRIC-RAILWAY TROLLEY.

SPECIFICATION forming part of Letters Patent No. 389,282, dated September 11, 1888.

Application filed August 9, 1888. Serial No. 282,369. (No model.)

To all whom it may concern:

Be it known that I, JOSIAH L. BLACKWELL, a citizen of the United States, residing at New York, in the county of New York, State of New York, have invented certain new and useful Improvements in Electric-Railway Trolleys, of which the following is a specification.

My invention relates to contact devices for maintaining electrical connection with suspended supply-conductors, and as illustrated in the accompanying drawings, wherein—

Figure 1 is a transverse section on the line *x y* of Fig. 2. Fig. 2 is a transverse longitudinal section, and Fig. 3 is a detail showing different positions of the contact-piece.

It has been found that when a trolley is employed to travel along a suspended supply-wire of an electric railway and lead the current therefrom to a vehicle the movement of the trolley, especially at high speed, communicates a vibration to the wire which is extremely disagreeable to hear, and which extends for a long distance in advance of the vehicle. To obviate this annoyance I have provided a trolley with bearing-wheels of rubber, wood, or other non-resonant material, and provided small sliding brushes or shoes, which maintain the electrical connection.

In the accompanying drawings, A represents a supply-wire.

B is the frame of the trolley.

C C are wheels, of wood or rubber, journaled in frame B.

D D are transverse pins extending between the opposite sides of frame B, each provided with a loosely-hung contact shoe, E, adapted to travel upon conductor A. Each shoe E has at its upper end a long loop passing around pin D, so that, as shown in Fig. 3, its position may be automatically reversed with reversal of the direction of movement of the trolley.

F is a traveling link or wire of any well-known description.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a suspended supply-wire for an electric railway, of a contact-trolley therefor having a wheel of non-resonant material, and a supplementary contact device for maintaining the electrical connection.

2. In a contact-trolley for an electric railway, the combination, with frame B and a bearing-wheel, C, of the controlling contact-shoe E, having a loop or slot connection at its upper end with frame B, whereby it is automatically reversed with a change in the direction of movement of the trolley.

JOSIAH L. BLACKWELL.

Witnesses:
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