(No Model.) 2 Sheets—Sheet 1.

M. M. WOOD.

TROLLEY WIRE CLAMP.

No. 472,596. Patented Apr. 12, 1892.

Fig. 1.

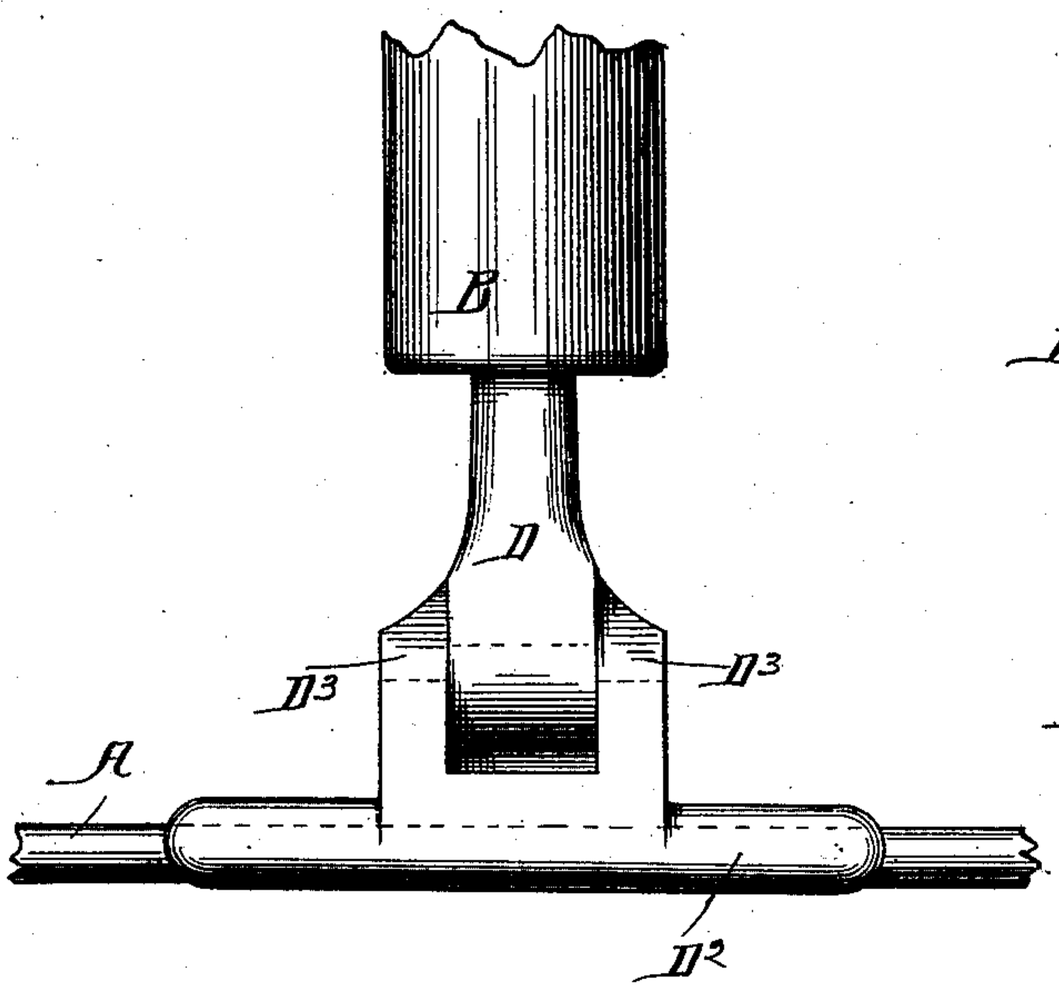


Fig. 2.

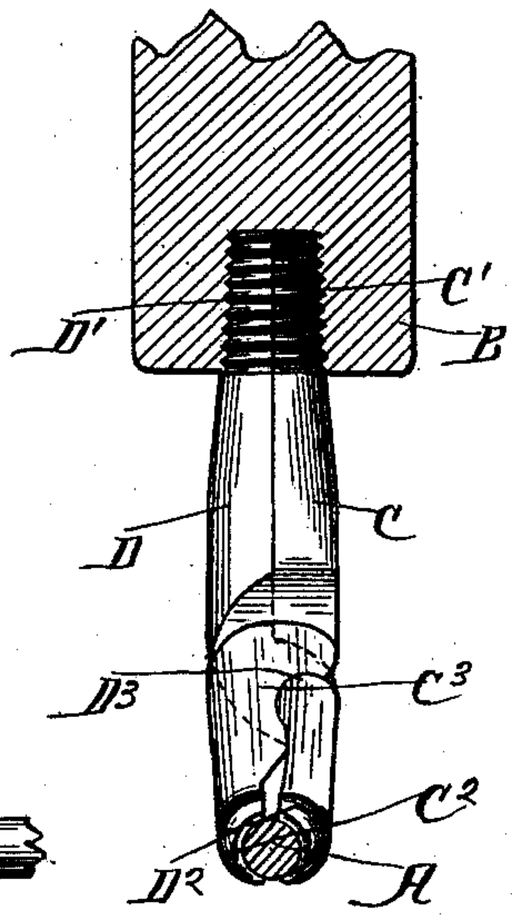
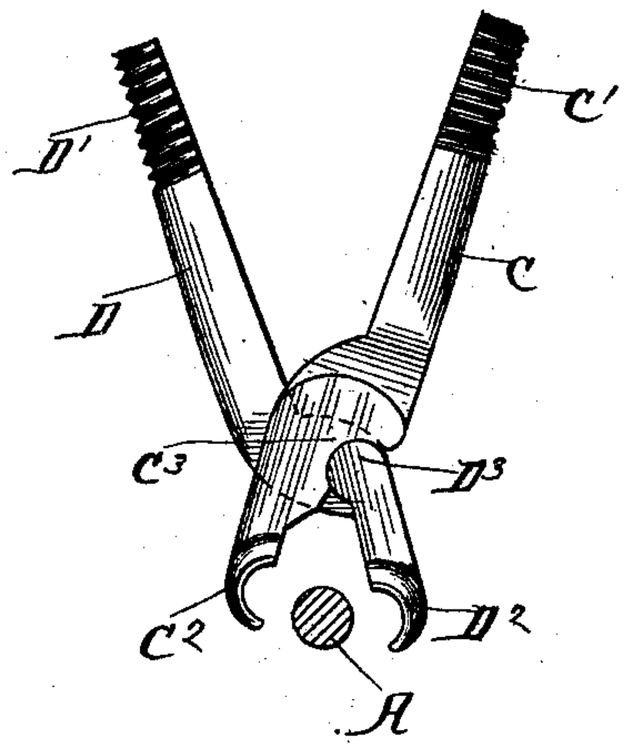


Fig. 3.



Witnesses

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(No Model.) 2 Sheets—Sheet 2.

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TROLLEY WIRE CLAMP.

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Fig. 4.

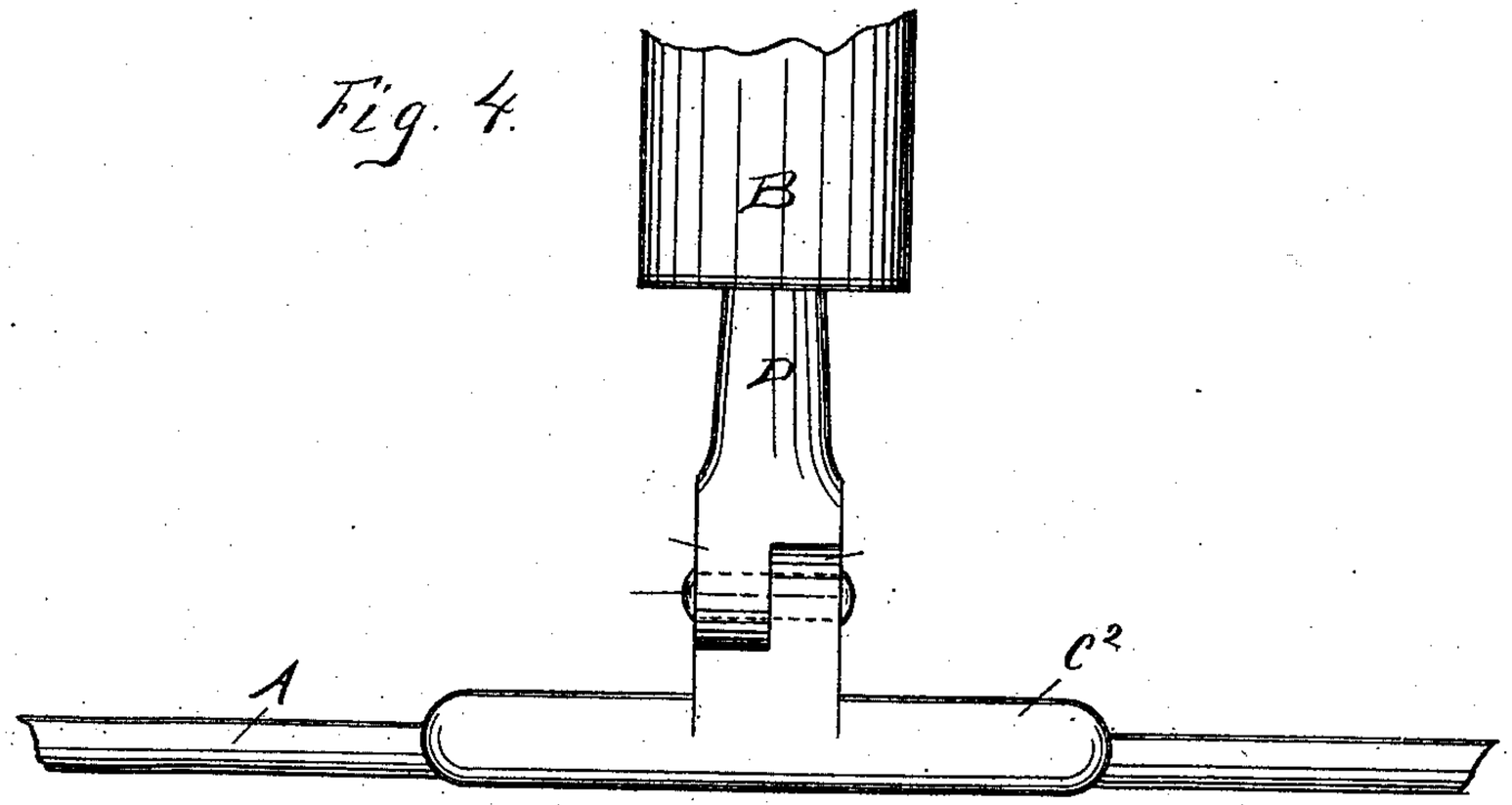
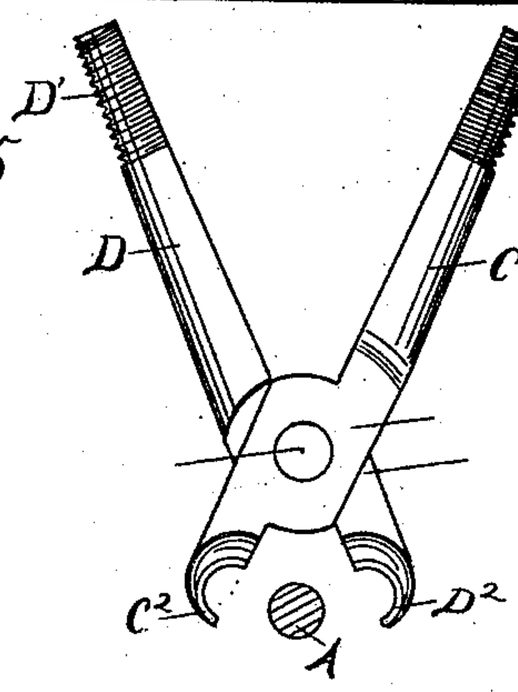


Fig 5



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UNITED STATES PATENT OFFICE.

MONTRAVILLE M. WOOD, OF CHICAGO, ILLINOIS.

TROLLEY-WIRE CLAMP.

SPECIFICATION forming part of Letters Patent No. 472,596, dated April 12, 1892.

Application filed May 14, 1891. Serial No. 392,683. (No model.)

To all whom it may concern:

Be it known that I, MONTRAVILLE M. WOOD, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Trolley-Wire Clamp Devices, of which the following is a full, clear, and exact specification.

My invention relates to devices for supporting trolley-wires used in connection with electrical railways, and has for its object to provide convenient means for thus holding and grasping the conductor or trolley wires. It is illustrated in the accompanying drawings, wherein—

Figure 1 is a side view of the device in position. Fig. 2 is a detail part-sectional view. Fig. 3 is a detail showing the jaws of the clamp extended. Fig. 4 is a side view of the device where the two parts are connected by a rivet or pin associated together in the manner of shears. Fig. 5 is an end view of the same.

Like parts are indicated by the same letters in all figures.

A is the trolley or conductor wire, which is to be grasped and supported by the clamp.

B is the clamp connection or support, which is to be of insulating material or connected with an insulator, from which the supporting-wire or other supporting device leads. In this manner an insulated support is provided for the wire A. The clamp proper is composed of the two parts C and D, provided, respectively, with the screw-threaded upper portion C′ D′, the clamping-jaws C^2 D^2, and the engaging hinge portions C^3 D^3. When the two jaws are together and the wire is being clamped, the screw-threaded portions C′ D′ engage and register, so as to form together a single screw-threaded end, which is adapted to be received into any suitable connecting or supporting part for the clamp. The jaws D^2 C^2 are grooved in opposition to each other, so as to hold between them the conductor to be supported. The portion C of the clamp is composed of the shank proper with the jaw C^2 and the hinged part D^3, which consists of two connecting parts from the shank to the jaw, with an aperture between them, substantially as shown. The part D consists of the jaw and shank and a single connected part, which passes through the aperture between the portions C^3 D^3. The part C^3 is notched, as shown in Fig. 2, to receive the hinged portion of the part D^3, so that the two parts of the clamp are thus hinged together, so as to move one upon the other to permit the jaws to be distended.

The construction here shown is believed by me to be the best, or at least in substantially the best, form for such clamp; but I recognize the fact that the device might be considerably altered without departing from the spirit of my invention. A pivotal pin could of course be used to connect the two portions of the clamp together, and in some instances it might be thought desirable, or for some purposes it might be thought better to have the two clamping portions lie on opposite sides from each other instead of passing through an aperture to each other. This modification is shown in Figs. 4 and 5, where the pin connecting the two parts is indicated by the letter S. The other parts are lettered as in the other figures.

The use and operation of my invention are so obvious as to require little explanation. The wire at the point where it is to be supported is clamped between the two jaws, where it is brought firmly into position, as indicated in Fig. 3, and the upper portion screw-threaded into the connecting part which is to be supported, so as to hold or secure the trolley-wire. This connection might be made, of course, in various ways, and various connecting devices other than the screw-thread may be employed. When the slack is being taken up in the wire, it is only necessary to loosen the clamp and slide the wire through it. The upper screw-threaded portions C′ D′ are tapered, so as to make a tapering end, and thus by screwing the connection-piece a few turns backward upon the clamp its jaws will be freed sufficiently to permit the wire to be moved or to be passed along through the jaws without otherwise disturbing the parts or materially releasing the clamp from its connection. This is an important feature of my device.

I claim—

1. In a trolley-wire clamp, the combination of two independent clamping portions pivotally supported one upon the other and provided at one extremity with coacting clamp-

ing-jaws and at the other with means for securing the clamp to its support and adjusting the jaws with reference to each other.

2. In a trolley-wire clamp, the combination of two independent clamping portions pivotally supported one upon the other and provided at one extremity with coacting clamping-jaws and provided at the other with means for securing the clamp to its support, said means consisting of a tapering connection on the clamp, with a receiving part on the clamp-support whereby the jaws may be permitted to open to a greater or less degree, according to the depth to which the clamp is received into its support.

3. In a support for trolley-wires, the combination of two clamping parts pivotally connected and provided at one end with coacting clamping-jaws and at the other with a tapering screw-thread.

4. In a clamp for trolley-wires, the combination of two clamping parts pivotally connected together with coacting jaws to grasp the trolley-wire between them, said parts provided one with an aperture and the other with a portion to pass through such aperture, so that the parts are pivotally connected without the use of a pivot-pin.

MONTRAVILLE M. WOOD.

Witnesses:
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