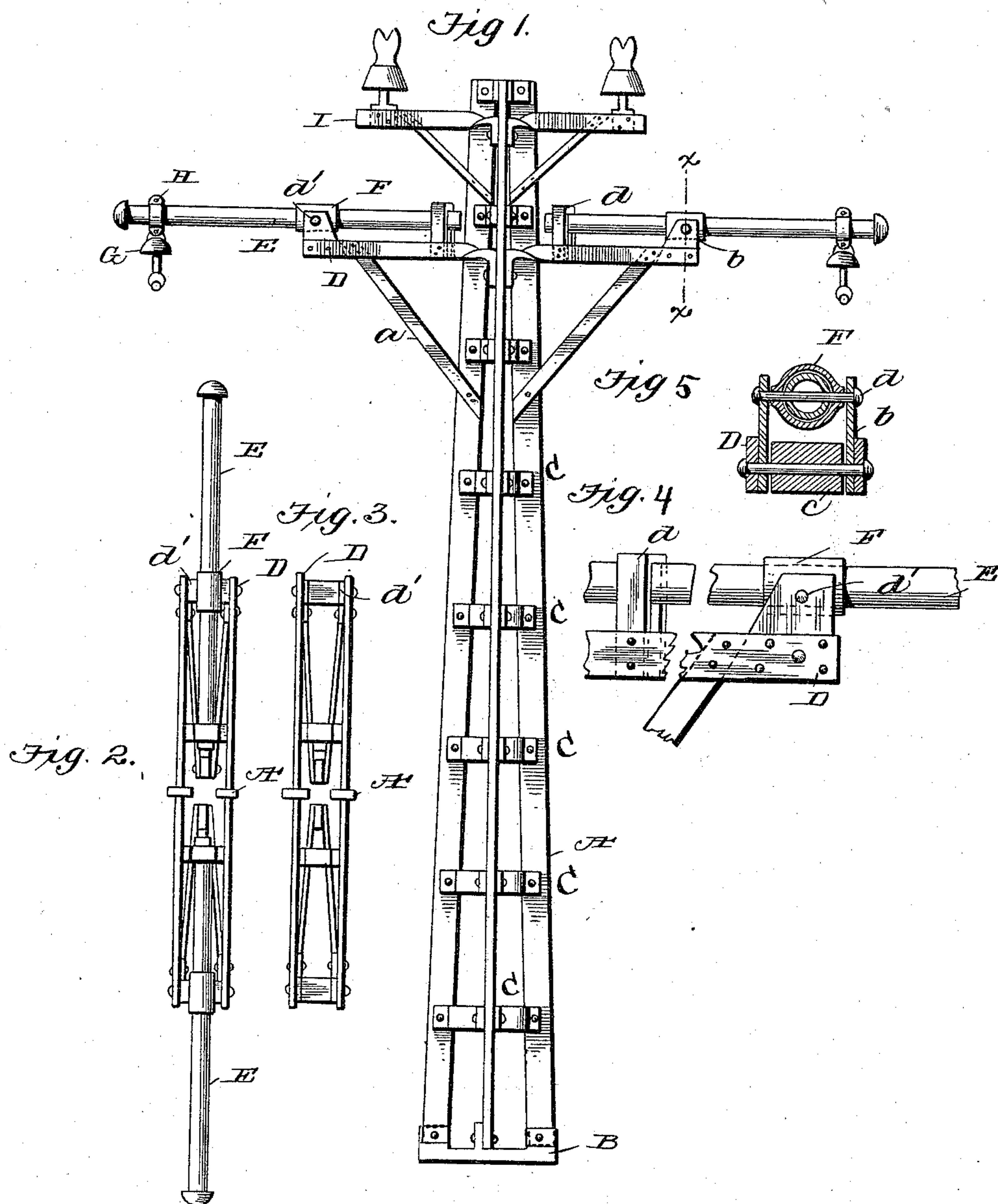


(No Model.)

L. S. PFOUTS.
BRACKET FOR TROLLEY WIRES.

No. 526,408.

Patented Sept. 25, 1894.



Witnesses

John S. Smith
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UNITED STATES PATENT OFFICE.

LEROY S. PFOUTS, OF CANTON, OHIO.

BRACKET FOR TROLLEY-WIRES.

SPECIFICATION forming part of Letters Patent No. 526,408, dated September 25, 1894.

Application filed December 30, 1893. Serial No. 495,258. (No model.)

To all whom it may concern:

Be it known that I, LEROY S. PFOUTS, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have
5 invented certain new and useful Improvements in Iron Brackets for Trolley-Wires; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed
10 drawings, making a part of this specification, and to the letters of reference marked thereon, in which—

Figure 1, is a side elevation, showing the different parts of the pole properly located
15 and arranged. Fig. 2, is a top view of the trolley wire supporting arms, and their brackets. Fig. 3, is a similar view, showing the trolley wire supporting arms removed. Fig. 4, is a detached view of one of the trolley wire supporting arms, showing the same
20 properly attached to its arm, said parts being somewhat enlarged. Fig. 5, is a transverse section of the trolley wire supporting arm, showing its pivotal connection.

25 The present invention has relation to brackets for trolley wires, and it consists in the different parts and combination of parts hereinafter described, and particularly pointed out in the claims.

30 Similar letters of reference indicate corresponding parts in all of the figures of the drawings.

In the accompanying drawings A, represents the bars from which the pole proper is constructed, and are formed of a length to correspond to the length of the pole designed to be constructed. To the bottom or lower ends
35 of the bars A, may be attached the base B. At intervals between the base B, and the top of the pole proper are located any desired number of flanges C, which flanges are securely riveted or otherwise attached to the bars A. To the upper portion of the pole proper, are securely attached the arms D,
40 which arms are located substantially at right angles to the pole proper, and are rigidly held in proper position by means of the braces a, which braces are secured to the bars A and the arms D. To the outer ends or portions of
45 the arms D, are securely attached in any convenient and well known manner, the flanges

b, and for the purpose of properly spacing said flanges b, the interposed blocks c, are provided. The inner ends or portions of the arms D, are provided with the yokes d, which
55 yokes are for the purpose hereinafter described. The trolley wire supporting arms E, are pivotally connected to the flanges b by means of the bolts d' or their equivalents.

For the purpose of assisting in holding the
50 arms E in proper lateral adjustment, the thimbles F are provided, which thimbles are located substantially as shown in Figs. 1 and 5. The thimbles F may be formed separate from the arms E, or they may be formed integral.
65 It will be understood that the same object can be accomplished by forming the arms E of such a diameter or size, that they will fill the space between the flanges b. To the outer ends or portions of the arms E, are attached
70 the trolley wire supports G, by means of the clamps H, or their equivalents. For the purpose of limiting the pivotal movements of the arms E, the yokes d are provided, which yokes assist in holding the arms E in proper lateral
75 adjustment.

When the arms E, are at their normal positions the inner ends of said arms will engage the tops of the yokes d, said yokes d being formed of such a size, that a limited up
80 and down movement will be allowed to the arms E, thereby permitting the outer ends of said arms to move upward, which movement allows the trolley of a passing car to go under the support G, without injury to said support,
85 or its fastenings, and at the same time relieving the pole from jar.

Above the trolley wire supporting arms E, are located the arms I, which arms are for the purpose of attaching the feed wires. In the
90 drawings, I have illustrated a pole and its attachments, calculated to be placed between two tracks; but it will be understood that by removing one set of the trolley wire supporting arms and the different attachments be-
95 longing thereto, a pole will be provided that can be placed at the side of a single track, the construction for a single track being the same as that of a pole and its attachments for a double track, and the operations are the
100 same in both instances.

Having fully described my invention, what

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

1. The combination of a pole, the arms D, located at right angles to the pole, the flanges
5 b the yokes d, and the pivoted trolley supporting arms E, substantially as and for the purpose specified.

2. The combination of a pole, provided with a fixed right angle arm, provided with a yoke,

and a pivoted trolley wire supporting arm, so substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

LEROY S. PFOUTS.

Witnesses:

E. A. C. SMITH,

F. W. BOND.