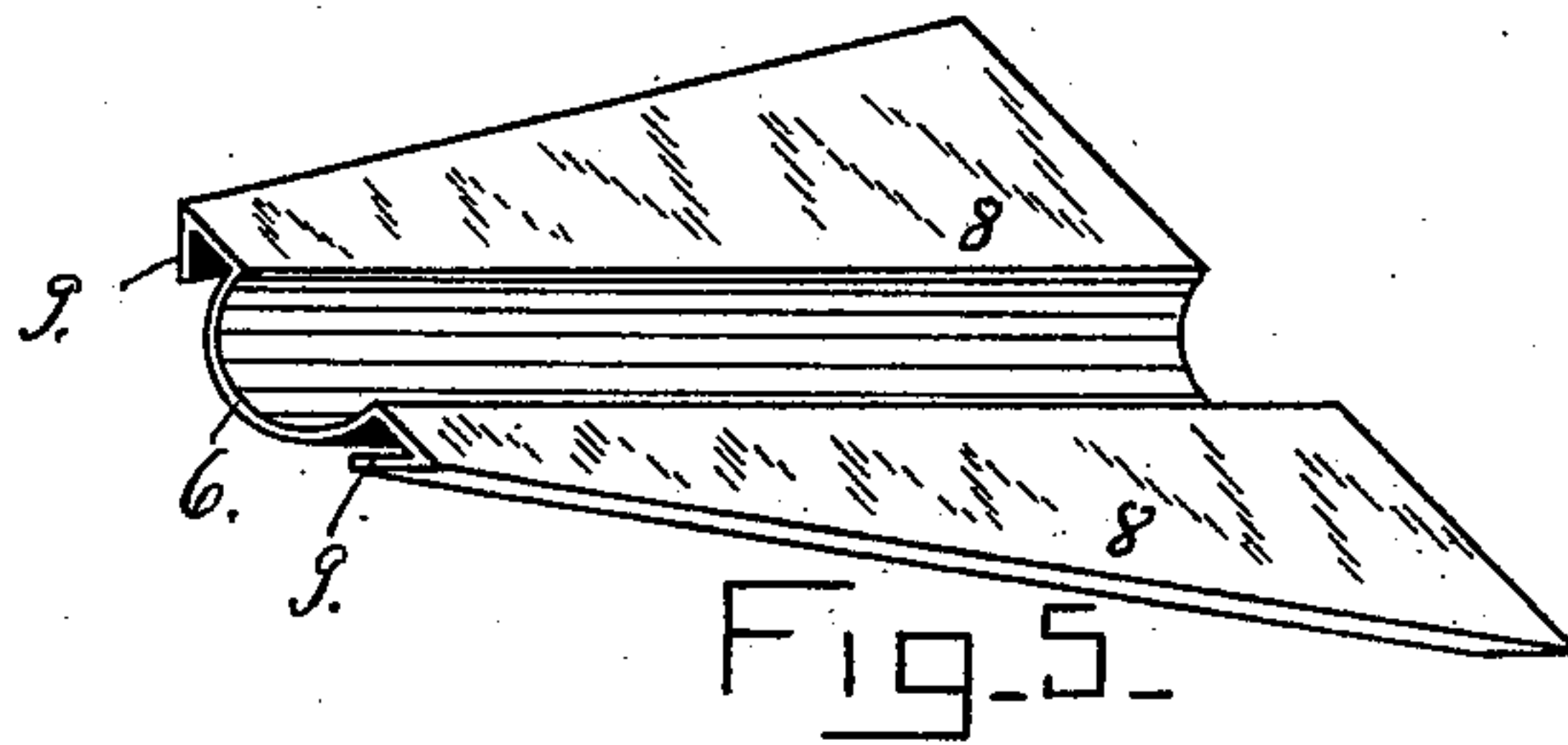
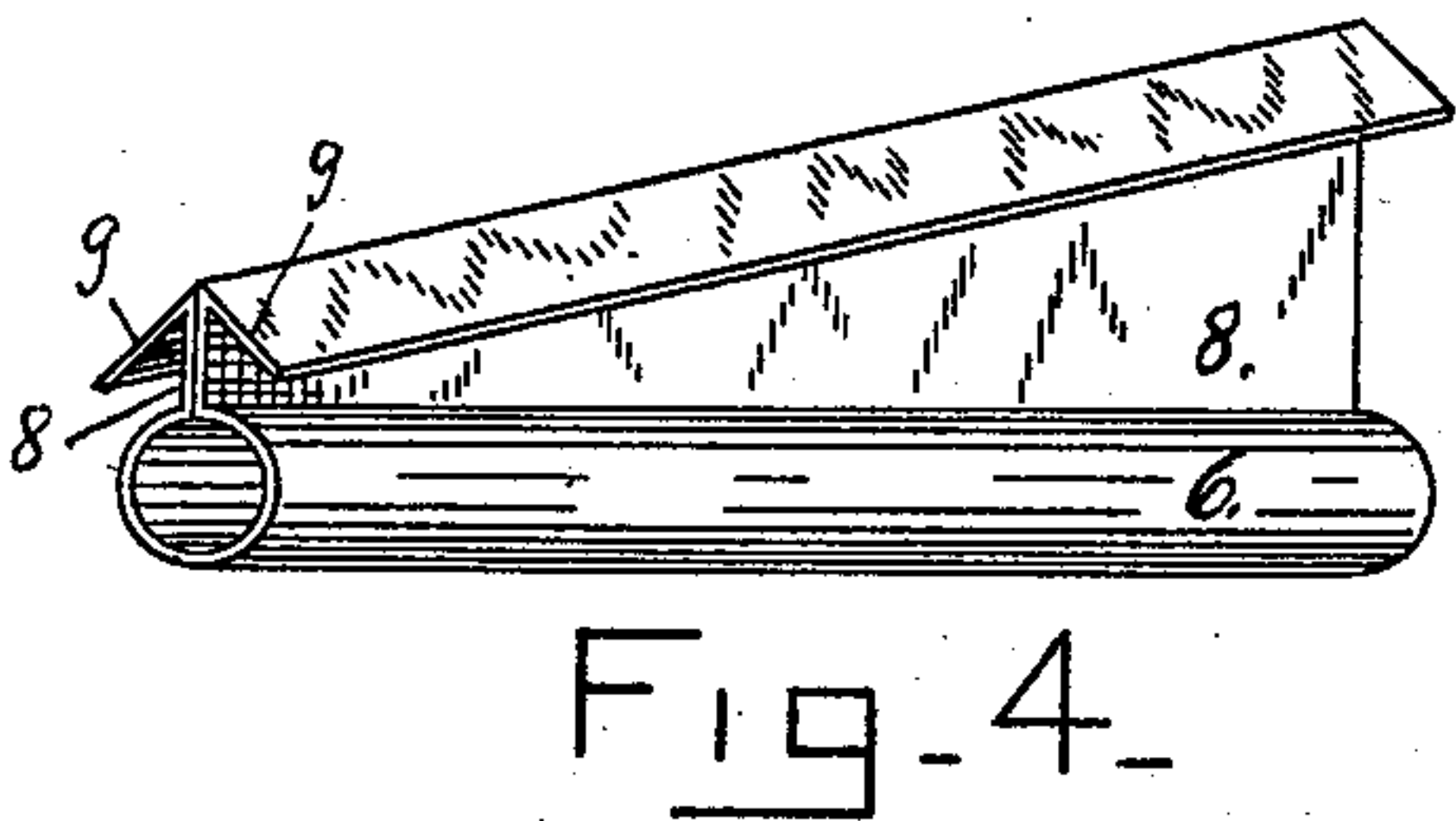
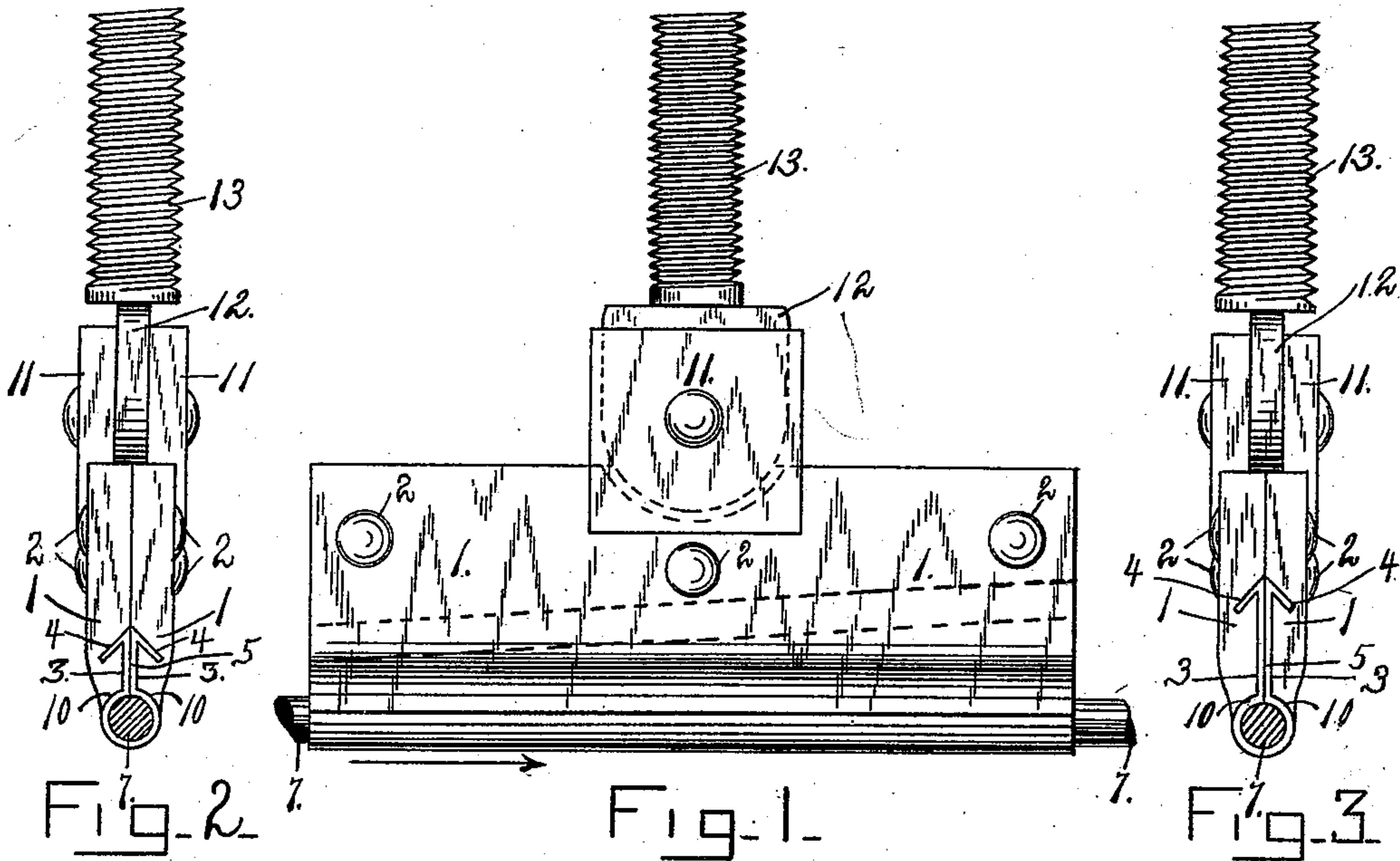


(No Model.)

F. C. FISK.
SUPPORT FOR TROLLEY WIRES.

No. 527,840.

Patented Oct. 23, 1894.



WITNESSES.
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SUPPORT FOR TROLLEY-WIRES.

SPECIFICATION forming part of Letters Patent No. 527,840, dated October 23, 1894.

Application filed March 1, 1894. Serial No. 501,913. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK C. FISK, a citizen of the United States, residing at Buffalo, in the county of Erie, and State of New York, have invented certain new and useful Improvements in Supports for Trolley-Wires; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to figures of reference marked thereon, which form a part of this specification.

My invention relates particularly to improvements in supports for trolley wires, its object being to provide a support of such construction, that the line-wire may be quickly and firmly attached thereto and easily disengaged therefrom and so arranged that the contact of the trolley-wheel, in passing, will serve to wedge the parts more tightly together.

To that end my invention consists of twin parts adapted to be riveted together and having in their contacting inner faces similar inclined grooves which register with each other to form an inclined passage extending entirely through their length, and a sleeve adapted to surround and carry the line-wire and provided with inclined flanged wings adapted when brought together for sliding and wedging engagement with the inclined passage between the twin parts the whole adapted to be secured to an insulating bell.

I will now minutely describe the manner in which I have carried out my invention and then claim what I believe to be novel.

In the drawings, Figure 1 is a side elevation of my improved clamp. Fig. 2 is a left hand elevation, and Fig. 3 is a right hand elevation of the same. Fig. 4 is a perspective view of the sleeve closed ready for engagement with the body of the clamp, and Fig. 5 shows the open position of the sleeve.

Referring to the drawings, 1, 1 are the twin parts or longitudinal sections which form together the base for the reception of the sleeve. These parts are rigidly secured together by the rivets 2 and have their inner contacting faces provided with cut away portions or

grooves 3 3 extending down through the lower edges of the twin parts 1, 1. the upper edges of the cut away portions being inclined as shown in dotted lines in Fig. 1, and having the auxiliary grooves 4 4 extending downwardly and outwardly as shown at their open ends in Figs. 2 and 3 forming together an inclined winged passage 5 through the base for the reception of the carrying sleeve shown detached in Figs. 4 and 5 of which 6 is the cylindrical portion adapted to embrace and carry the line wire 7. The portion 6 is provided with the inclined wings 8, 8, having the flanges 9, 9.

To secure the line wire to the base the sleeve in the form shown in Fig. 5 is taken and the wings 8, 8, sprung together over the line-wire, the cylindrical portion surrounding the wire, the sleeve being in the position shown in Fig. 4. The higher end of the flanged wings is then inserted in the lower end of the passage 5 and pushed therein until the parts are in complete engaged position as shown in Figs. 1, 2, and 3, the upper side of the cylindrical portion 6 of the sleeve resting tightly against the curved seats 10, 10 in the lower ends of the twin parts 1, 1 of the base. In Fig. 1 the sleeve and base are engaged for a trolley-wheel passing in the direction of the arrow, the contact of which with the sleeve carrying the line-wire serves to wedge the parts tightly together and keep them at all times in such relation one to the other.

For a line-wire operating a trolley in the opposite direction, the position of the base and sleeve is reversed, with a similar effect.

Centrally arranged upon the top of the sections 1, 1 are the lugs 11, 11, between which is pivoted the shank 12 its upper end 13 being screw-threaded for removable engagement with an insulating bell secured to the supporting cross-wire, the bell and cross-wire not being shown.

I claim—

A support for trolley-wires consisting of twin parts riveted together and having in their contacting inner faces similar inclined grooves which register with each other to form an inclined passage extending entirely through their length, and a sleeve adapted to

surround and carry the line-wire and provided with inclined flanged wings adapted when brought together for sliding and wedging engagement with the inclined passage between the twin parts, the whole being adapted to be secured to an insulating bell.

In testimony whereof I have signed my

name to this specification in the presence of two subscribing witnesses.

FREDERICK C. FISK.

Witnesses:

W. T. MILLER,
F. P. KERSTEN.