(No Model.)

S. B. THOMPSON.

TROLLEY WHEEL FORK.

No. 587,047. Patented July 27, 1897.

Fig. 1.

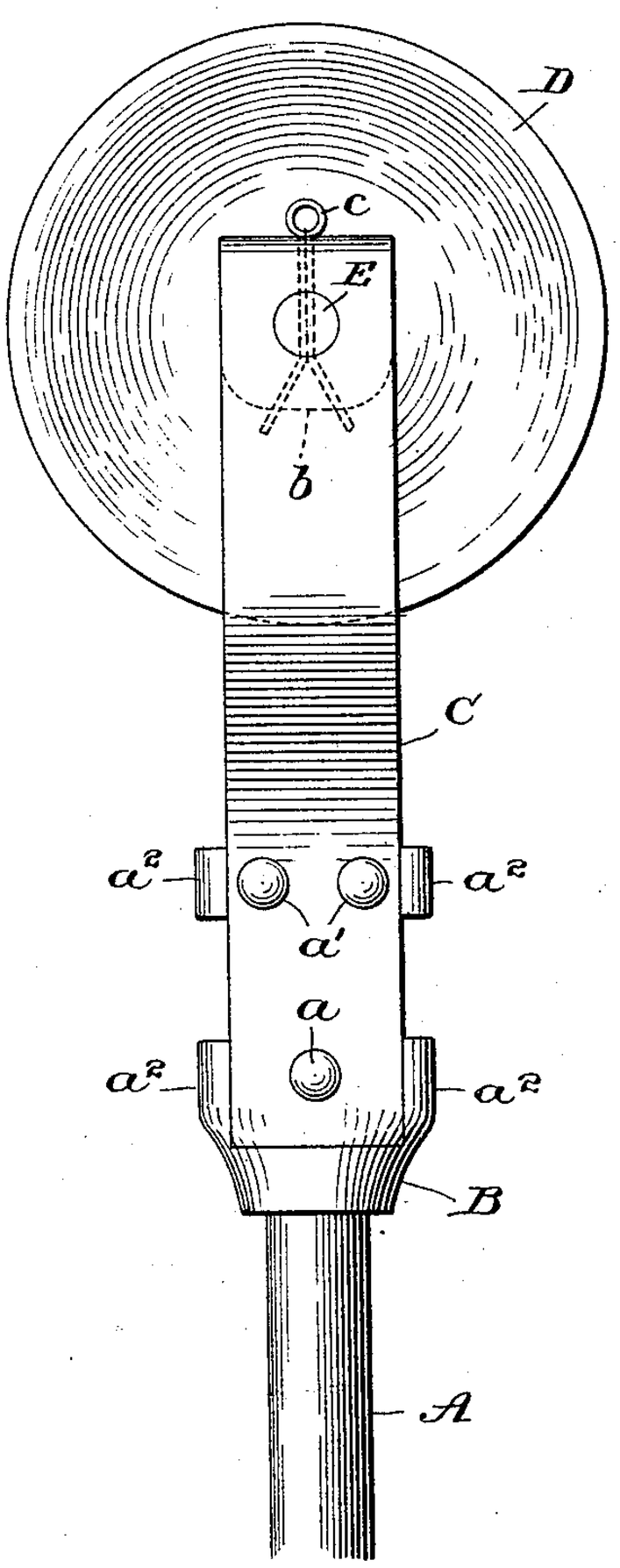
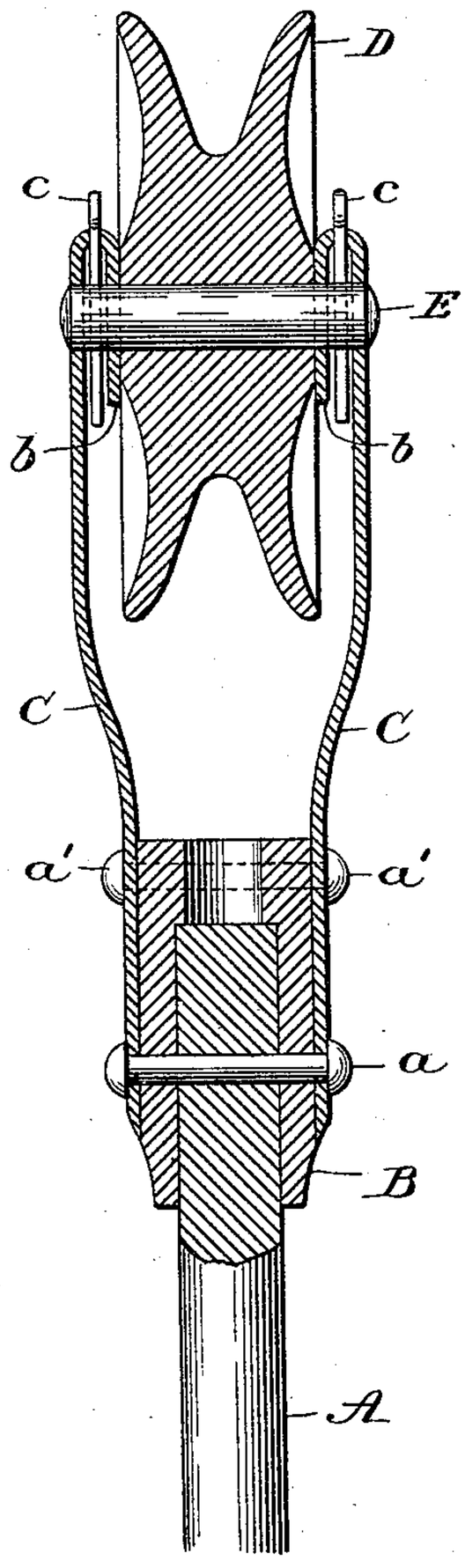


Fig. 2.



Witnesses.

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TROLLEY-WHEEL FORK.

SPECIFICATION forming part of Letters Patent No. 587,047, dated July 27, 1897.

Application filed December 2, 1896. Serial No. 614,170. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL BILLING THOMPSON, a citizen of the United States, residing in the city of Baltimore and State of Maryland, have invented certain new and useful Improvements in Trolley-Wheel Forks; and I do 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 the letters of reference marked thereon, which form a part of this specification.

My invention relates to trolley-wheel forks; and the object of my improvement is to make a cheap, light, and strong fork in which the electrical contact is made without the use of additional contact-springs.

To accomplish the desired result, I construct the fork in the manner hereinafter described, and more particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of my improved fork with the wheel mounted therein. Fig. 2 is a vertical sectional view of the wheel and fork.

A represents the end of the trolley-pole.

B is the base of the fork, fitting over the end of the pole and secured thereon by means of the rivet *a*.

C C are the two prongs of the fork, secured on the base B by means of the rivets *a a'*. These two prongs are made of spring-steel and have thereon the bent-over portions *b b*, that press against the hub of the trolley-wheel D and form a wide contact therewith. *c c* are two cotter-pins extending through the top of the bent-over portions of the prongs C C and through the axle E, upon which the trolley-wheel revolves.

The base B has vertical channels cut therein, so as to form the shoulders a^2, against which the edges of the prongs C C impinge, the outer surfaces of the prongs C C being flush with the said base.

The prongs C C being made of spring-steel and set so that the parts *b b* will press against the hub of the wheel D a good and continuous contact is made without the use of additional contact-springs.

To remove the fork from the pole, it is only necessary to cut the rivet *a*, when the parts can be easily separated. If the prongs C C are to be renewed, all of the rivets *a* and *a'* are cut, when a new part may be fitted to the base B. The shoulders a^2 a^2 in the base B securely hold the prongs C in the position shown and prevent any back or forward movement.

If desired, one of the prongs or supports C may be made perfectly rigid, but the best results are obtained when both prongs are made with a slight spring, thus producing an equal pressure on each side of the trolley-wheel.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A trolley-wheel fork having one of the prongs or supports for the axle formed of a flat spring the upper end of which presses against the hub of the trolley-wheel forming an electrical contact therewith and its lower end rigidly secured to the base of the fork, substantially as shown.

2. A trolley-wheel fork composed of the base B, and spring-prongs C, C, having the bent-over portions *b*, *b*, that impinge against the hub of the trolley-wheel, substantially as shown.

3. A trolley-wheel fork composed of the base B, having vertical channels therein and the spring-prongs C, C, fitting in said channels, said prongs having the bent-over top portions *b*, *b*, and provided with holes for the reception of the cotter-pins *c*, *c*, all arranged substantially as shown.

4. In a trolley-wheel fork, the combination of the base B, having therein vertical channels on opposite sides, the prongs C, C, fitting into the channels in the base and impinging against the shoulders a^2, and provided with the bent-over portions *b*, *b*, the cotter-pins *c*, *c*, passing through the top of the prongs C, and axle E, substantially as shown.

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL BILLING THOMPSON.

Witnesses:
WM. D. WRIGHT,
L. WM. RAHE.