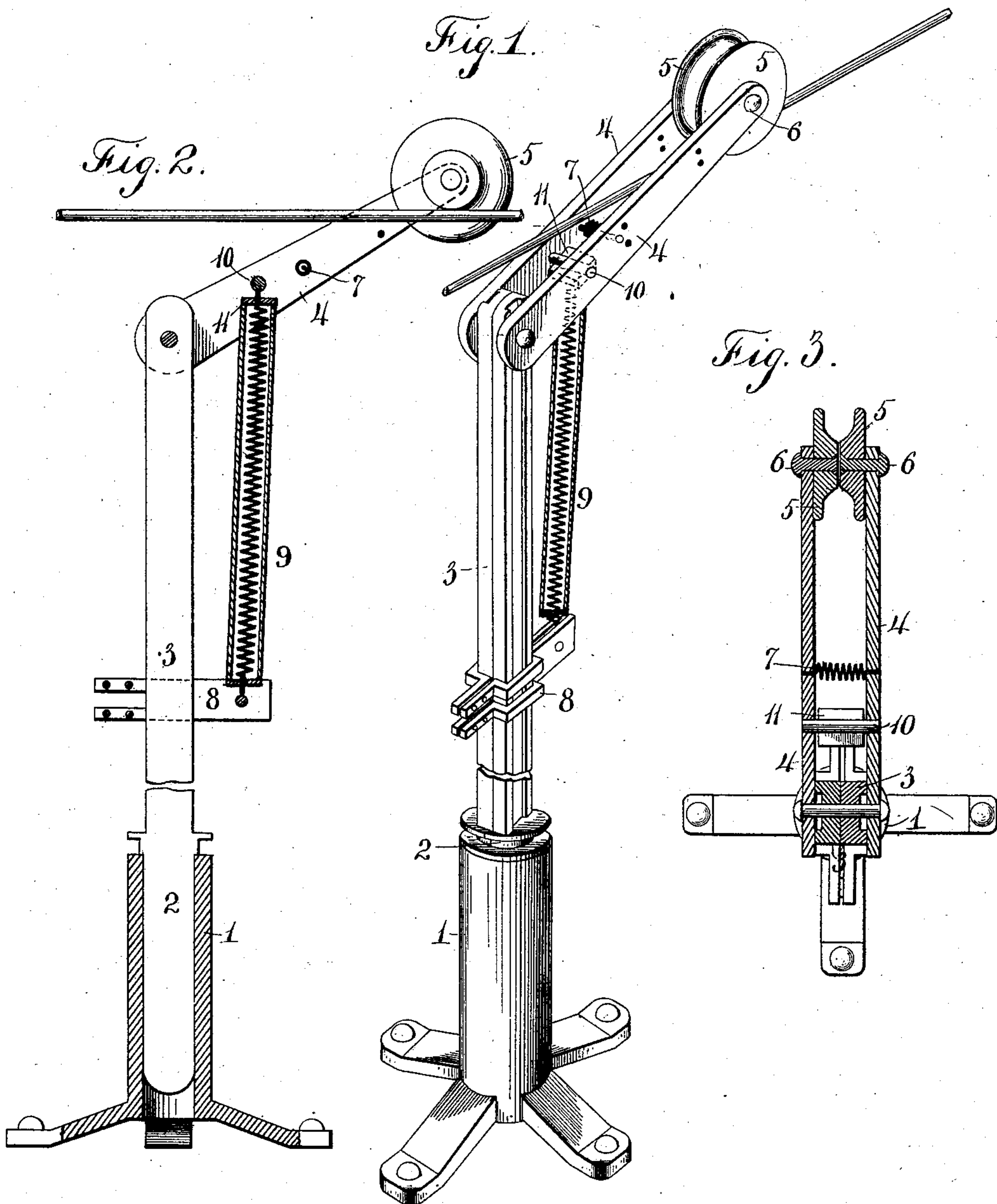


(Model.)

J. N. PRISK.
TROLLEY POLE.

No. 605,796.

Patented June 14, 1898.



WITNESSES
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JOHN N. PRISK, OF JOHNSTOWN, PENNSYLVANIA.

TROLLEY-POLE.

SPECIFICATION forming part of Letters Patent No. 605,796, dated June 14, 1898.

Application filed February 8, 1897. Serial No. 622,456. (Model.)

To all whom it may concern:

Be it known that I, JOHN N. PRISK, a citizen of the United States, residing at Johnstown, in the county of Cambria and State of Pennsylvania, have invented certain new and useful Improvements in Trolley-Poles; 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.

This invention has reference to a novel construction in a trolley-pole, and has for its object to provide a simple and inexpensive device of this character that is adapted to carry the trolley-wheel either below or above the wire.

The invention consists in the features of construction hereinafter described and specifically claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view of the trolley-pole constructed in accordance with this invention. Fig. 2 is a vertical section of the same. Fig. 3 is a transverse section taken longitudinally through the upper or swinging portion of the trolley-pole.

Referring now to said drawings, 1 indicates the base or socket for the pole, which is provided with feet by means of which it is secured to the roof of a car. The said socket receives the lower or pivot end 2 of the post 3 in the manner shown. Pivoted to the upper end of the said post 3 are the arms 4, preferably made of spring-steel and pivoted on opposite sides of the same, as shown. The upper ends of these arms are provided with the disks 5, that are counterparts and which form in conjunction with each other a trolley-wheel. In the particular construction illustrated these disks are fastened in a rotatable manner to the arms 4 by means of the bolts 6, the heads of which are situated within the counter socket-openings of the said disks.

It will be seen from the foregoing description that these disks may be separated, and it is intended that this trolley shall run ordinarily from the top of the wire, although it is obvious that it can be used when running against the bottom. The arms 4 are held together under tension, so that the disks lie flat against each other, by a spring 7, that

is fastened between the arms 4 and serves to draw these arms together. Mounted upon the post 3 is a bracket 8, which consists of two pieces which embrace the post and are provided with extending portions, as shown. This bracket is firmly bolted to the post, and it is noted that it can be adjusted vertically thereon, as circumstances might require. A spring 9 is fastened to the outer end of the bracket 8, while its upper end is fastened to the arms 4 by means of a bolt 10, extending between these arms, it being noted that said bolt 10 is provided with a laterally-extending plate 11, against which the said spring 9 bears. Any suitable manner of securing the spring to the bracket 8 and bolt 10 may be employed; but in the present instance the ends of the spring are coiled about said parts and twisted upon each other.

In use it is seen that the post 3 can swing upon its pivot in the ordinary manner and that the spring 9 lifts the arms 4 to carry the trolley-wheel 5 above the wire. The spring lifts the said arms 4 in order to cause the trolley-wheel to bear firmly against the wire if it is desired to have it contact with the lower side thereof and to raise said wheel above the wire if it is desired to have the trolley run along the top surface thereof, the two disks of the trolley separating to permit of this movement. It will be understood that after this has been accomplished the spring is distended nearly to its fullest extent, and the trolley-wheel is adapted to bear upon the conductor-wire by its own gravity and that of the arms 4. The primary object of this spring 9 is to support the parts 10 and 11 by replacing the trolley on top of the main wire after it passes the span-wire. As the parts move it will be noted that when the span-wires strike the arms 4 they depress the same and thereby open the trolley-wheel, or, in other words, separate the disks thereof to allow the trolley to pass between these span-wires. As soon as the span-wires are passed, however, the spring 9 can raise the arm, while the spring 7 closes the disks together again.

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

1. The combination with a suitable support and trolley, of means for retaining the trolley

in contact with the wire either from above or from below, substantially as specified.

2. The combination with a suitable support and trolley, of mechanism for retaining the trolley in contact with the wire from above under pressure, and means for automatically dropping the trolley below the wire and for urging it against the underside of said wire, substantially as specified.

3. The combination with a support and trolley, of means for automatically shifting said trolley above and below the wire to accommodate the variations of elevation of the latter, substantially as specified.

4. The combination with a support and trolley, of means for shifting said trolley both above and below the wire, and for retaining it in contact with said wire from above or below under pressure, substantially as specified.

5. In a trolley-pole, two pivoted arms, a trolley-wheel consisting of two independent disks adapted to normally abut against each other, and means to hold said disks in connection, whereby the said wheels may be separated so as to be positioned above the conductor-wire, substantially as shown.

6. In a trolley-pole, a swivel-post, arms pivoted thereto, consisting of two separable

sections, a spring for holding said sections normally in contact, and a spring bearing against the arms to lift the same whereby the said sections of the trolley-wheel may be separated to enable said wheel to take position above the conductor-wire, substantially as described.

7. In a trolley-pole, a socket having a swiveled post, an adjustable bracket upon said post, swinging arms secured to said post, and a spring bearing against a plate carried by said arms and against said bracket.

8. In a trolley-pole, the combination of a swivel-post, two arms pivoted thereto and extending parallel to each other, a trolley-wheel consisting of two separable disks one rotatably mounted on each arm, a spring engaging said arms to normally hold the disks in contact, a bracket on the swivel-post, and a spring connecting between the said bracket and the arms to lift the latter, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JOHN N. PRISK.

Witnesses:

CHARLES MATTHEWS,
HOWARD A. CONLEY.