

No. 659,335.

Patented Oct. 9, 1900.

A. C. WOLFE.
BASE FOR TROLLEY POLES.

(Application filed Dec. 26, 1899)

(No Model.)

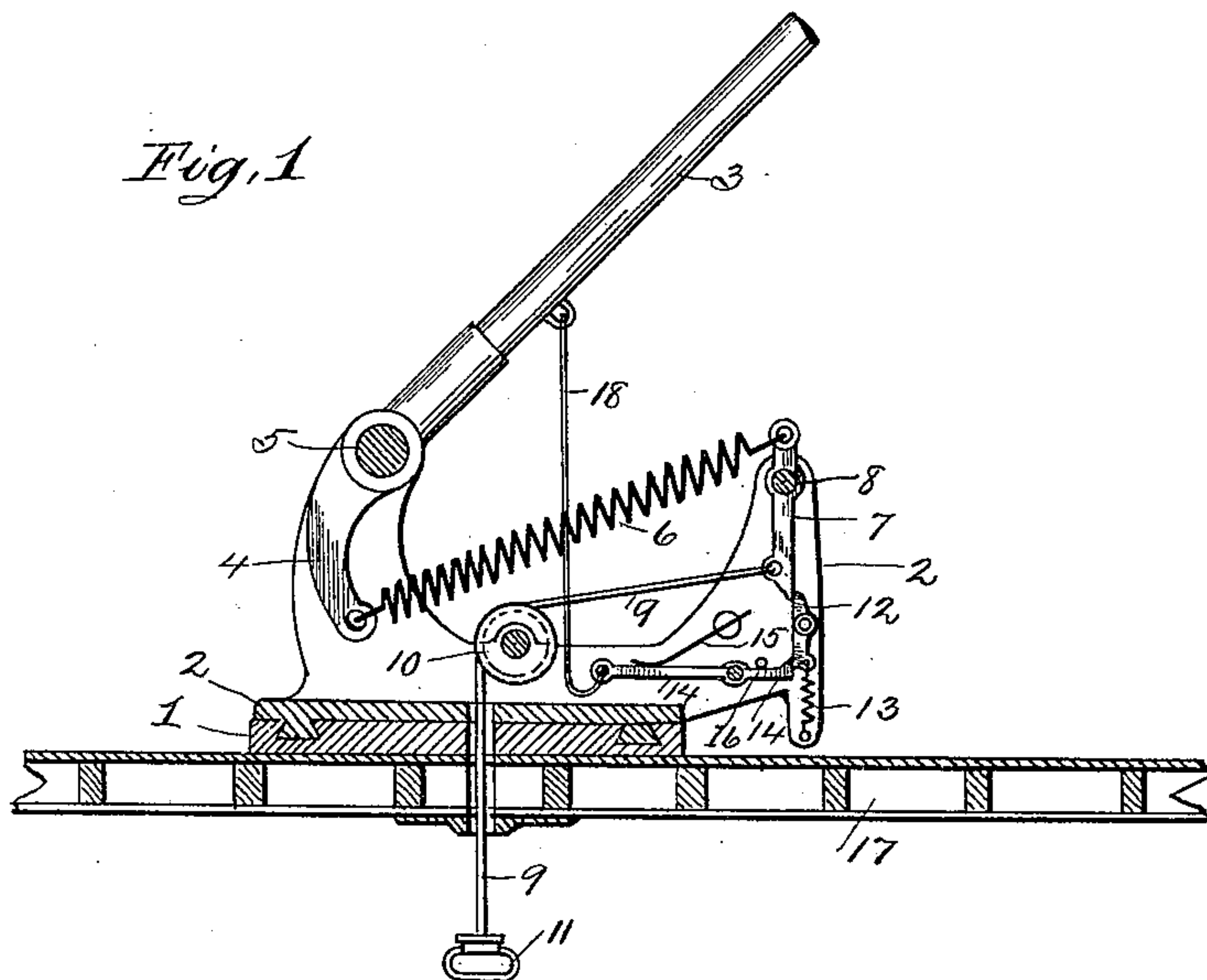
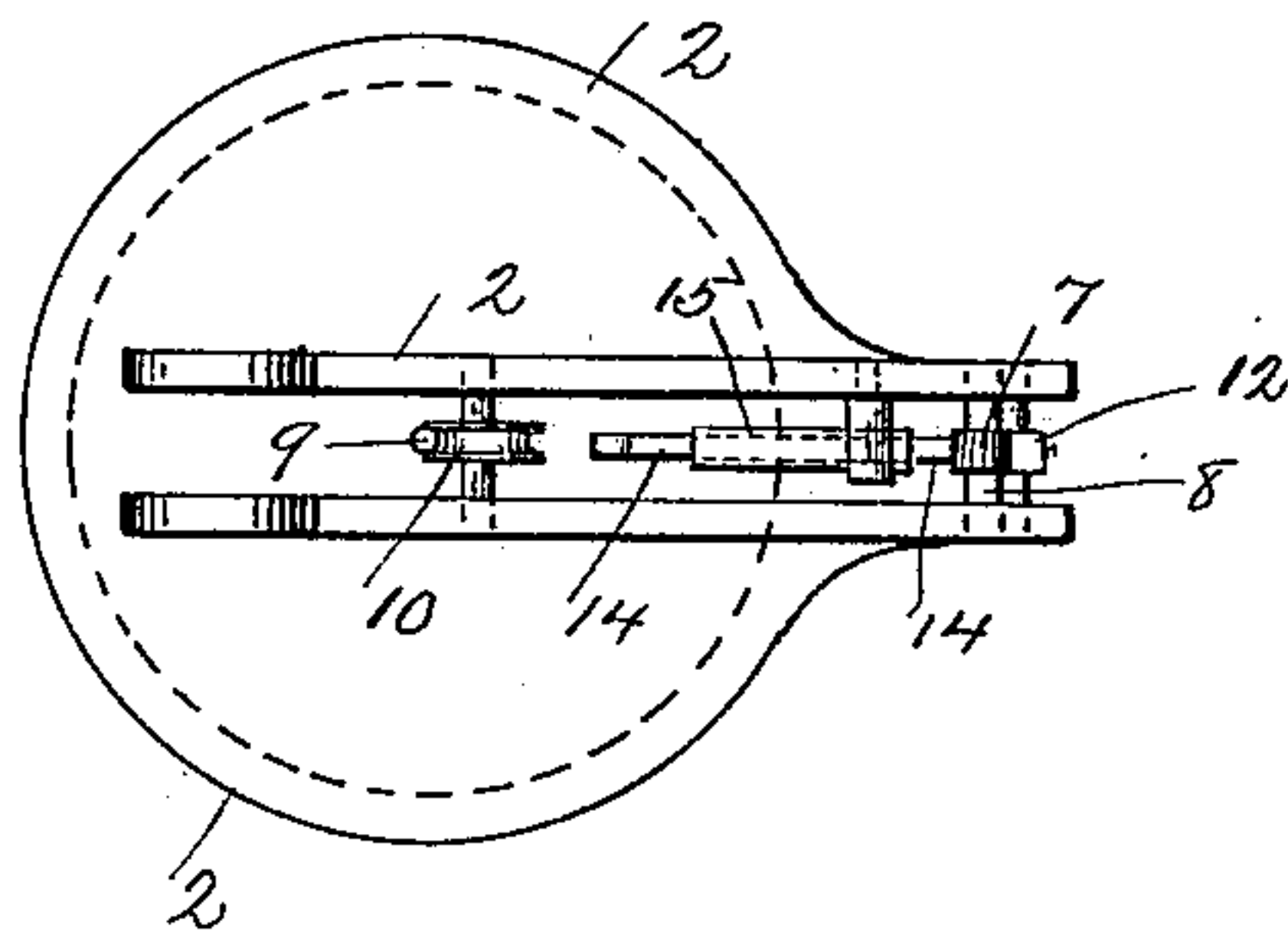


Fig. 2



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By

Witness,
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UNITED STATES PATENT OFFICE.

ANDREW C. WOLFE, OF FREEPORT, PENNSYLVANIA, ASSIGNOR OF ONE-THIRD TO JOSEPH F. HEWITT, OF ALLEGHENY, PENNSYLVANIA.

BASE FOR TROLLEY-POLES.

SPECIFICATION forming part of Letters Patent No. 659,335, dated October 9, 1900.

Application filed December 26, 1899. Serial No. 741,545. (No model.)

To all whom it may concern:

Be it known that I, ANDREW C. WOLFE, a citizen of the United States of America, residing at Freeport, (Freeport post-office,) in the county of Armstrong and State of Pennsylvania, have invented certain new and useful Improvements in Bases for Trolley-Poles; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improved trolley-pole stand, the object being to provide a means whereby the tension of the spring is released should the trolley leave the line-wire, thereby preventing the breaking of the trolley-poles and cross-wires; and the invention consists of the certain details in construction and combination of parts, as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a side sectional elevation of my improved trolley-pole stand, which is constructed and arranged in accordance with my invention. Fig. 2 is a sectional plan view of the same.

To put my invention into practice and thereby provide a means whereby the tension of the trolley-pole spring will be released should the trolley accidentally leave the line-wire and spring upward, I provide a base-plate 1 and attach the same in position upon the top of a street-car. Pivotaly mounted upon this base-plate 1 is a rotatable frame 2, in which the trolley-pole 3 is mounted upon a shaft 5 and the base of the said pole connected by a strong spring 6 to a lever 7, suitably mounted upon a shaft or pin 8. Arranged in connection with this lever 7 is a spring-actuated keeper 12, pivoted to the frame 2 and used to lock the lever 7 in a vertical position, as shown at Fig. 1 of the drawings, and the said keeper held rigid by means of a latch-lever 14. This latch-lever 14 is pivoted to the frame and is kept in a horizontal position by a spring 15 and small pin 16. Attached to the outer end of the latch

14 is a cord 18, the other end of which is connected to the trolley-pole 3. Secured to the lower end of the lever 7 is a rope 9, which passes over a pulley 10 and down through an opening formed in the roof of the car and is provided with handpiece 11.

In operation should the trolley accidentally leave the line-wire the pole 3 will spring upward, and it being connected to the latch 14 will elevate the rear end, releasing its hold upon the keeper 12, thereby permitting the lever to turn about its pivotal point and occupy a position in line with the spring 6, thereby taking the tension from the same and allowing the pole 3 to drop beneath any of the cross-wires or to a point beneath the level of the line-wire.

To recover and bring the parts back to their normal position, it is only necessary to draw upon the handpiece 11 and bring the lever 7 back over keeper 12.

Various slight modifications or changes may be made in the details of construction without departing from the spirit of my invention.

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

A trolley-pole base consisting of the pivoted frame 2, the trolley-pole 3 mounted thereon, the spring 6 attached thereto, and to a lever 7 pivoted to the said frame 2, the pivoted keeper 12 and spring 13, the latch-bar 14 and connecting-cord 18, and a means whereby the parts may be brought back to their normal position, arranged and combined for service, substantially as and for the purpose described.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

ANDREW C. WOLFE.

Witnesses:

JOHN GROETZINGER,
H. B. PEASER.