No. 673,766. Patented May 7, 1901.

H. C. ENO.

OVERHEAD TROLLEY.

(Application filed July 7, 1900.)

(No Model.)

Fig. 1.

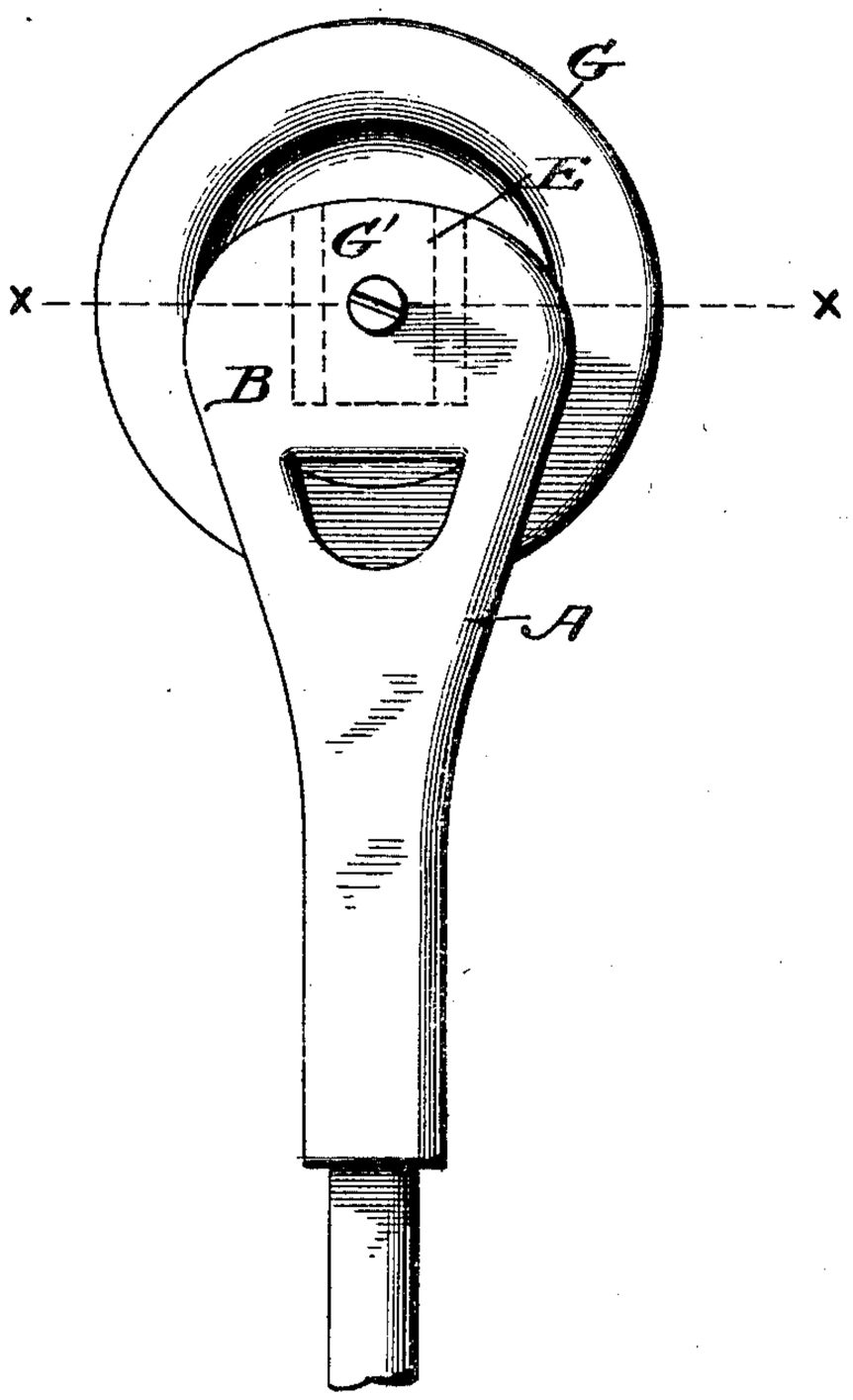


Fig. 2.

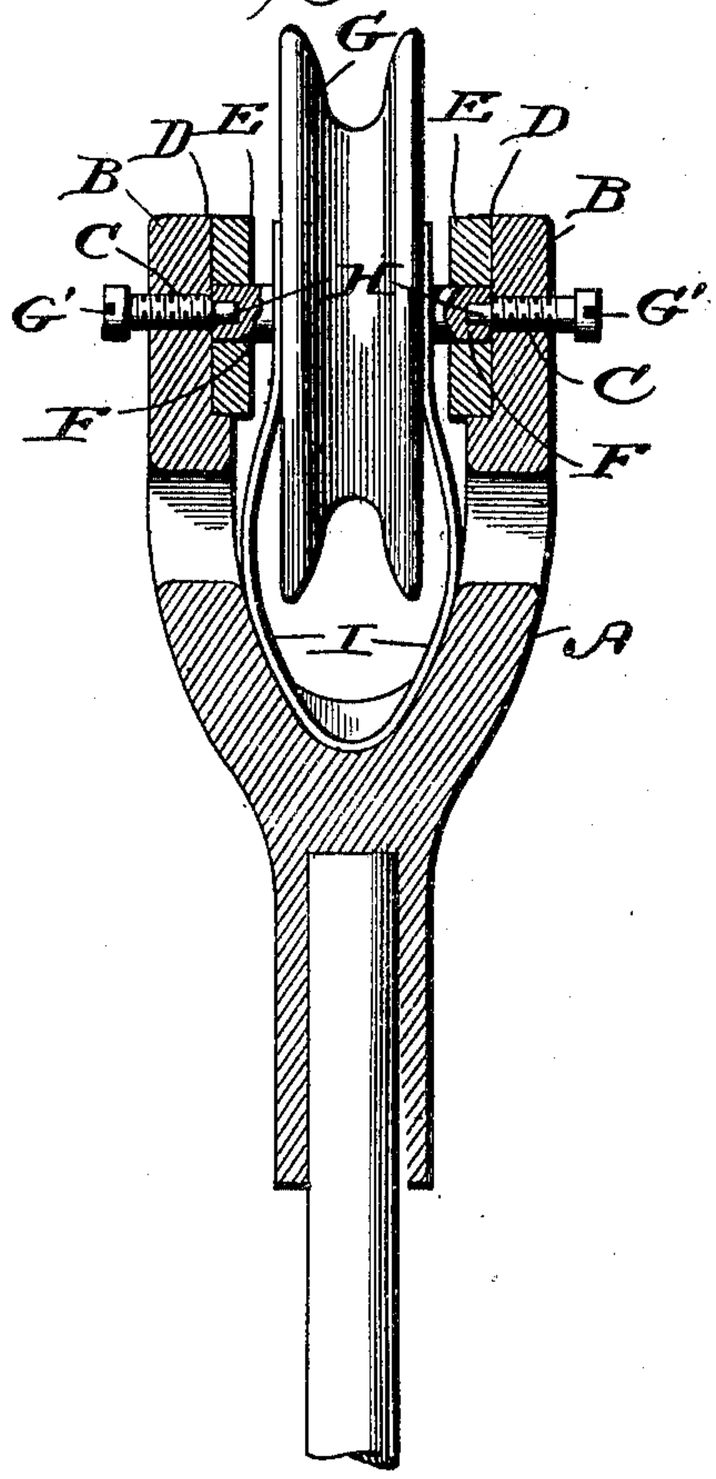


Fig. 3.

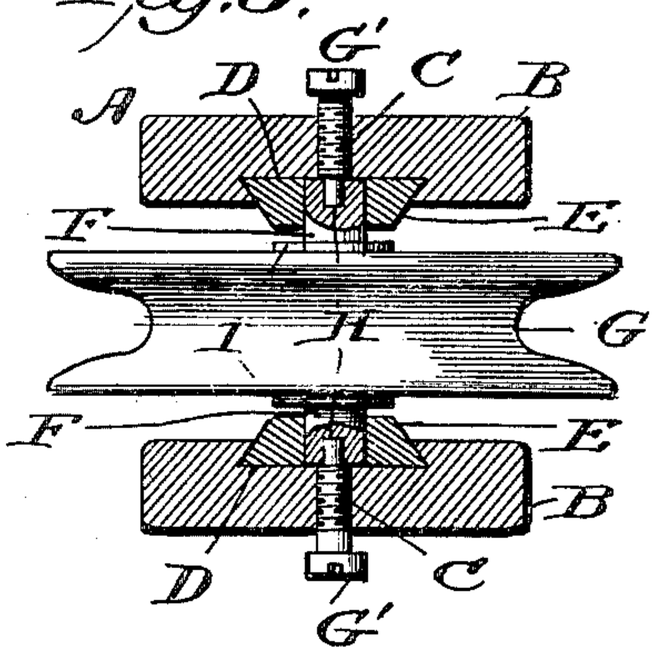
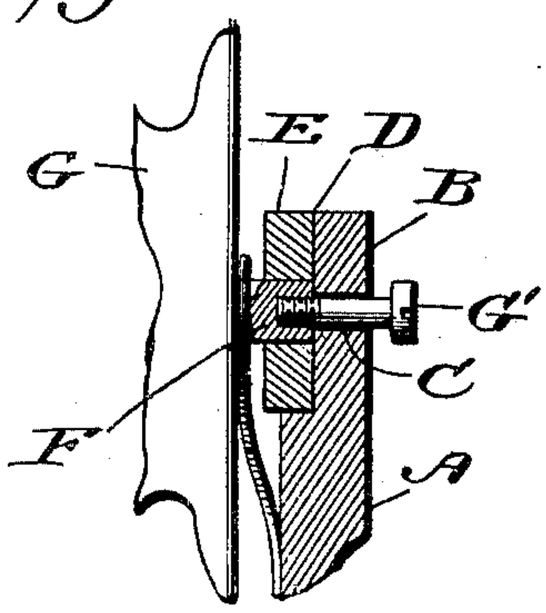


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

HENRY C. ENO, OF PITTSFIELD, MASSACHUSETTS, ASSIGNOR OF ONE-FOURTH TO GEORGE H. RUSSELL, OF SAME PLACE.

OVERHEAD TROLLEY.

SPECIFICATION forming part of Letters Patent No. 673,766, dated May 7, 1901.

Application filed July 7, 1900. Serial No. 22,878. (No model.)

To all whom it may concern:

Be it known that I, HENRY C. ENO, a citizen of the United States, residing at Pittsfield, in the county of Berkshire and State of Massachusetts, have invented a new and useful Overhead Trolley, of which the following is a specification.

This invention relates to improvements in trolley-heads; and the object is to provide an improved construction whereby the durability of the head is increased and the necessity of abandoning the head on account of the burning out of the same avoided.

The invention consists in the novel features of construction hereinafter fully described, particularly pointed out in the claims, and clearly illustrated by the accompanying drawings, in which—

Figure 1 is a side elevation of a trolley-head embodying my invention; Fig. 2, a vertical longitudinal sectional view of the same; Fig. 3, a transverse sectional view taken on the line *x x* of Fig. 1, and Fig. 4 a sectional detail view showing a slight modification in the manner of connecting the axle and the removable plates to the head.

In the trolley-heads now in use when the inner surfaces of the forks of the head become burned out it is necessary to abandon the head. To avoid this abandoning of the head, my invention contemplates the provision of removable plates which may be readily removed from the head when they become burned out and new ones substituted therefor. By forming these removable plates of steel their durability is increased. I have also provided an improved construction of spring contacting strips, as will be fully described hereinafter.

Referring now more particularly to the drawings, A designates the harp-casting of the head, bifurcated at its outer end, forming the bifurcations or arms B, which are formed with transversely-extending alined threaded openings C. The inner faces of these arms B are at their outer ends formed with longitudinally-extending dovetailed grooves D to receive the removable dovetailed plates E. These plates are formed with transversely-extending openings to receive the end of the axle F, upon which the trolley-wheel G is mounted, said openings, and consequently the ends of the axle, being in alinement with the threaded openings C of the arms B when said plates are in position in the head. The plates are secured in position by screws G, inserted in the threaded openings C and having their inner ends reduced, as indicated at H, to enter openings formed in the ends of the axle. Thus the blocks are held from vertical movement and the axle turns upon the reduced ends of the screws, which serve as bearings therefor. In the modified construction the openings C are not threaded, but are of sufficient size to permit the screws to turn freely therein, the ends of the axle being formed with threaded openings to receive the threaded portion of the screws.

The body of the casting is formed with a depression or cavity at the juncture of the arms B therewith, said cavity receiving the doubled end of the contact-spring I, which is contracted to fit therein, the legs of said spring adjacent to their outer ends being perforated to receive the axle, which extends therefrom and freely turns therein. These legs bear on the respective sides of the trolley-wheel.

When the plates E become burned out, they may be readily removed and another set inserted without the necessity of abandoning the whole head.

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

1. In a trolley-head, the combination with the bifurcated harp-casting having the bifurcations thereof formed on their inner sides with dovetailed grooves, of dovetailed plates positioned in said grooves, for the purpose set forth.

2. In a trolley-head, the combination with the bifurcated harp-casting, of removable plates carried by said bifurcations and perforated, an axle having its ends positioned in the perforations of said plates, and securing-screws passing through the bifurcations and

engaging the ends of said axle, substantially as described.

3. In a trolley-head, the combination with the bifurcated harp-casting, formed with a depression at the juncture of the bifurcations with the stem of the casting, of a U-shaped contact-spring seated in said depression and having its legs extending on opposite sides of the trolley-wheel, substantially as set forth.

HENRY C. ENO.

Witnesses:
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