No. 696,220. Patented Mar. 25, 1902.

C. O. ANDERSON.

COMBINED EASEMENT AND POINT PROTECTOR.

(Application filed Sept. 7, 1901.)

(No Model.)

Fig. 1.

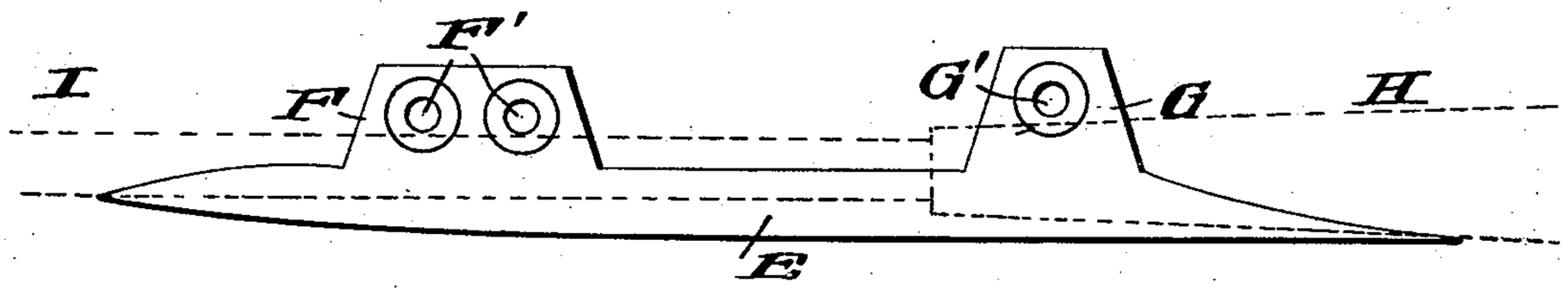


Fig. 2.

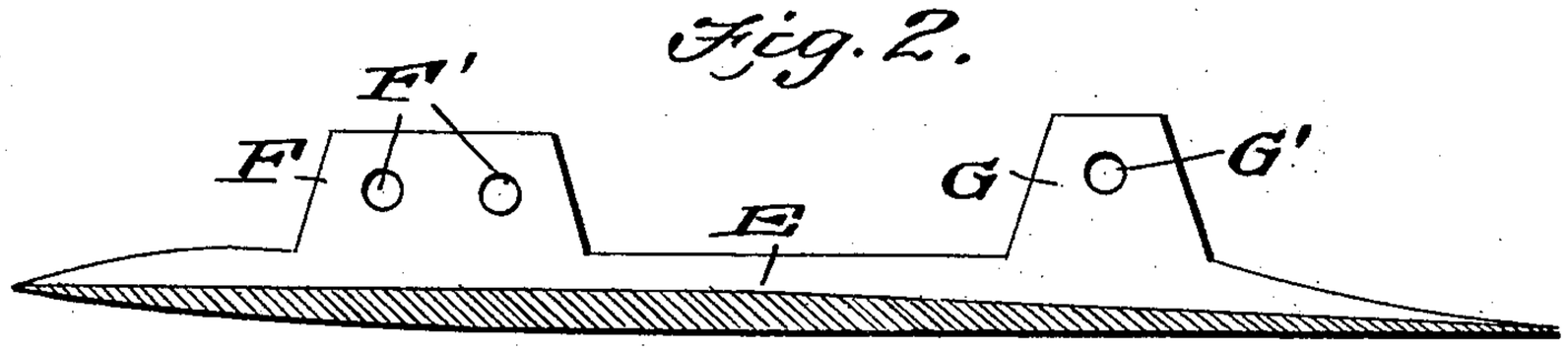


Fig. 3.

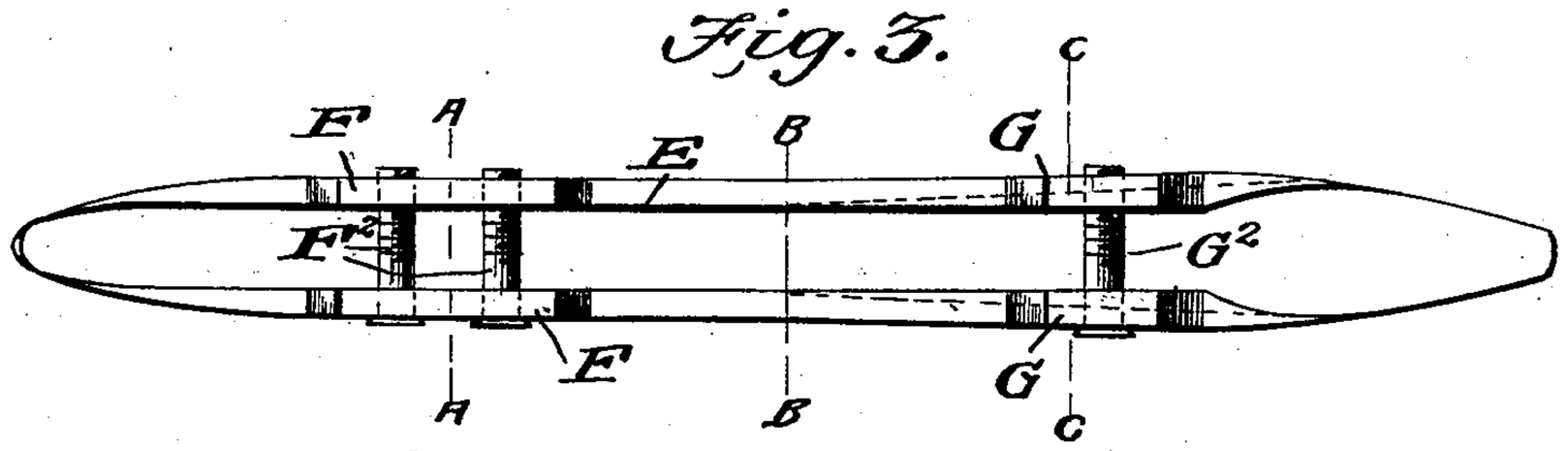


Fig. 4.

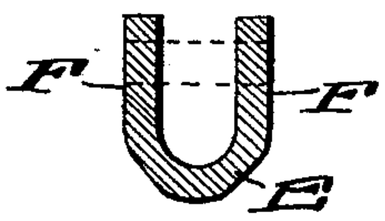
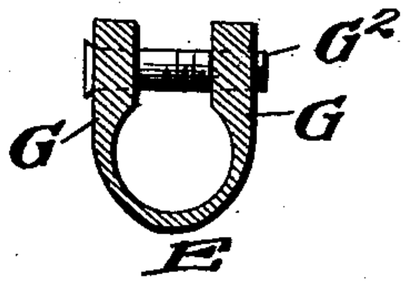


Fig. 5.

Fig. 6.



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UNITED STATES PATENT OFFICE.

CLAUDE O. ANDERSON, OF LOS ANGELES, CALIFORNIA.

COMBINED EASEMENT AND POINT-PROTECTOR.

SPECIFICATION forming part of Letters Patent No. 696,220, dated March 25, 1902.

Application filed September 7, 1901. Serial No. 74,681. (No model.)

To all whom it may concern:

Be it known that I, CLAUDE O. ANDERSON, a citizen of the United States, residing at Los Angeles, in the county of Los Angeles and State of California, have invented a new and useful Combined Easement and Point-Protector, of which the following is a specification.

This invention is a protector to be used on overhead-trolley construction in various forms, for protecting switch-points, crossing-points, circuit-breaker points, trolley-splicing sleeve-points, and all points where trolley connects to special work, and at the same time protecting said points against damage from the blow of the trolley-wheel.

Another object of the invention is to provide a combined easement and protector to take the wear and prevent the abrasion, flattening, and breaking of trolley-wire at all points where trolley-wire connects with special work in all its various forms as used in trolley-line construction.

With these objects in view the invention consists in the peculiar construction of the various parts and in their novel combination or arrangement, all of which will be fully described hereinafter and pointed out in the claims and the drawings forming part of this specification.

Figure 1 is a side view showing the practical application of my invention connected to point of trolley-splice. The dotted lines show the joint protected at point of splice, also forming an easy run for the trolley-wheel. Fig. 2 is a longitudinal section. Fig. 3 is a top view. Fig. 4 is a section on line A A. Fig. 5 is a section on line B B. Fig. 6 is a section on line C C.

In carrying out my invention I employ a plate E of suitable metal, which is formed with ears F F and G G. The plate E is curved or bent longitudinally in the form of a trough, the ears F F and G G being brought to substantially parallel relation and provided with registering openings F′ and G′ in Figs. 1 and 2, respectively, adapted to receive machine-screws F^2 and G^2 in Fig. 3, respectively.

H indicates a trolley-splice or connecting-sleeve, and I a trolley-wire, in Fig. 1.

The point-protector is placed on the point of sleeve or switch or other points of connection of all special work in all its various forms, covering that portion of the points which receive the most damage caused from the blow of the trolley-wheel, making them absolutely everlasting. The protector is held in place by clamping-ears F tightly together with machine-screws F^2. The ears G are clamped together with machine-screws G^2, and it will be noted that both the trolley-wire and sleeve are protected at point of sleeve. The protector forms practically a continuation of the said trolley splice and wire, therefore making an easy run for the trolley-wheel to pass under. It will be noted that the plate is so shaped and curved that both the trolley-splice and trolley-wire rest snugly therein.

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

1. A device of the kind described, comprising a plate provided with parallel ears or lugs, the ends of said plates being shaped to receive the trolley-wires, said ears or lugs adapted to be clamped together for the purpose of securely fastening the ends of the wire to the plate, substantially as shown and described.

2. In a device of the kind described, a plate A having ears or lugs B adjacent to one end and ears or lugs C adjacent to the opposite end, and the bolts adapted to pass through said ears or lugs for the purpose of securely clamping said ears or lugs together, the opposite ends of the plate being curved or bent to receive the ends of the trolley splice and wire, substantially as described.

CLAUDE O. ANDERSON.

Witnesses:

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