

No. 752,737.

PATENTED FEB. 23, 1904.

T. F. WETTON.
TROLLEY.

APPLICATION FILED OCT. 27, 1903.

NO MODEL.

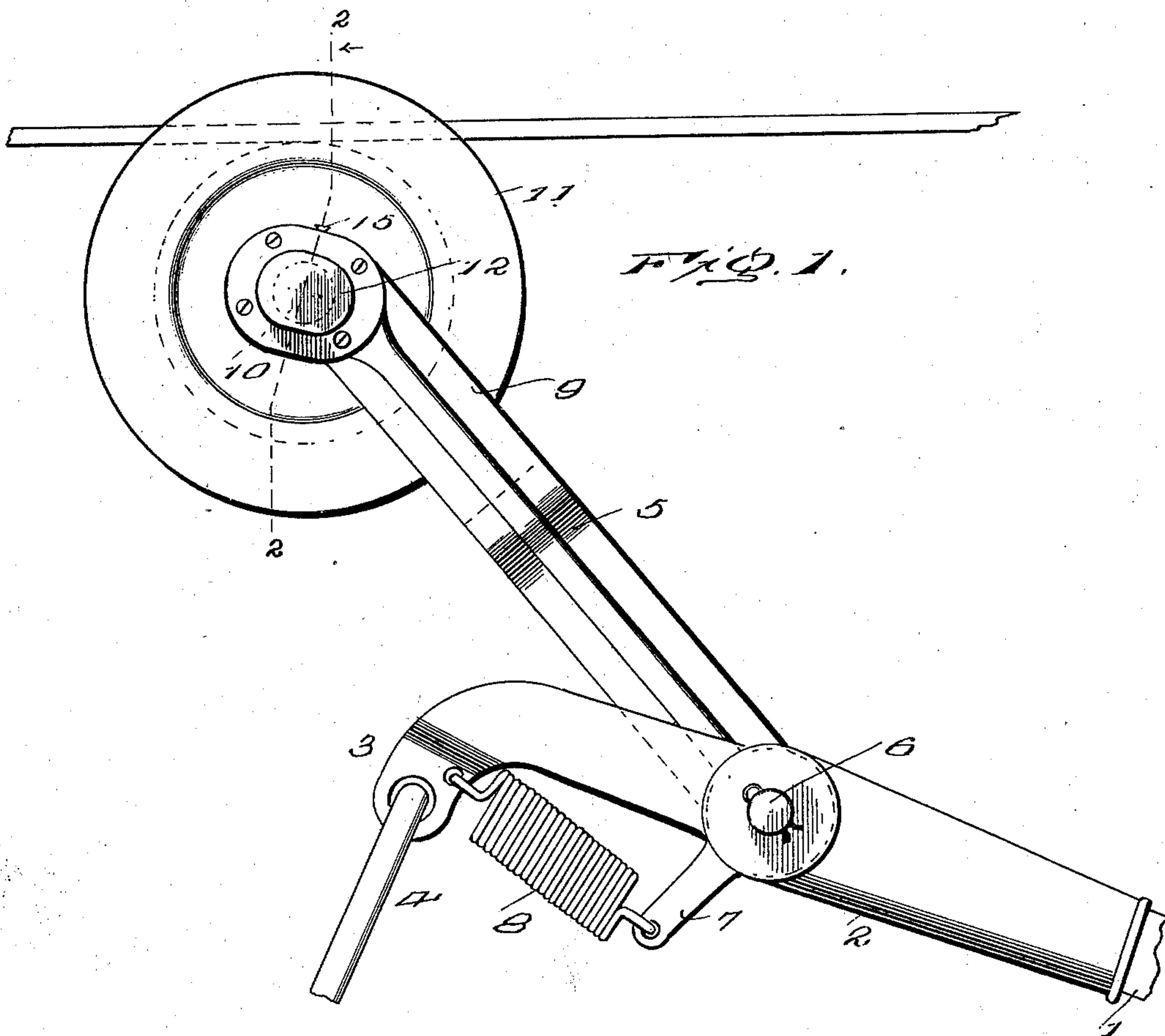


Fig. 1.

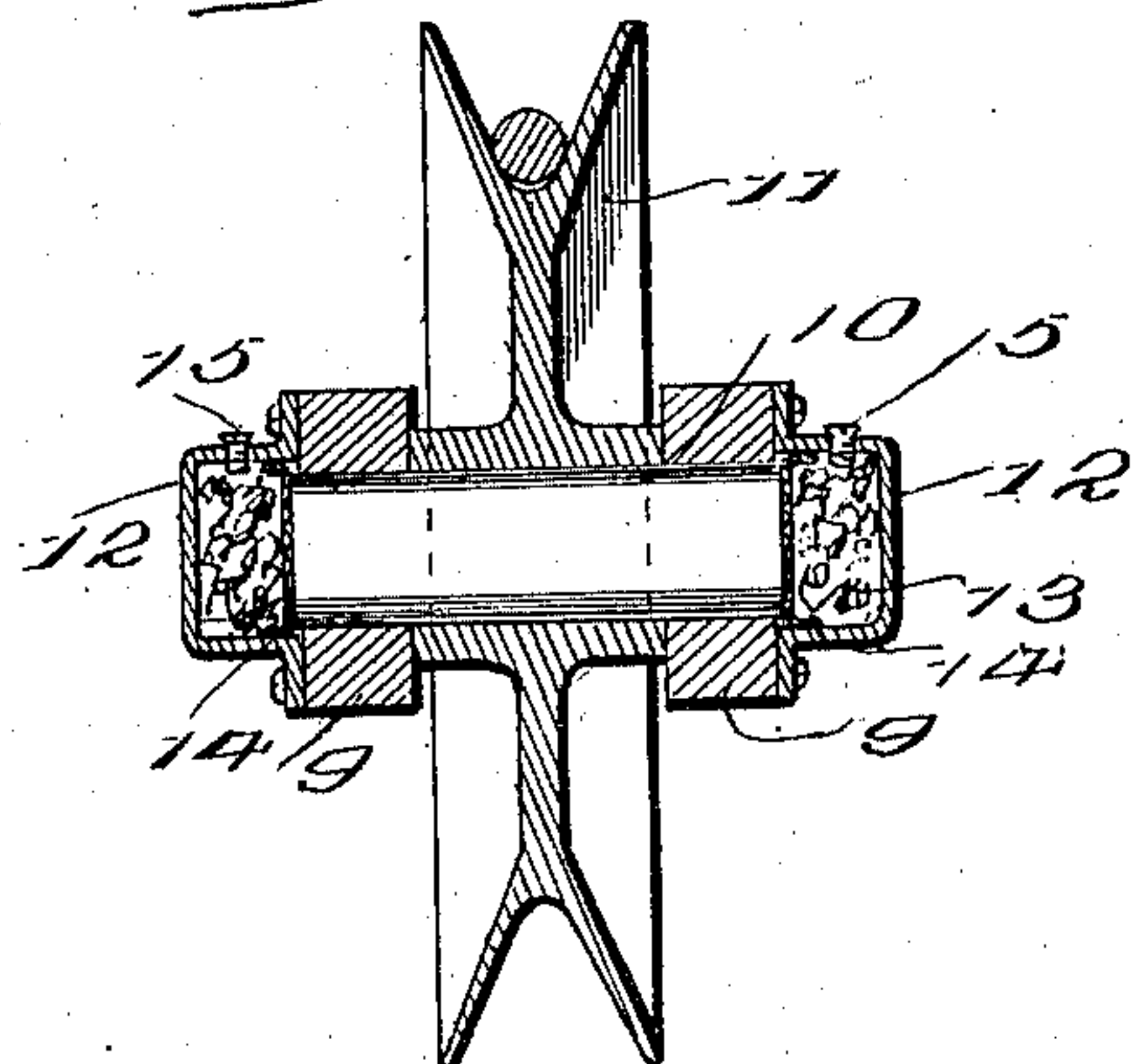


Fig. 2.

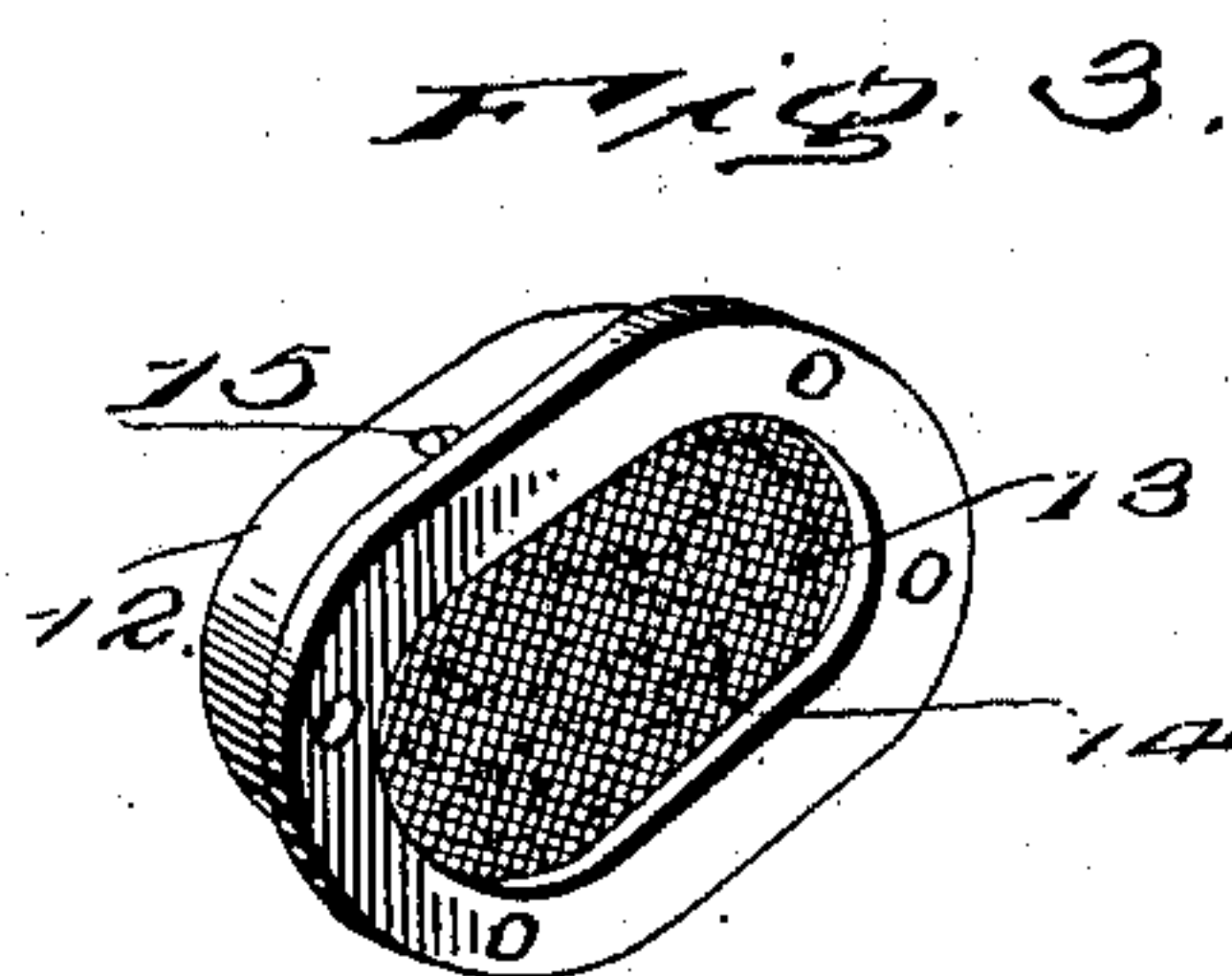


Fig. 3.

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UNITED STATES PATENT OFFICE.

THOMAS F. WETTON, OF NEWARK, OHIO, ASSIGNOR OF ONE-HALF TO
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TROLLEY.

SPECIFICATION forming part of Letters Patent No. 752,737, dated February 23, 1904.

Application filed October 27, 1903. Serial No. 178,782. (No model.)

To all whom it may concern:

Be it known that I, THOMAS FRANKLIN WETTON, a citizen of the United States, residing at Newark, in the county of Licking and State of Ohio, have invented certain new and useful Improvements in Trolleys, of which the following is a specification.

To thoroughly and effectually lubricate trolley-wheels of electric haulage-lines in an economical and cleanly manner is the intention and aim of this invention, the novelty residing in the peculiar instrumentalities of the device, and in attaining this result the invention contemplates a lubricator separate from and adapted to be applied to the harp, thereby simplifying and minimizing the cost of construction and admitting of access being had to the lubricator at any time for any purpose without incapacitating the trolley, which is in condition for effective service whether the lubricator is in position or not.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and drawings hereto attached.

While the essential and characteristic features of the invention are susceptible of modification, still the preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the upper portion of a trolley-arm embodying the invention. Fig. 2 is a section of the trolley-wheel and harp on the line 2 2 of Fig. 1. Fig. 3 is a detail perspective view of one of the caps constituting the oil-chamber.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

Inasmuch as the invention deals particularly with lubricating means for the trolley-wheels, the manner of mounting the same is unimportant so far as the scope of the present invention is concerned.

The trolley-pole is indicated at 1 and is provided with a head 2, having an extension 3,

apertured to receive the operating cord or rope 4. The harp 5 is pivotally connected to the head 2 at 6 and has an offstanding arm 7, connected by spring 8 with the curved extension 3 of the head 2, said spring being of the contractile type and normally holding the harp fixed with reference to the head 2 and pole 1 yet admitting of independent movement of the harp.

The bifurcations or fork members 9 of the harp are apertured in transverse alinement to receive the shaft 10, upon which the trolley-wheel 11 is mounted, the ends of the shaft 10 coming flush with the outer side of the fork members 9, this being essential to the efficiency of the present invention. Any means may be devised for connecting the trolley-wheel to the shaft for causing rotation thereof as a unitary part.

A lubricator oil-chamber 12 is secured to the outer side of each fork member 9 and is of oblong form and is provided with an outer basal flange apertured to receive the machine-screws or other fastenings for attachment of the parts to the member 9. The part 12 approximates the form of a cap and is arranged to extend over the end of the shaft 10 to close the opening in which said shaft obtains a bearing. The cap, cup, or chamber 12 is adapted to receive a quantity of lubricant and to prevent waste thereof. Cotton or other absorbent material 13 is supplied to the cap, so as to take up the surplus oil. Screen-cloth 14 covers the open side of the cap and retains the absorbent material 13 in place and prevents the same catching on the shaft 10 and winding about the same to possibly retard its free movement. Oil may be supplied to the chamber 12 through the opening in the side closed by a plug 15.

It will be observed that the shaft 10 is mounted solely in the fork members 9 of the harp and is in no wise interfered with by the caps or oil-chambers 12 and obtains a firm bearing whether said chambers are in position or removed. By having the caps 12 separated and independent of the harp the parts may be cheaply and substantially constructed, and access may be had at any time to the oil-cham-

bers for any desired purpose without necessitating the removal of the trolley-wheel or its supporting-shaft.

Having thus described the invention, what
5 is claimed as new is—

In combination, a harp, a trolley-wheel arranged between the fork members of the harp, a shaft supporting said trolley-wheel and journaled in the fork members and having its ex-
10 tremities flush with the outer sides thereof, caps having basal flanges apertured to receive the fastening employed for attachment there-

of to said fork members, absorbent material filling said caps, and screen-cloth applied to the open sides of the caps and coming between
15 the absorbent material and the extremities of the aforementioned shaft, substantially as set forth.

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

THOMAS F. WETTON. [L. s.]

Witnesses:

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