

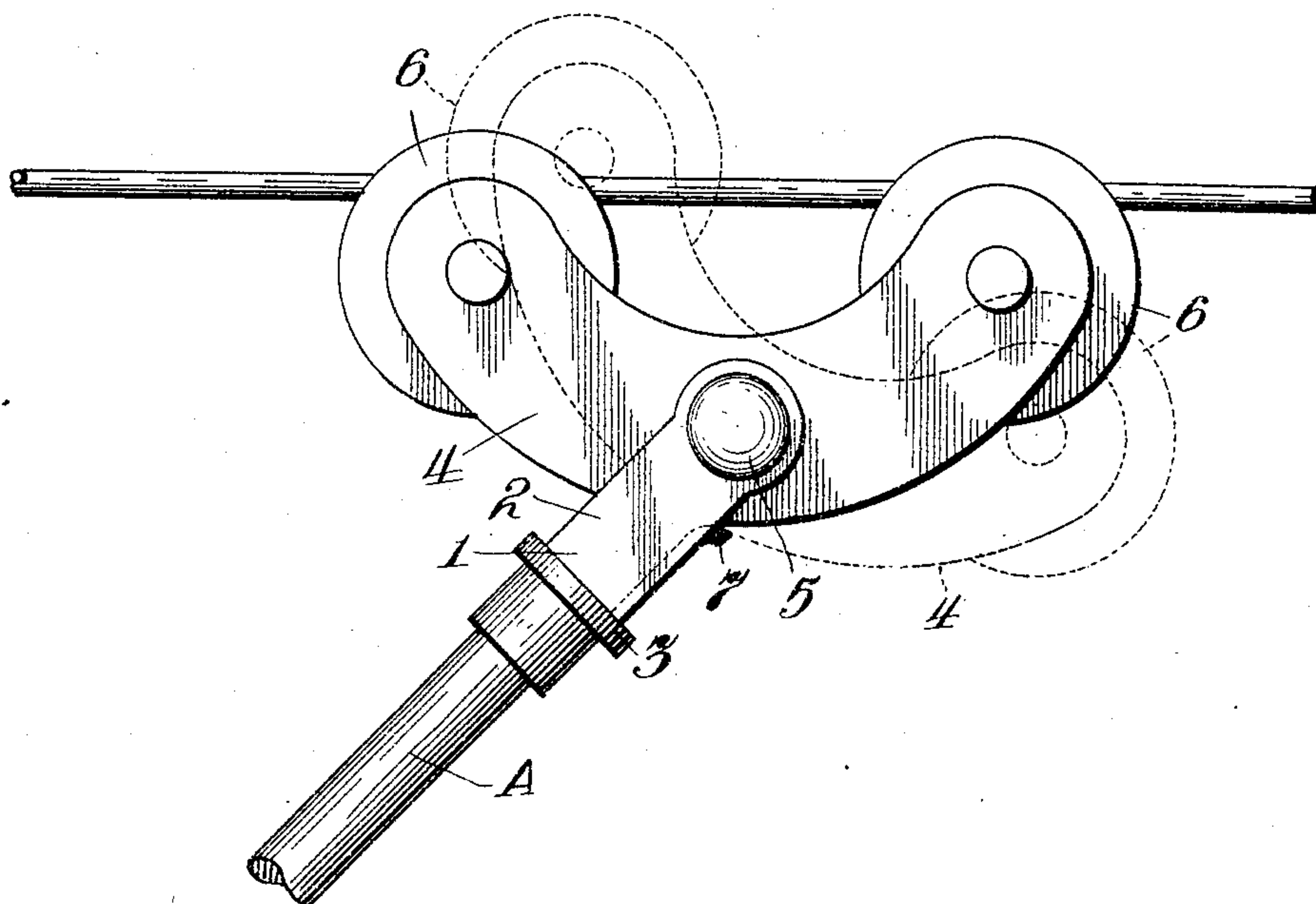
No. 779,441.

PATENTED JAN. 10, 1905.

H. O. REESE & H. C. WEITZEL.

TROLLEY DEVICE.

APPLICATION FILED JUNE 10, 1904.



Witnesses
Milton L. Linn
Vernon E. Hodges

Inventors
Henry O. Reese &
Henry C. Weitzel
By Henry S. Brewington
their Attorney

UNITED STATES PATENT OFFICE.

HENRY O. REESE AND HENRY C. WEITZEL, OF BALTIMORE, MARYLAND.

TROLLEY DEVICE.

SPECIFICATION forming part of Letters Patent No. 779,441, dated January 10, 1905.

Application filed June 10, 1904. Serial No. 212,054.

To all whom it may concern:

Be it known that we, HENRY O. REESE and HENRY C. WEITZEL, citizens of the United States, residing at Baltimore city, State of Maryland, have invented certain new and useful Improvements in Trolley Devices, of which the following is a specification.

Our invention relates to an improvement in trolleys, the primary object being to insure contact with the wire practically at all times notwithstanding the springing of the trolley away from the wire due to striking obstructions—as switches, for instance; and it consists in the usual trolley-arm and a rocker which carries two trolley-wheels and is centrally pivoted at the upper end of the trolley-arm immediately above the shoulders formed near the pivot in position to catch the yoke or rocker in either of its positions, whereby to limit the rocking motion of the latter.

The invention further consists in certain novel features of construction and combinations of parts, which will be hereinafter described, and pointed out in the claims.

The accompanying drawing is a view in side elevation of our improved trolley, the dotted lines indicating the extreme positions of the trolley.

A represents the trolley-arm, and 1 is the head at the upper end thereof, and this head preferably comprises the sides 2 2 and the bottom plate 3. A rocker or yoke 4 is pivoted, by means of the pin 5, between these sides 2 2 and carries the two trolley-wheels 6 6 at its opposite ends, they being preferably located about three inches apart.

The rocker 4 is preferably curved into a kind of U-shaped form, it being pivoted at its center.

A shoulder 7 is formed, preferably, at the upper end of plate 3 in position to receive the lower edges of the rocker, whereby to prevent the latter from rocking too far in either direction, thus maintaining it in a position somewhere approximating horizontal. The curvature of the rocker with the location of the stop in relation to the pivot affords a convenient means for arresting the downward movement of the rocker in either direction. This shoulder 7 extends parallel with the sides 2 2 of the head and closes the rear side of the slot formed between the sides. The upper

end of the shoulder is upset or offset, as shown, to permit the rocker to assume the position shown in dotted lines. By means of this construction the rocker never tips so far that it will not right itself. In other words, the axes of the trolley-wheel never pass the vertical plane of the pivot-pin 5.

From the foregoing it will be seen that the moment an obstruction is struck by the forward trolley-wheel and it jumps from the trolley-wire the other wheel maintains its position against the wire and tends to restore the forward wheel, due to the upward pressure of the trolley-arm. Then when the obstruction reaches the second or rear wheel the latter leaves the wire and the forward wheel maintains its position thereon, thus always preserving a continuity of electrical current, and by reason of the stop the rocker is limited in its movement, so that it quickly resumes its normal position upon passing the obstruction.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of our invention, and hence we do not wish to limit ourselves to the exact construction herein set forth; but,

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination with a trolley-arm having a slotted head, of a shoulder closing a portion of the rear side of the slot and a trolley-wheel-carrying gravity-operated rocker pivoted between the upper ends of the sides.

2. The combination with a trolley-arm having a slotted head, of a trolley-wheel-carrying rocker pivoted in the slot at the upper end thereof and a stop closing the rear side of the slot between the base of the slot and the rocker, the upper end of the stop being offset to admit an oscillatory movement of the rocker.

In testimony whereof we affix our signatures in presence of two witnesses.

HENRY O. REESE.
HENRY C. WEITZEL.

Witnesses:

E. WALTON BREWINGTON,
J. A. HILLEARY, Jr.