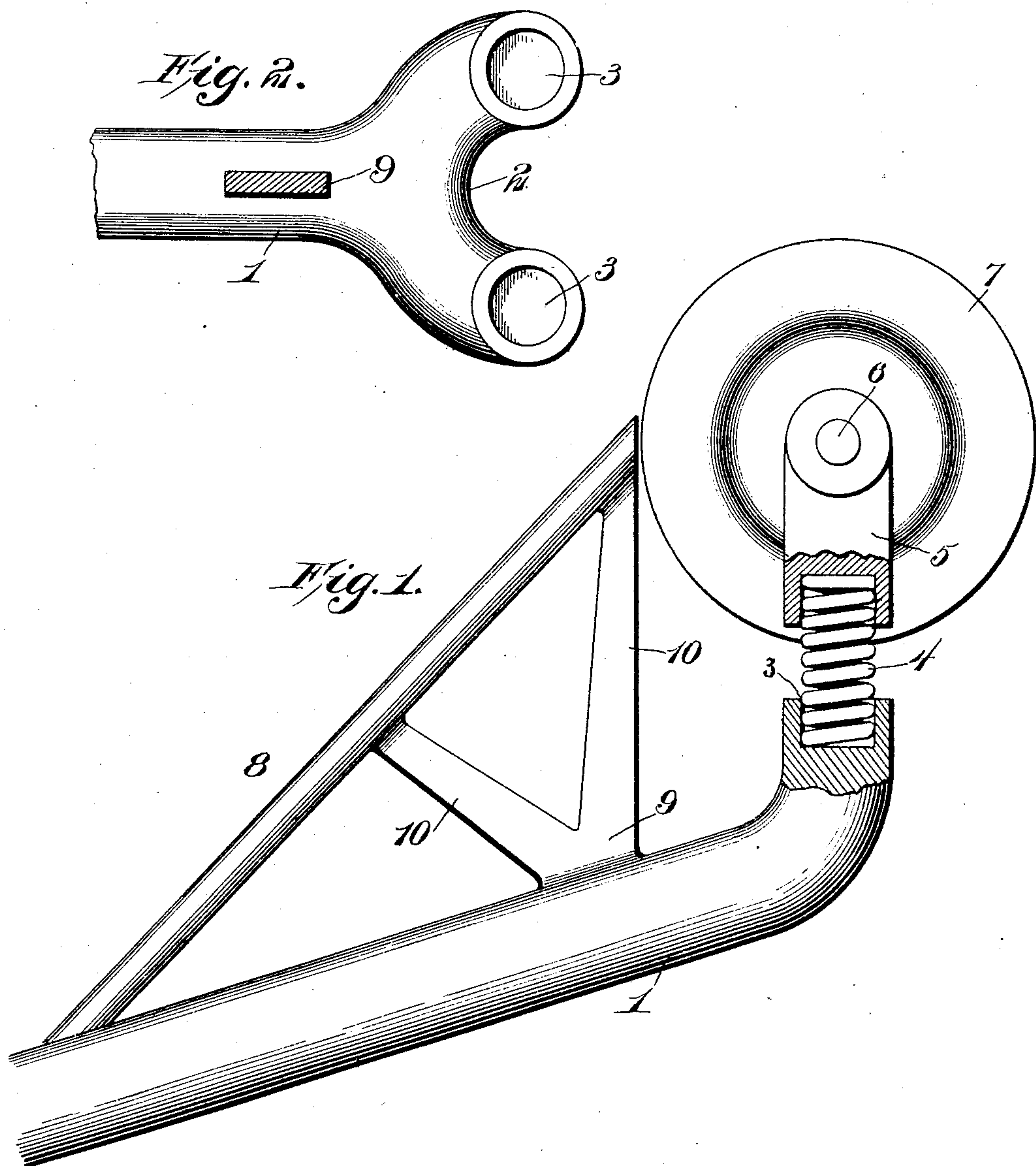


No. 779,850.

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G. C. HOHEIN.
TROLLEY FOR ELECTRIC RAILWAYS.

APPLICATION FILED SEPT. 17, 1904.



Witnesses

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GEORGE C. HOHEIN, OF NORFOLK, VIRGINIA.

TROLLEY FOR ELECTRIC RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 779,850, dated January 10, 1905.

Application filed September 17, 1904. Serial No. 224,827.

To all whom it may concern:

Be it known that I, GEORGE C. HOHEIN, a citizen of the United States, residing at Norfolk, in the county of Norfolk and State of Virginia, have invented new and useful Improvements in Trolleys for Electric Railways, of which the following is a specification.

My invention relates to trolleys for electric railways; and its primary object is to connect the harp carrying the trolley-wheel to the trolley-pole, whereby said wheel will be yieldingly supported to enable it to follow the course of the trolley-wire and be constantly retained in engagement therewith during the propulsion of the car, no matter what the relative position of the trolley-wire and trolley-pole may be, and when the car is rounding a curve or making a switch.

A further object of the invention is to provide a guard so arranged and constructed that the trolley-wheel will be prevented from coming into forcible engagement with cross-wires, and thereby obviate all liability of damage resulting to the trolley-wheel.

Further objects of the invention will appear as the nature of the same is more fully understood from the accompanying description, taken in connection with the accompanying drawings, wherein—

Figure 1 is a side elevation of my improved trolley-pole, a portion of the harp being in section to illustrate the manner in which the harp is yieldingly connected to the trolley-pole. Fig. 2 is a detail top plan view of the upper portion of the trolley-pole, the harp yielding connection and guard being removed.

Referring to the drawings by reference-numerals, 1 designates a trolley-pole having the upper end thereof forked, as disclosed at 2, the ends of said forked end being upwardly turned to dispose their extremities in a horizontal plane and are recessed, as at 3, for the reception of the lower ends of yielding members or springs 4, by means of which the harp is yieldingly secured to the trolley-pole. The harp consists of two members 5, arranged in parallelism and having their lower ends recessed to receive the upper ends of said

springs 4. The upper ends of the members 5 are perforated to receive a pintle 6, upon which is rotatably mounted a trolley-wheel 7, the latter being positioned between the members 5. The yielding members or springs 4 have their ends secured in the respective recesses in any suitable manner, and they have a tendency to force the trolley-wheel 7 upward, thereby yieldingly holding said wheel in contact with the trolley-wire. Said springs will also permit the trolley-wheel to have a lateral and vertical movement with relation to the trolley-pole, whereby any irregularities in the trolley-wire may be overcome and the trolley-wheel will be retained in constant engagement with the trolley-wire during the propulsion of the car.

Secured to the trolley-pole 1 and in advance of the harp and trolley-wheel is a guard 8, inclined upwardly and extending from a suitable point upon the trolley-pole to a point a little above the horizontal radius of the trolley-wheel. The guard is made rigid by means of a brace 9, secured to the trolley and having radial arms 10, secured to the guard, and the extremity of said guard terminates at a point a little in advance of the periphery of the trolley-wheel.

It is apparent from the position and inclination of the guard 8 that when a cross-wire is struck by said guard the trolley-pole is moved downward until after the car has passed the cross-wire, thereby obviating all liability of the trolley-wheel being injured by coming forcibly into engagement with a cross-wire. The terminating of the extremity of the guard 8 a little in advance of the trolley-wheel permits the trolley-wheel to freely rotate upon the pintle 6 and have a slight forward movement without coming into engagement with said extremity.

It is apparent from the above description, taken in connection with the accompanying drawings, that by flexibly connecting the trolley-wheel to the trolley-pole in the manner herein pointed out permits said trolley-wheel to adjust itself at various angles to suit the curve of the trolley-wire and will at all times

remain in contact with the wire when the car is rounding curves or being switched from one track to another.

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

1. In a device of the character described, a trolley-pole having an upper forked end, a harp, a trolley-wheel journaled in said harp, and springs secured to the harp and said
10 forked end to flexibly mount the trolley upon the trolley-pole.

2. In a device of the character described, a trolley-pole provided with a forked end, said

forked end being provided with recesses, a harp provided with recesses, a trolley-wheel 15 journaled on said harp, and springs having their ends positioned and secured in said recesses to flexibly connect the trolley-wheel to the trolley-pole.

In testimony whereof I affix my signature in 20 presence of two witnesses.

GEORGE C. HOHEIN.

Witnesses:

P. B. WILLIAMS,
J. R. HARRELL.