No. 782,796. PATENTED FEB. 14, 1905.

A. PALMROS.

TROLLEY SWITCH.

APPLICATION FILED JUNE 6, 1901. RENEWED JUNE 13, 1903.

Fig. 1.

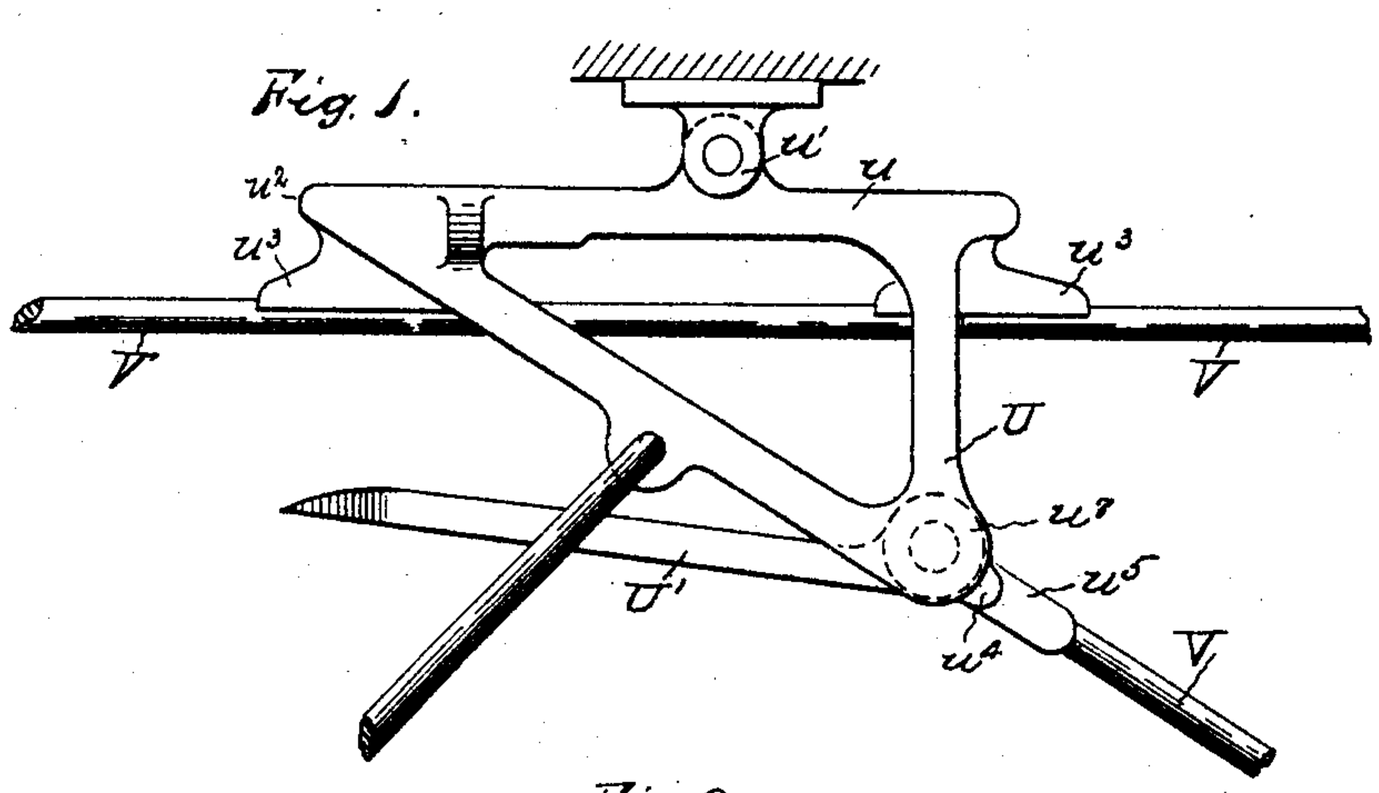


Fig. 2.

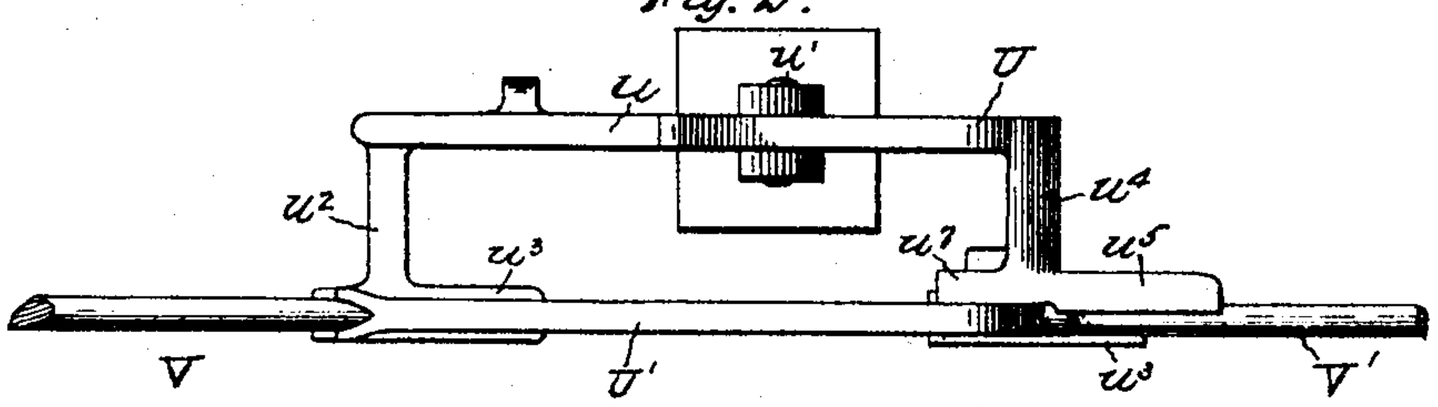
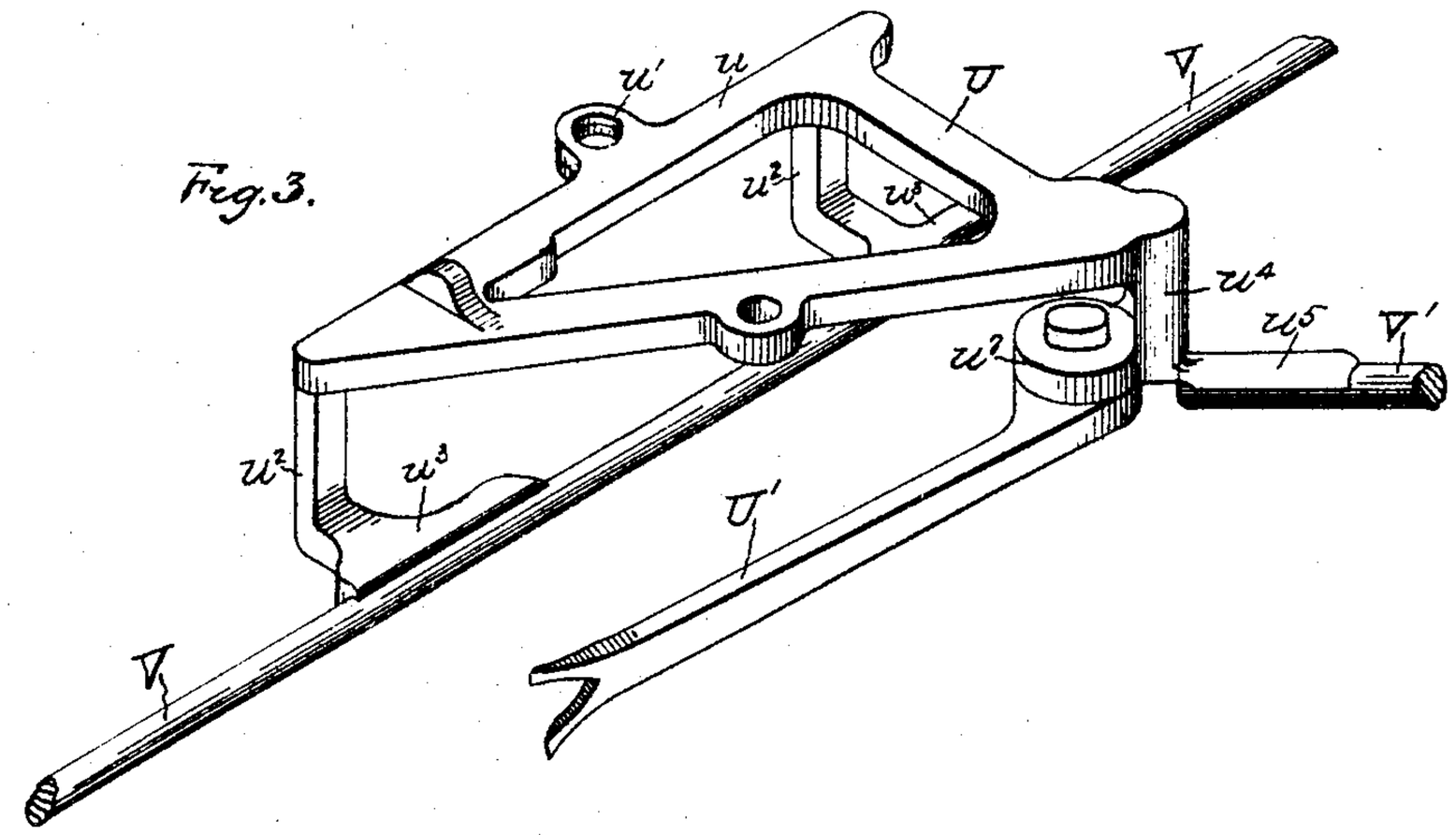


Fig. 3.



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No. 782,796. Patented February 14, 1905.

UNITED STATES PATENT OFFICE.

ALEXANDER PALMROS, OF COLUMBUS, OHIO, ASSIGNOR, BY MESNE ASSIGNMENTS, TO JOSEPH A. JEFFREY, OF COLUMBUS, OHIO.

TROLLEY-SWITCH.

SPECIFICATION forming part of Letters Patent No. 782,796, dated February 14, 1905.

Original application filed September 24, 1897, Serial No. 652,908. Divided and this application filed June 6, 1901. Renewed June 13, 1903. Serial No. 161,390.

To all whom it may concern:

Be it known that I, ALEXANDER PALMROS, a citizen of Finland, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Trolley-Switches, of which the following is a specification, reference being had therein to the accompanying drawings.

Figure 1 is a plan view of a switching mechanism embodying my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a perspective view.

In this application, which is a division of my application, Serial No. 652,908, filed September 24, 1897, I have illustrated and will describe and claim a switching mechanism which I have found well adapted for use with a more or less laterally acting trolley, as that which forms a part of the subject-matter of my above-mentioned application.

U is a metallic frame-piece or carrier having the bar u, adapted to be fastened by a pivot at u' to a post or other insulating-support. At u^2 there are legs having feet u^3, to which can be attached the wires V V of the main line.

V′ indicates a branch wire extending down a track branching from the main track. This wire V′ is secured to the connecting frame-piece U by means of the leg and foot piece at u^4 u^5.

U′ is a switch-bar hinged at u^7. It is adapted to be drawn into inactive position when it is desired that the trolley mechanism should move continuously along the wires at V V. When the car is to move down the branch track and the trolley is to follow the branch wire V′, the switch-bar U′ is closed, and thus serves as a switch to conduct the trolley onto the branch line. When the trolley is running from the branch line onto the main line, if the switch is open, as in the drawings, it will require no attention, for as soon as the trolley-wheel comes in contact with it it is deflected from the wire V′ to that at V automatically.

What I claim is—

1. In an electric trolley system, the combination of a main wire, laterally supported from one side and having the other side exposed for contact with a side-running contact, and a branch wire similarly arranged, of a switch having a horizontally-swinging arm adapted to connect the branch wire with the main wire, and having the surface with which the side-running contact engages arranged in the horizontal planes of said main and branch wires, and a bridging supporting device connecting the branch wire to the supports for the main wire, substantially as set forth.

2. In a side-running trolley system, the combination of the main wire, the branch wire, the switch-arm adapted to conduct the trolley-wheel running on the side of either wire to the other, and the carrier for said arm pivotally connected to an outside support and having downward-extending holders for the main wire and the branch wire, and a bridging connection between said holders, substantially as described.

3. In a side-running trolley system, the combination of the main wire, the branch wire, the swinging switch-arm adapted to guide the trolley-wheel from the side of one wire to the side of the other, and the carrier for said arm having bridging bars or plates above the travel of the trolley-wheel, the support for the main wire and the branch wire extending downward from said bridging-bars, and means for pivotally connecting the same to an insulating-support, substantially as set forth.

4. In a side-running trolley system, the combination of the main wire, the branch wire, the swinging switch-arm, the frame bar or plate U, above the travel of the trolley, and having the downwardly-extending legs u^2 with the feet u^3 for supporting the main wire laterally, the leg u^4 with the foot-piece u^5 for supporting the branch wire and ear u^7 to which the said switch-arm is hinged, and

means for holding said bar or frame against outward movement relative to the line of the main wire, substantially as set forth.

5. In an electric trolley system, the combination of a main wire, a branch wire, a swinging switch-arm adapted to conduct the traveling contact from one wire to the other, the carrier for supporting the said wires and the said switch-arm, and the insulating-support pivotally connected to the said carrier.

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

ALEXANDER PALMROS.

Witnesses:

LEOTA I. SAYLOR,

R. GUS. HUTCHISON.