

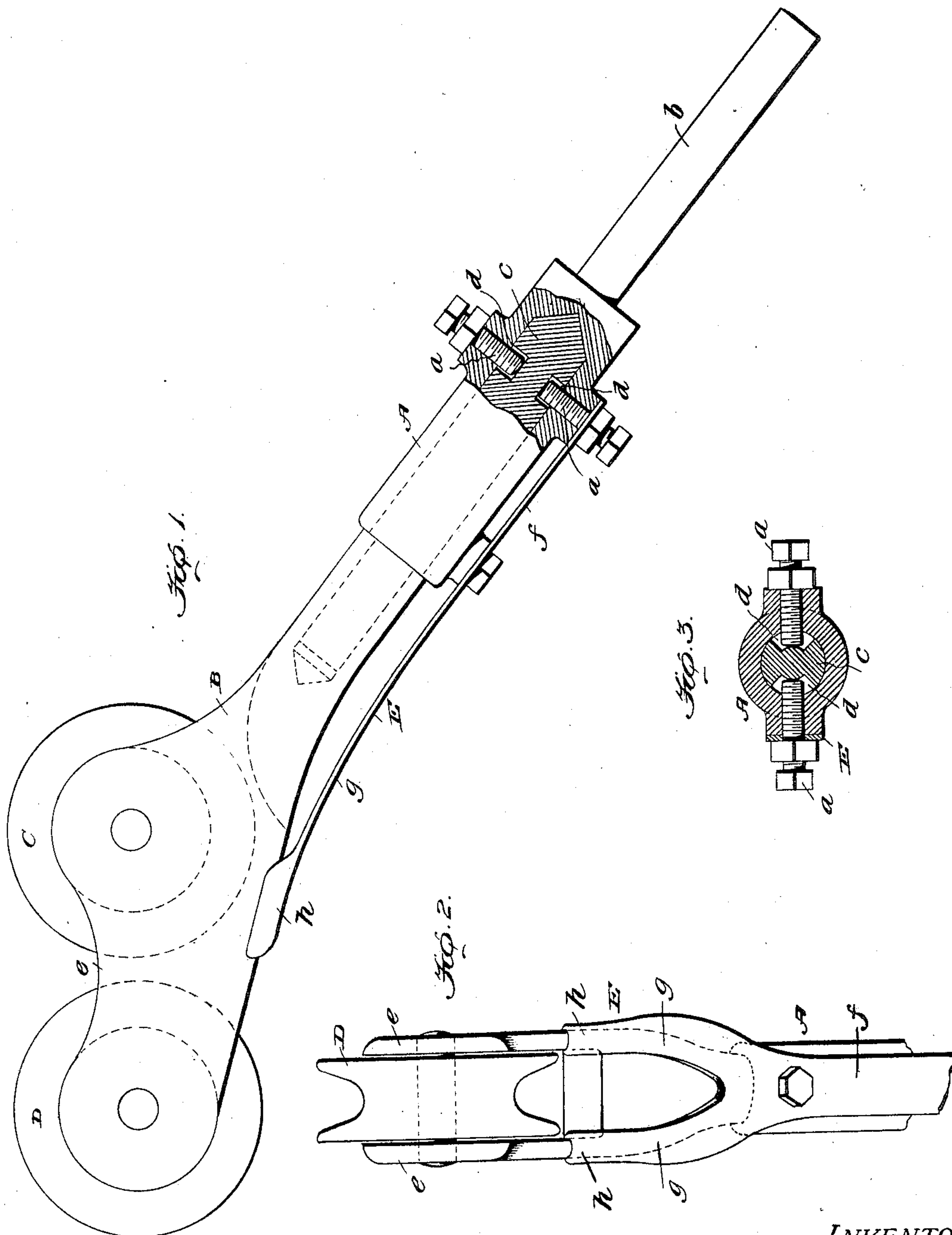
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W. H. SCHNEIDER & T. HOLLAND.

OVERHEAD TROLLEY.

APPLICATION FILED FEB. 10, 1906.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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OVERHEAD TROLLEY.

No. 828,629.

Specification of Letters Patent.

Patented Aug. 14, 1906.

Application filed February 10, 1906. Serial No. 300,544.

To all whom it may concern:

Be it known that we, WILLIAM H. SCHNEIDER, residing at South Bellingham, in the county of Norfolk and State of Massachusetts, and THOMAS HOLLAND, residing at Woonsocket, in the county of Providence and State of Rhode Island, citizens of the United States, have invented new and useful Improvements in Overhead Trolleys, of which the following is a specification.

Our invention pertains to overhead trolleys, and it contemplates the provision of a simple, compact, and durable trolley having two wheels, one of which is arranged to operate as a guide for the other, and also having a swinging body, whereby the trolley is enabled to readily adapt itself to the various directions of the trolley-wires and the liability of the wheels flying from the wire is reduced to a minimum; also, there is no liability of the trolley leaving the wire when it passes a circuit-breaker or a switch, this because one of the wheels remains on the wire while the other is taking the switch. Our improved trolley is also constructed with a view of assuring the supply of current to a car during the progress of sleet-storms, for under such conditions it will be apparent that the leading wheel will break the ice deposited on the trolley-wire, while the following wheel will supply the power to the car.

Other advantageous features of our invention will be fully understood from the following description and claims when the same are considered in connection with the accompanying drawings, forming part of this specification, in which—

Figure 1 is a view, partly in side elevation and partly in section, of our novel overhead trolley. Fig. 2 is a detail rear elevation of the upper portion of the trolley, and Fig. 3 is a detail transverse section illustrating the means for permitting the body of the trolley to swing within certain limits.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which—

A is a socket having diametrically opposite screws *a* in its wall and also having a shank *b*, designed to extend into and be connected to a pole of the ordinary or any other approved construction.

B is the body of our novel trolley.

C and D are the fore and aft trolley-wheels,

carried by the body, and E is a spring for holding the body B against too free or casual lateral movement.

At its lower end the body B is provided with a spindle *c*, and this spindle is disposed in the socket A and is provided at opposite points with segmental recesses *d* for the reception of the inner ends of the screws *a*, whereby it will be seen that the body B is held against disconnection from the socket A and yet is permitted to turn or swing laterally within certain limits, so as to better accommodate the wheels C and D to the direction of the wire against which they bear. The upper portion of the body B is forked to receive the wheels C and D, and the arms *e* of the fork are extended well above the axis of the wheels, as best shown in Fig. 1, so as to enable said arms to support and reinforce the wheels and at the same time serve to prevent guy and span wires getting down between the wheels and in that way causing trouble.

The spring E comprises a lower portion *f*, attached, preferably at two points, to the rear side of the socket A, and an upper forked portion *g*, the ends *h* of the arms of which are channeled, as best shown in Fig. 2, in order to seat the rear edges of the fork-arms *e* on the body B. By virtue of this it will be apparent that while the body B is adapted to swing or turn laterally for the purpose before stated too free or loose movement of the body will be prevented, with the result that the trolley-wheels C and D will always be properly held to their work. It will also be apparent that by reason of the channeled portions *h* of the spring E receiving the fork-arms *e* of the body B the spring will partake of the movements of the body, and hence will always be in position to return the body to its normal position when stress is removed therefrom. The channeled portions of the spring receiving the fork-arms of the body also lessen the liability of the spring catching against any object and in that way materially prolong the usefulness of the spring as well as that of the trolley as a whole.

In the practical use of our novel trolley it will be apparent that the wheel C will serve as a guide to the wheel D, and the swinging body B will enable the wheels to accommodate themselves to the various conditions encountered, with the result that the wheels will conform readily to the various directions of the

trolley-wires, will retain their proper position relative to the wire, and will not leave the wire and interrupt the supply of current to the car while passing a circuit-breaker, a switch, or the like. It will also be apparent that our novel trolley is made up of a minimum number of parts, and that no one of the parts is liable to get out of order after a short period of use.

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

1. In a trolley, the combination of fore and aft wheels, a body having a forked upper portion receiving and carrying the wheels and also having the arms of the fork extended well above the axes of the wheels, and further having a depending spindle, a socket receiving the spindle of the body, cooperating means on the spindle and socket for holding the spindle in the socket and permitting axial movement of the spindle within certain limits; and a spring attached to the socket and having a forked upper portion the arms of which are channeled and receive the edges of the fork-arms on the body.

2. In a trolley, the combination of fore and aft wheels, a body having a depending spindle and opposite segmental recesses therein and also having a forked upper portion receiving and carrying the wheels; the arms of the forked portion extending well above the axes

of the wheels, a socket receiving the spindle of the body, retaining-screws bearing in the wall of the socket and having their inner ends disposed in the segmental recesses of the spindle, the wheels arranged one in front of the other in the forked upper portion of the body, and a flat spring attached to the rear side of the socket and having a forked upper portion the arms of which are channeled and receive the rear edges of the fork-arms on the body.

3. In a trolley, the combination of a wheel, a body having a forked upper portion receiving and carrying the wheel; said body being mounted to turn on its axis, and a spring having a forked portion the arms of which are channeled and snugly receive in their channels the rear edges of the fork-arms on the body.

In testimony whereof we have hereunto set our hands in presence of the subscribing witnesses.

WILLIAM H. SCHNEIDER.
THOMAS HOLLAND.

Witnesses to signature of Wm. H. Schneider:

HERBERT WHITEKER,
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Witnesses to signature of Thomas Holland:

C. H. DOLIBER,
GEO. W. SPAULDING.