No. 841,467. PATENTED JAN. 15, 1907.

J. TETLOW.

TROLLEY.

APPLICATION FILED JAN. 19, 1906.

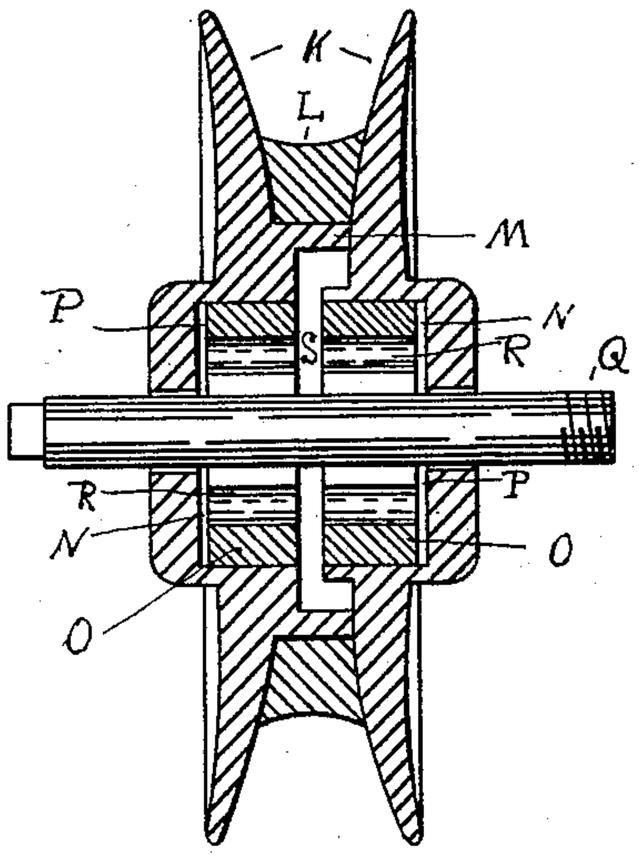

Fig-1-

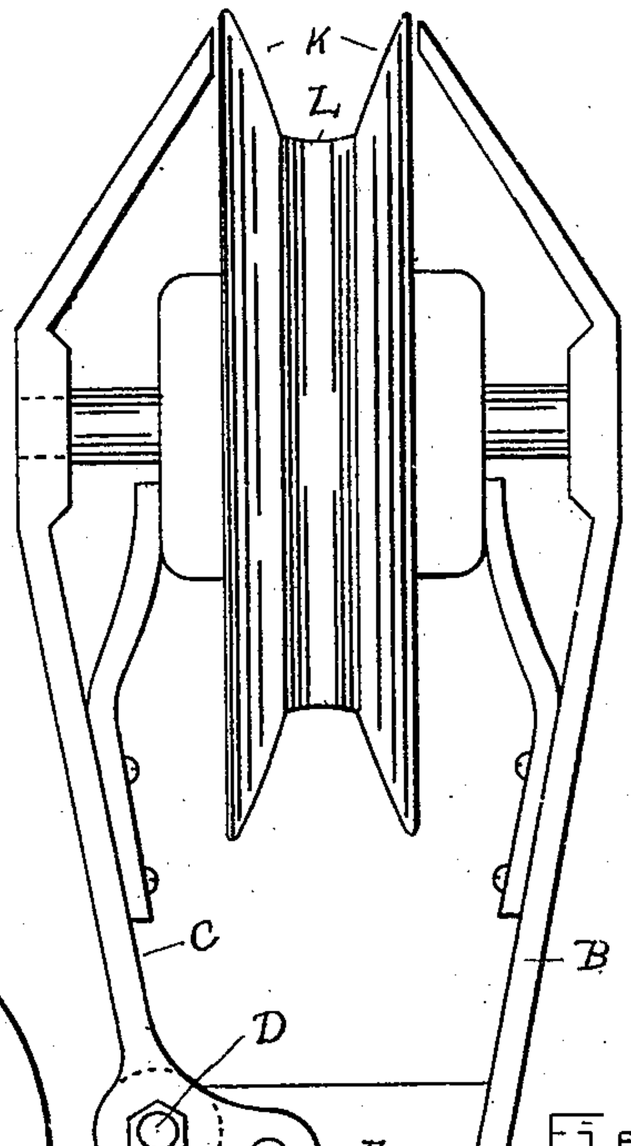

Fig-2-

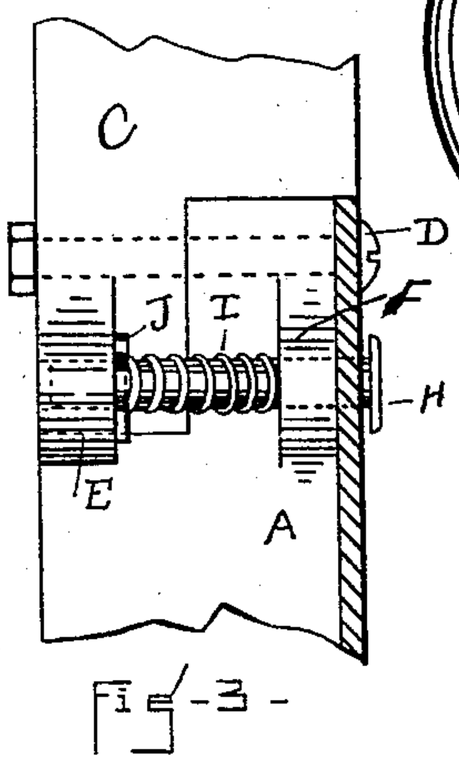

Fig-3-

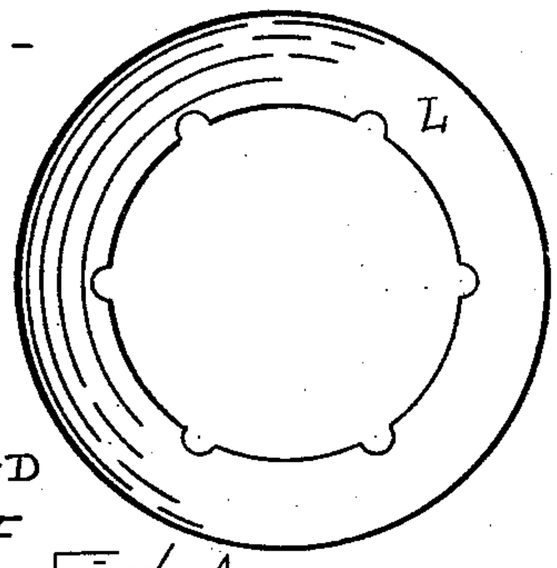

Fig-4-

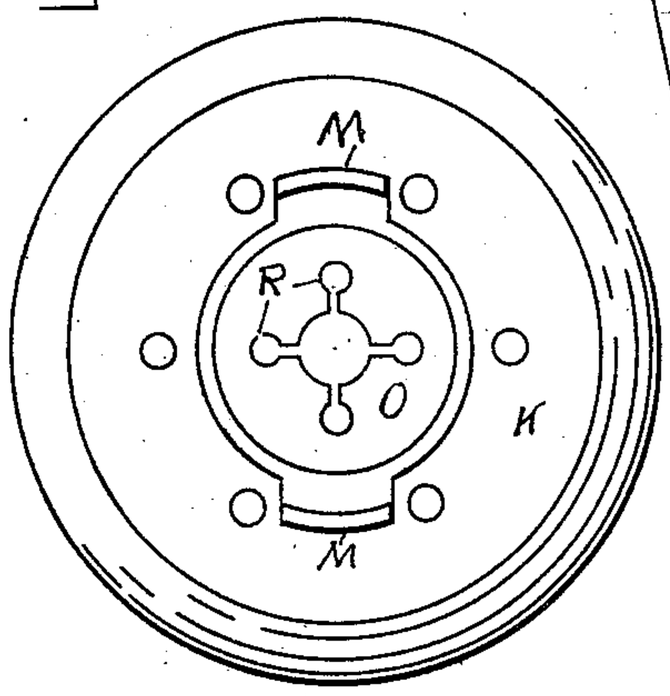

Fig-5-

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UNITED STATES PATENT OFFICE.

JOSEPH TETLOW, OF SACO, MAINE, ASSIGNOR OF FOUR-FIFTHS TO HERBERT R. JORDAN, OF SACO, MAINE.

TROLLEY.

No. 841,467. Specification of Letters Patent. Patented Jan. 15, 1907.

Application filed January 19, 1906. Serial No. 296,806.

To all whom it may concern:

Be it known that I, JOSEPH TETLOW, a subject of the King of Great Britain, residing at Saco, in the county of York and State of Maine, have invented new and useful Trolleys, of which the following is a specification.

My invention relates to improvements in trolley-wheels, and particularly to means for facilitating the assembling and disassembling of the parts, to means for providing for the lubrication of the bearing parts, and for preventing arcing between the bearings.

In the drawings herewith accompanying and making part of this application, Figure 1 is a transverse sectional view of the trolley-wheel mounted on its bearing-shaft, the shaft being shown in elevation. Fig. 2 is an elevation of the harp with the trolley-wheel in position. Fig. 3 is a detail view showing the means of rigidly locking the pivotal arm of the harp. Fig. 4 is a side view of the wear-section of the trolley-wheel; and Fig. 5 is a view of the inside of the side sections, showing the end of the antifriction-bushing.

Same letters of reference refer to like parts.

In said drawings, A represents the harp, one arm B of which is rigidly cast therewith, and the other arm C is pivotally mounted thereon, as seen at D, and is provided with a projecting lug E, through which and through lug F, formed on the harp, as seen in Fig. 3, the locking-bolt H passes. The locking-bolt is surrounded by a coil-spring I, positioned between the lug F and a pin J, passing through the bolt, the spring tending constantly to hold the locking-bolt from being drawn out, but yielding under pressure, so that when compressed sufficiently the inner end of the bolt will clear lug E, thus permitting the pivot-arm C to be disengaged from the trolley-wheel shaft, permitting the removal of the trolley-wheel. For convenience in manipulation the end of the locking-bolt should normally project slightly beyond the side of the harp, as seen in Fig. 3.

The trolley-wheel is preferably made in three sections—two side sections K, which are similarly constructed, and a central wear-section L, positioned between said side sections. The side sections have inwardly-projecting flanges M, adapted to bear against the inner periphery of section L, as seen in Fig. 1, and to support said section away from the shaft. The sections are held together in any convenient way, as by bolts. (Not shown.)

The inner sides of the side sections are provided with chambers N, in which are mounted insulating-bushings O. These bushings preferably do not extend to the bottom of the chambers, but leave a small open space P. The bearing-shaft Q passes through the sections of the wheel and through the bushing and are mounted in the harp, as seen in Fig. 2. The bushings O have a series of holes R, extending through forming-spaces for containing a lubricator, said holes opening directly to the bearing Q and extending through the bushings to the spaces P at the bottom of the chambers. The bushings in the two sections are preferably spaced apart, as seen at S, forming a chamber for containing a quantity of the lubricating material, whereby the lubricator may feed through the holes R in the bushing to the bearings. The insulating-bushings prevent arcing between the bearing-shaft and the trolley-wheel and lessen the disintegration of the bearings and the roughening of the bearing-surfaces, thus causing the wheel to run with little friction and to last for a long period of time.

Having thus described my invention and its use, I claim—

1. A trolley-wheel comprising side members, the side members being provided with chambers, in combination with insulating-bushings in said chambers and a wheel-shaft passing through the side members and said bushings, the bushings being provided with oil-ducts leading to the bearing parts, the adjacent ends of the bushings being spaced apart forming a lubricator-containing chamber.

2. A trolley-wheel comprising side members, the side members being provided with chambers having insulating-bushings mounted therein and terminating above the bottoms of said chambers and having their ad-

jacent ends spaced apart from each other, said bushings being provided with oil-ducts leading from the spaces between their adjacent ends and the bottoms of the containing-chambers and opening radially to the bearing-surface.

In testimony whereof I have signed this specification, in presence of two subscribing witnesses, this 11th day of January, 1906.

JOSEPH TETLOW.

In presence of—
ELGIN C. VERRILL,
MARION RICHARDS.