

No. 874,345.

PATENTED DEC. 17, 1907

G. KERESZTES.
TROLLEY.

APPLICATION FILED SEPT. 6, 1907.

Fig. 1

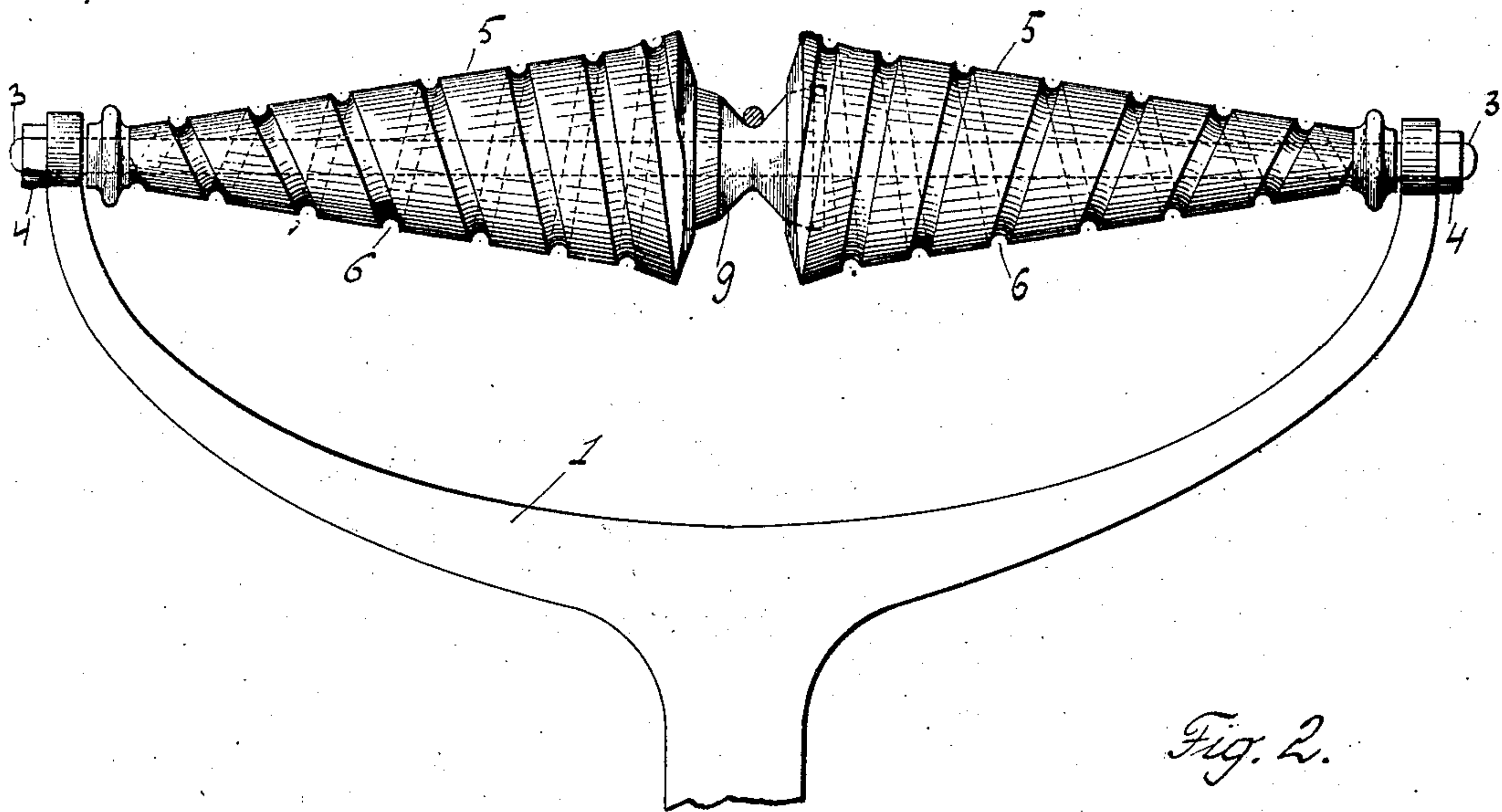


Fig. 2.

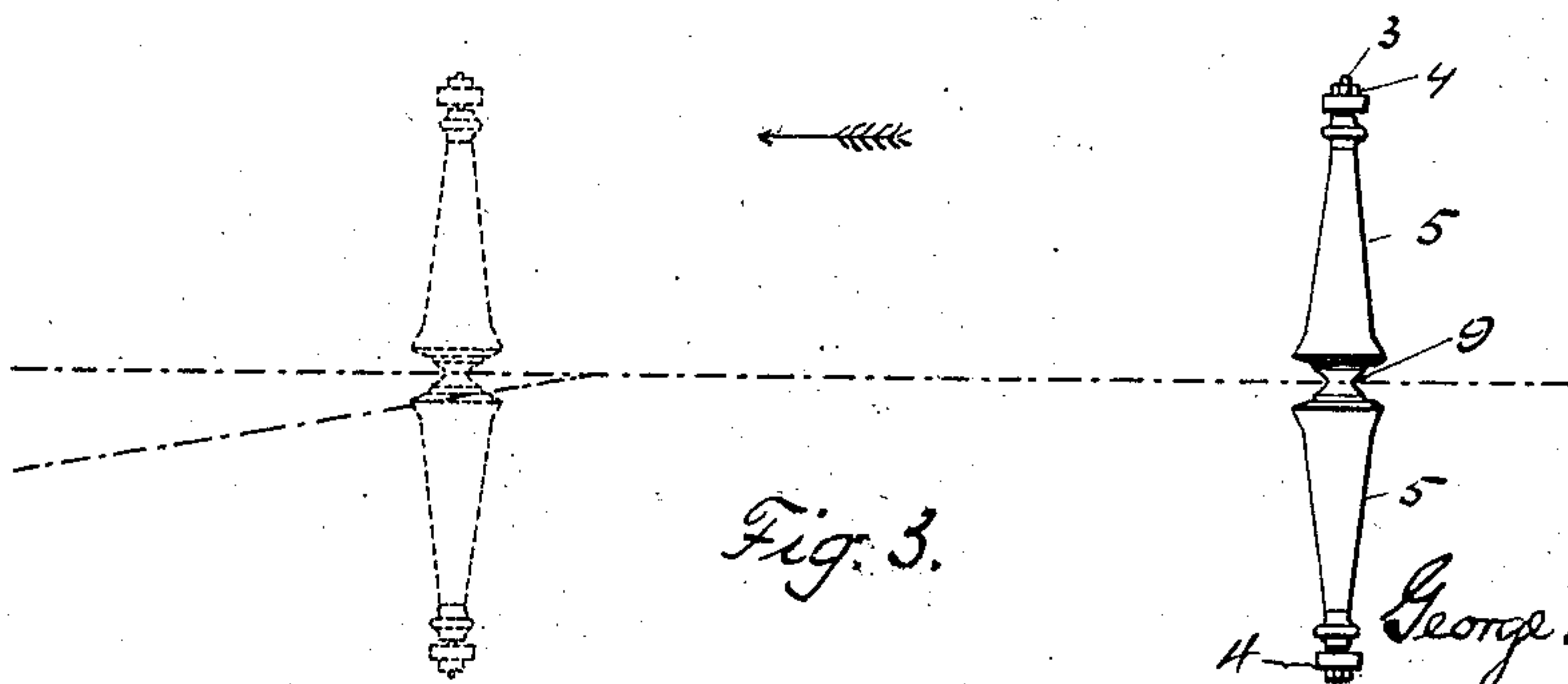
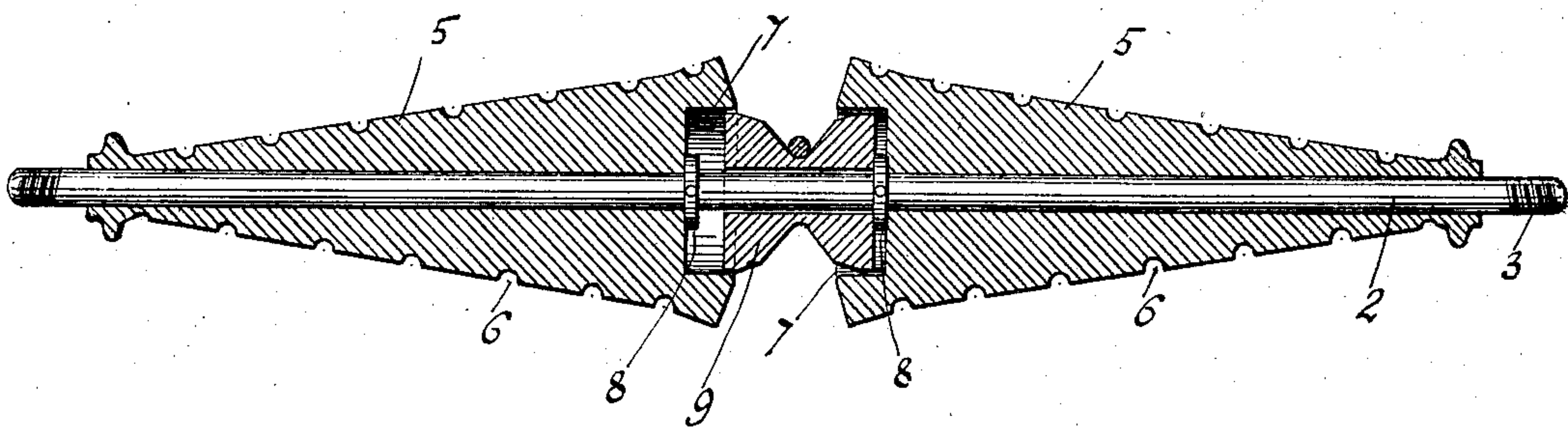


Fig. 3.

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GEORGE KERESZTES, OF PITTSBURG, PENNSYLVANIA

TROLLEY.

No. 874,345.

Specification of Letters Patent.

Patented Dec. 17, 1907.

Application filed September 6, 1907. Serial No. 391,606.

To all whom it may concern:

Be it known that I, GEORGE KERESZTES, a subject of the Emperor of Austria-Hungary, residing at Pittsburg, 3209 Wampum street, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Trolleys, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to certain new and novel improvements in trolleys, and more particularly to that class that will not come off the conductor wire accidentally.

The present invention has for its object to provide a trolley-wheel constructed in a new and novel form whereby the wire will be automatically guided upon the trolley-wheel should the same become accidentally detached therefrom; furthermore, the invention aims to provide novel means that will assure an unbroken current, although the wire is not in contact with the trolley-wheel proper.

My invention further aims to provide a trolley-wheel that will be extremely simple in its construction, strong, durable, and comparatively inexpensive to manufacture.

With the above and other objects in view, the invention consists in the novel construction, combination, and arrangement of parts to be more particularly described and specified in the appended claims.

In describing the invention in detail, reference is had to the accompanying drawing forming a part of this specification, and wherein like numeral references indicate like parts throughout the several views, in which

Figure 1 is a front elevation of my improved trolley showing the same mounted upon a trolley harp. Fig. 2 is a vertical longitudinal sectional view of the trolley wheel. Fig. 3 is a diagrammatical view showing the conductor wire in dotted lines.

In these drawings, the reference numeral 1 indicates a trolley harp, upon which is securely mounted a shaft 2, having screw threaded ends 3. This screw threaded shaft is securely mounted in the trolley-harp and is secured by means of nuts 4 arranged upon the screw threaded portion 3.

Revolubly mounted upon the said shaft 2 are arranged cone-shaped sections 5, 5, upon which are formed spiral paths 6. Upon the inner face of the enlarged ends of the cone-shaped sections 5 are formed annular recesses 7, and upon the shaft 2 within the recesses 7 are rigidly secured washers 8, between said washers 8 is arranged upon the shaft 2 a trolley wheel 9, which is revolubly mounted upon said shaft, and is arranged in a manner, to provide a lateral movement upon the shaft 2, and extending into the recesses 7.

The operation of my improved trolley is as follows: Should the conductor wire become displaced from a trolley-wheel 9, it will be seen that, by reason of the spiral path 6 formed upon the cone-shaped sections the wire will be readily conducted upon the trolley-wheel 8, and when the trolley wheel traverses over curves and switches, the trolley wheel will be permitted to easily follow the conductor wire by reason of lateral movement given the trolley-wheel upon the shaft 2 between the washers 8.

It will be noted that various changes may be made in the novel construction as heretofore described and illustrated in the drawings without departing from the general spirit of my invention.

Having fully described my invention, what I claim and desire to secure by Letters Patent, is:—

In combination, a shaft having threaded ends, a pair of conoidal-shaped and peripheral-shaped sections having their opposing ends recessed, each of said sections provided with an axial bore extending from the vertical wall of its respective recess to its upper end, said bore of a diameter so as to have the wall thereof snugly fit the shaft throughout the length of the bore, a pair of collars carried by the shaft and abutting against the vertical walls of the recesses, a trolley wheel rotatably-mounted upon the shaft and capable of a longitudinal movement, said recesses providing means whereby the trolley wheel can shift longitudinally upon the shaft, said trolley wheel of a diameter less than the diameter of either of the recesses, a

harp having its ends engaging the shaft and
abutting against the outer ends of the sec-
tions, the ends of the harp in connection with
the collars preventing the shifting of the sec-
5 tions upon the shaft, and nuts mounted upon
the screw-threaded ends of the shaft for re-
taining the ends of the harp upon the shaft.

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

GEORGE KERESZTES.

Witnesses:

A. H. RABSAIG,

MAX H. SROLOVITZ.