

No. 882,153.

PATENTED MAR. 17, 1908.

J. LENNOX.
TROLLEY HEAD.

APPLICATION FILED JULY 24, 1907.

2 SHEETS—SHEET 1.

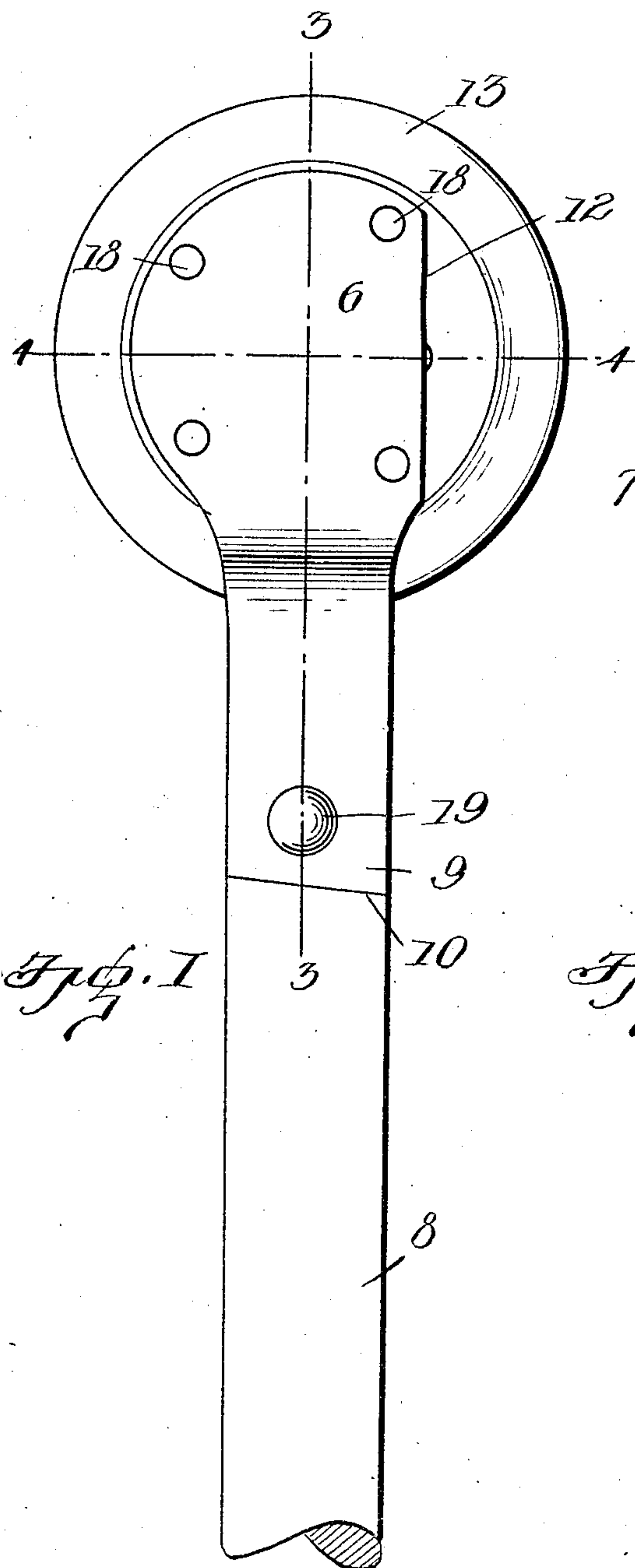


Fig. 1

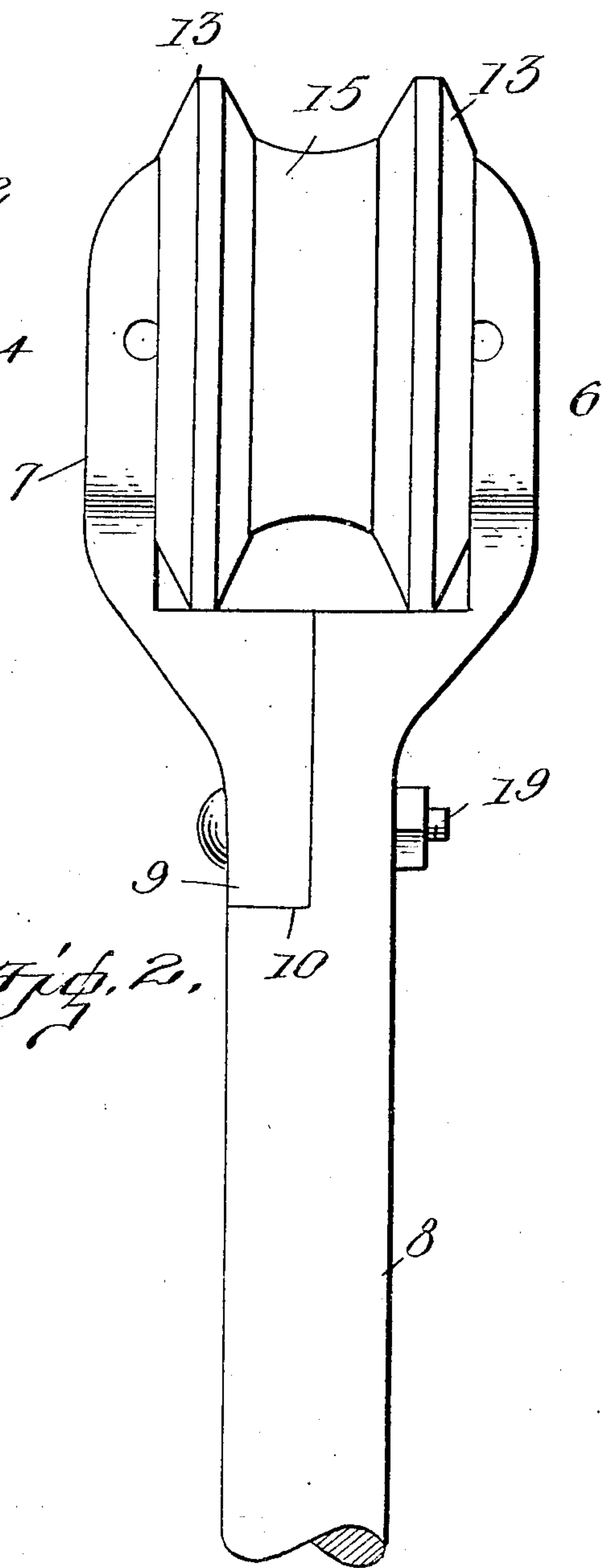


Fig. 2

Witnesses

J. A. V. Lach
Olga M. Nielsen

Inventor

J. Lennox

By *Woodward & Chandler*

Attorneys

No. 882,153.

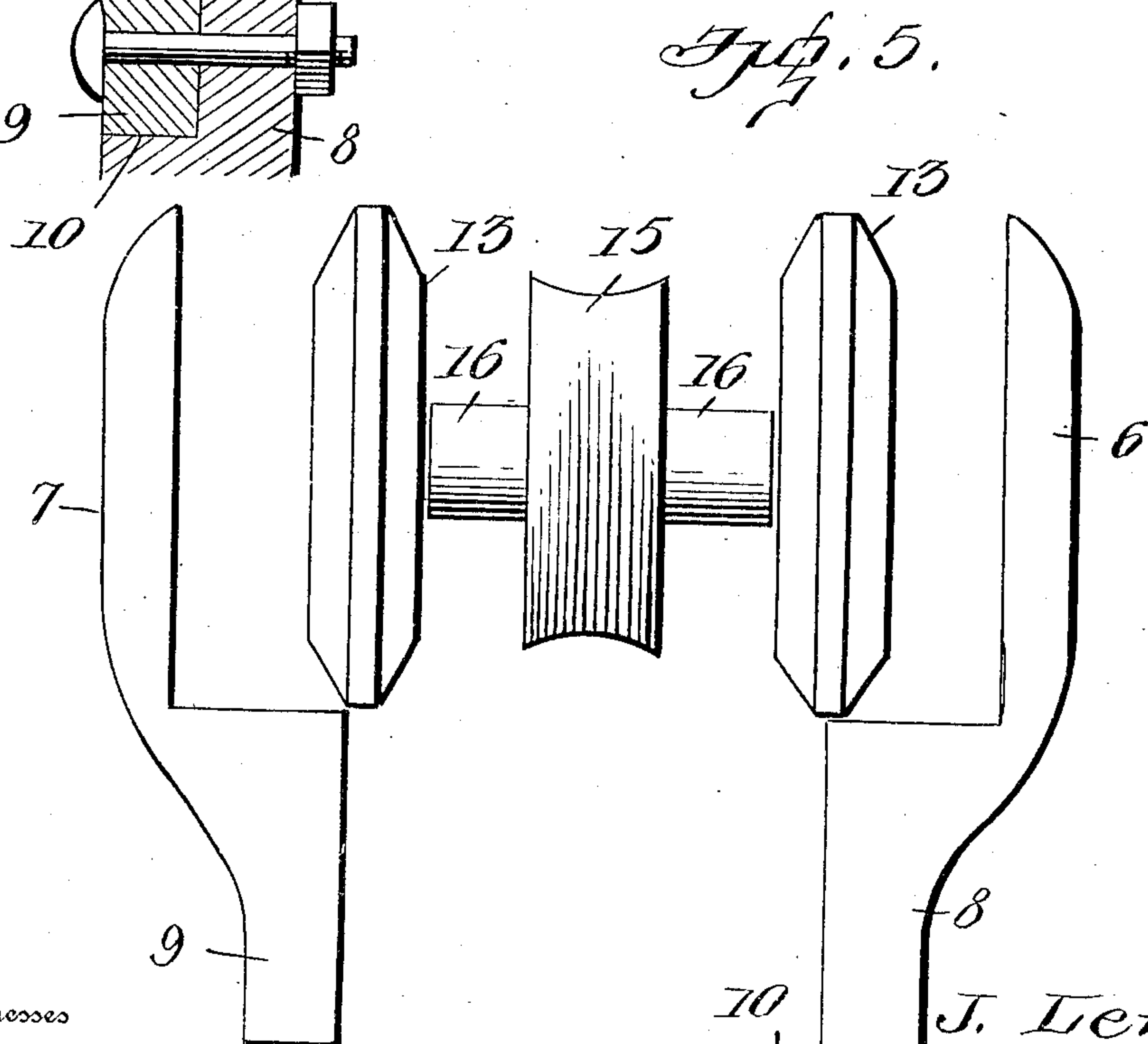
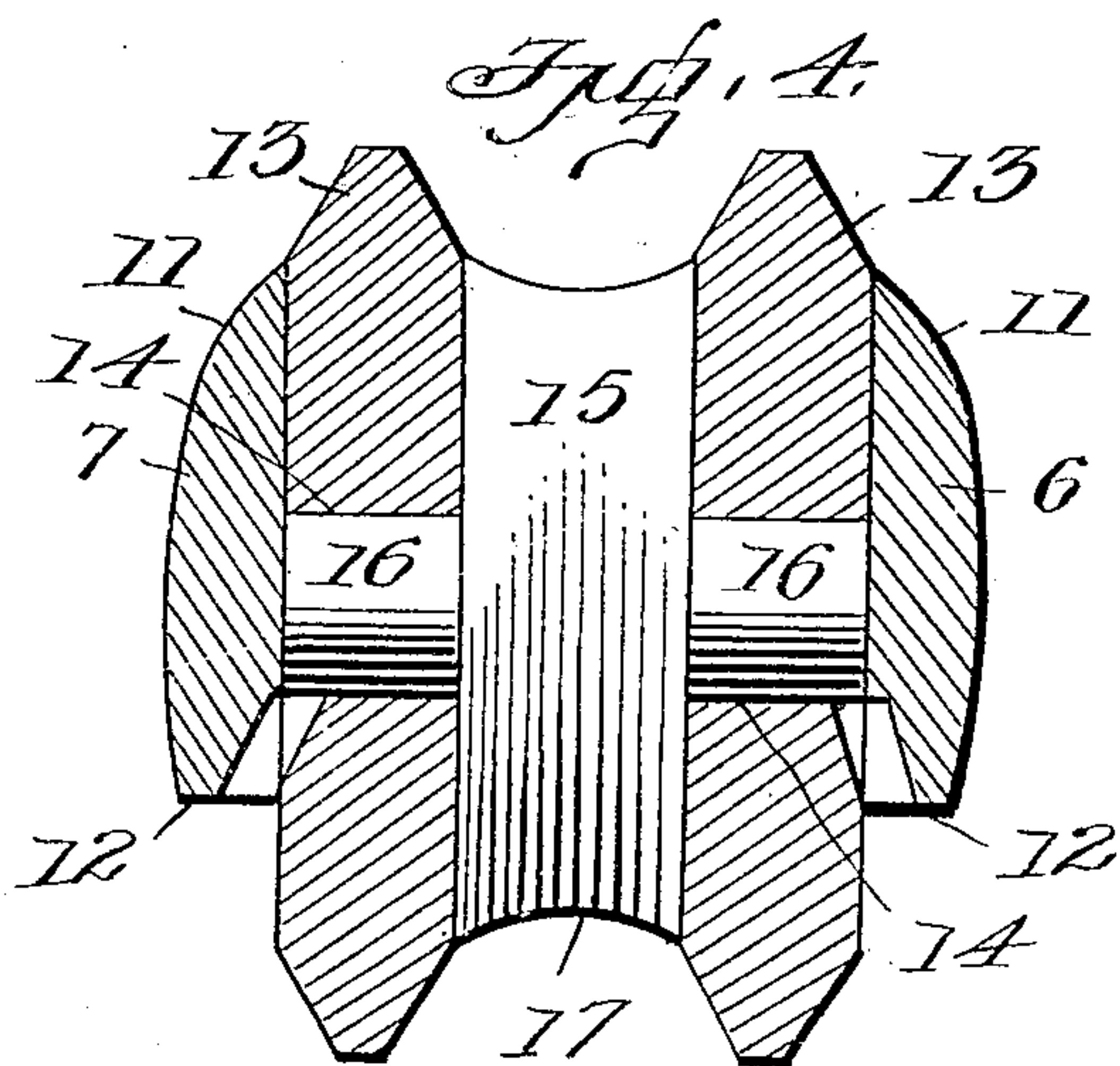
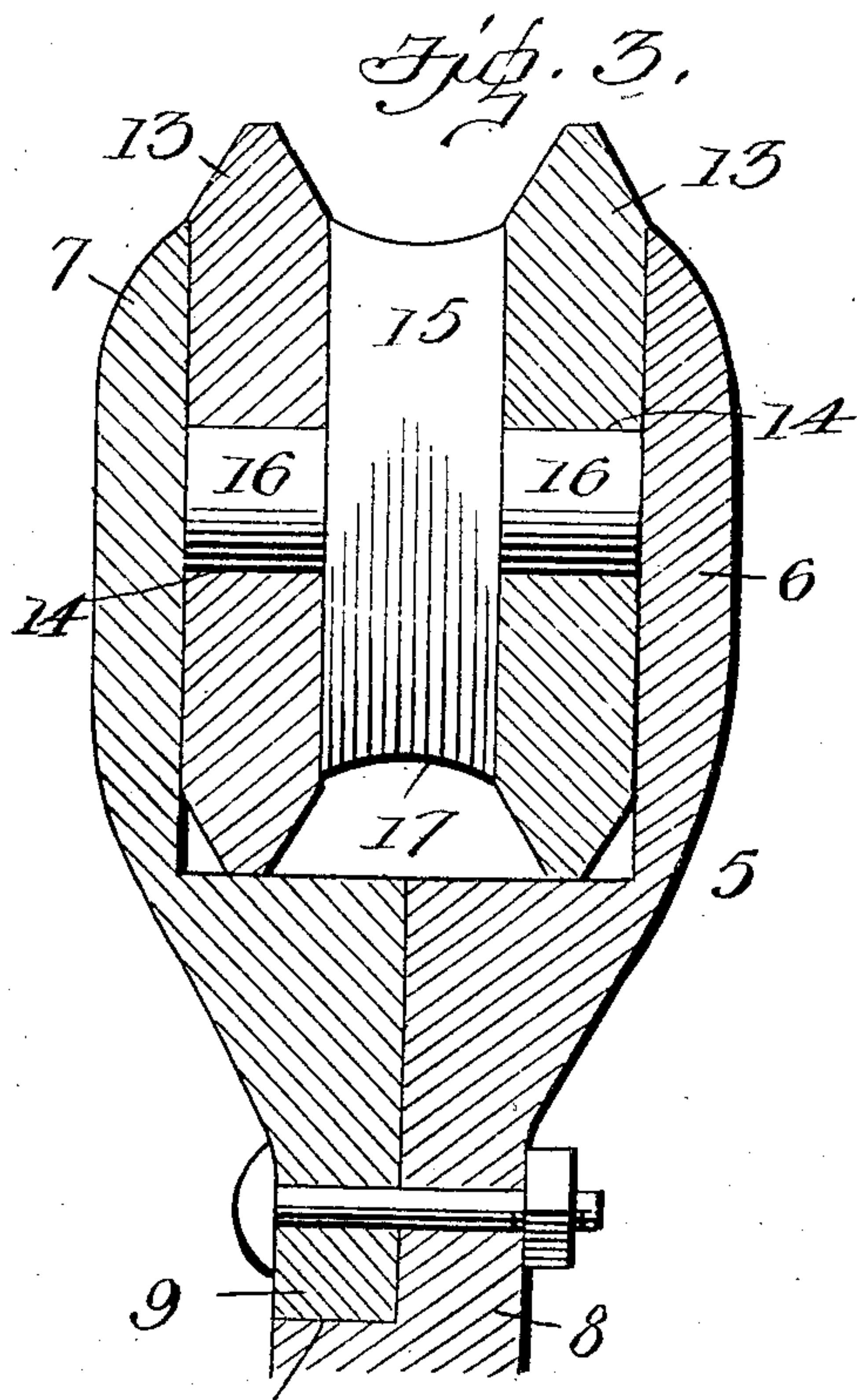
J. LENNOX.

PATENTED MAR. 17, 1908.

TROLLEY HEAD.

APPLICATION FILED JULY 24, 1907.

2 SHEETS—SHEET 2.



Witnesses

James A. Koch
Olga M. Nielsen

Inventor

J. Lennox
Woodward & Chandler

Attorneys

UNITED STATES PATENT OFFICE.

JAMES LENNOX, OF BRACKENRIDGE, PENNSYLVANIA.

TROLLEY-HEAD.

No. 882,153.

Specification of Letters Patent.

Patented March 17, 1908.

Application filed July 24, 1907. Serial No. 385,359.

To all whom it may concern:

Be it known that I, JAMES LENNOX, citizen of the United States, residing at Brackenridge, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Trolley-Heads, of which the following is a specification.

This invention relates to trolleys, and more particularly to the heads thereof, and has for its object to provide a trolley head constructed and arranged to reduce the wire wear to a minimum, and to eliminate to a considerable extent, the danger of displacement of the trolley from the wire.

Other objects and advantages will be apparent from the following description and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is an elevational view of the present trolley head; Fig. 2 is a view taken at right angles to Fig. 1; Fig. 3 is a transverse section on line 3—3 of Fig. 1, taken through the oil passages; Fig. 4 is a vertical section on line 4—4 of Fig. 1; Fig. 5 is a view showing the parts disassembled.

Referring now to the drawings, the present trolley head comprises a yoke 5 including two outwardly enlarged arms 6 and 7, the former being formed integral with a pole-receiving stock 8, while the latter has an angular base portion 9 fitting into a cutaway portion 10 formed in the upper portion of the stock 8.

The arms 6 and 7 lie in parallel relation and are enlarged laterally in a common direction, to present curved edges 11, while their opposite edges are cut off straight to extend vertically, as shown at 12. Secured against the inner face of each arm 6 and 7, there is a vertically extending disk 13, these disks being provided with horizontally alining central bearing openings 14, these openings being passages formed completely through the disks, and closed at their outer ends by the arms 6 and 7, as shown. The mutually adjacent faces of the arms and disks are grooved, as shown, the grooves registering to form oil passages opening through the straight edges 12 of the arms and communicating with the bearing openings 14.

A trolley wheel 15 is engaged between the

disks 13, and has trunnions 16 revolubly engaged in the bearing openings 14, the disks extending outwardly beyond the periphery of the wheel and having these outer portions beveled outwardly to facilitate the engagement of the outer portions of the disks at opposite sides of a trolley wire and with the latter in a peripheral groove 17 formed in the trolley wheel. Suitable fasteners 18 are engaged in the arms 6 and 7 and in the disks to hold the latter in position and fasteners 19 are engaged through the base portion 9 of the arm 7 and through the upper portion of the stock 8, to hold the arm 7 in position. It will thus be observed that the disks and wheel may be removed when worn and that disks of different character may be used in connection with wheels of various materials to produce the best result. The structure also provides an arrangement under which the heads may be quickly manufactured, as the central passages may be bored through the disks before they are placed in position and the trunnions and wheels may be cast integral and the former turned up to the desired extent on a lathe. The structure also provides for lubrication of the trolley wheel without overexposure of the lubricating parts to the dust.

What is claimed is:

1. In a trolley head, the combination with a yoke including spaced arms, of disks having central bearing openings therein secured in parallel relation against the inner faces of the arms, with the arms in position to close the outer portions of the openings, and a trolley wheel having trunnions engaged in the bearing openings.

2. In a trolley head, the combination with a yoke including an attaching stock and an arm formed integral therewith, said yoke including also an arm detachably connected with the yoke, said arms having their outer portions enlarged laterally in one direction and having their opposite sides cut off to present vertical edges, of disks secured against the inner faces of the arms, said disks having oppositely located central passages formed therethrough and terminating at the inner faces of the arms, said disks and arms being grooved on their mutually adjacent faces to form lubricant passages communicating with the passages of the disks and opening through the straight edges of the arms, and a peripherally grooved trolley wheel having trunnions revolubly engaged in

the bearing passages, said disks extending outwardly beyond the wheel and having outwardly extending portions beveled outwardly.

- 5 3. In a trolley head, the combination with a yoke including separable spaced arms, of disks having central bearing openings therein secured in parallel relation against the inner faces of the arms with the arms in position to

close the outer portions of the openings, and 10 a trolley wheel having trunnions engaged in the bearing openings.

In testimony whereof I have affixed my signature, in presence of two witnesses.

JAMES LENNOX.

Witnesses:

C. E. ARONSON,

Mrs. C. E. ARONSON.