

J. J. SCHULTZ & W. C. TAGGART.
TROLLEY GUARD AND REPLACER.
APPLICATION FILED MAY 25, 1908.

907,899.

Patented Dec. 29, 1908.

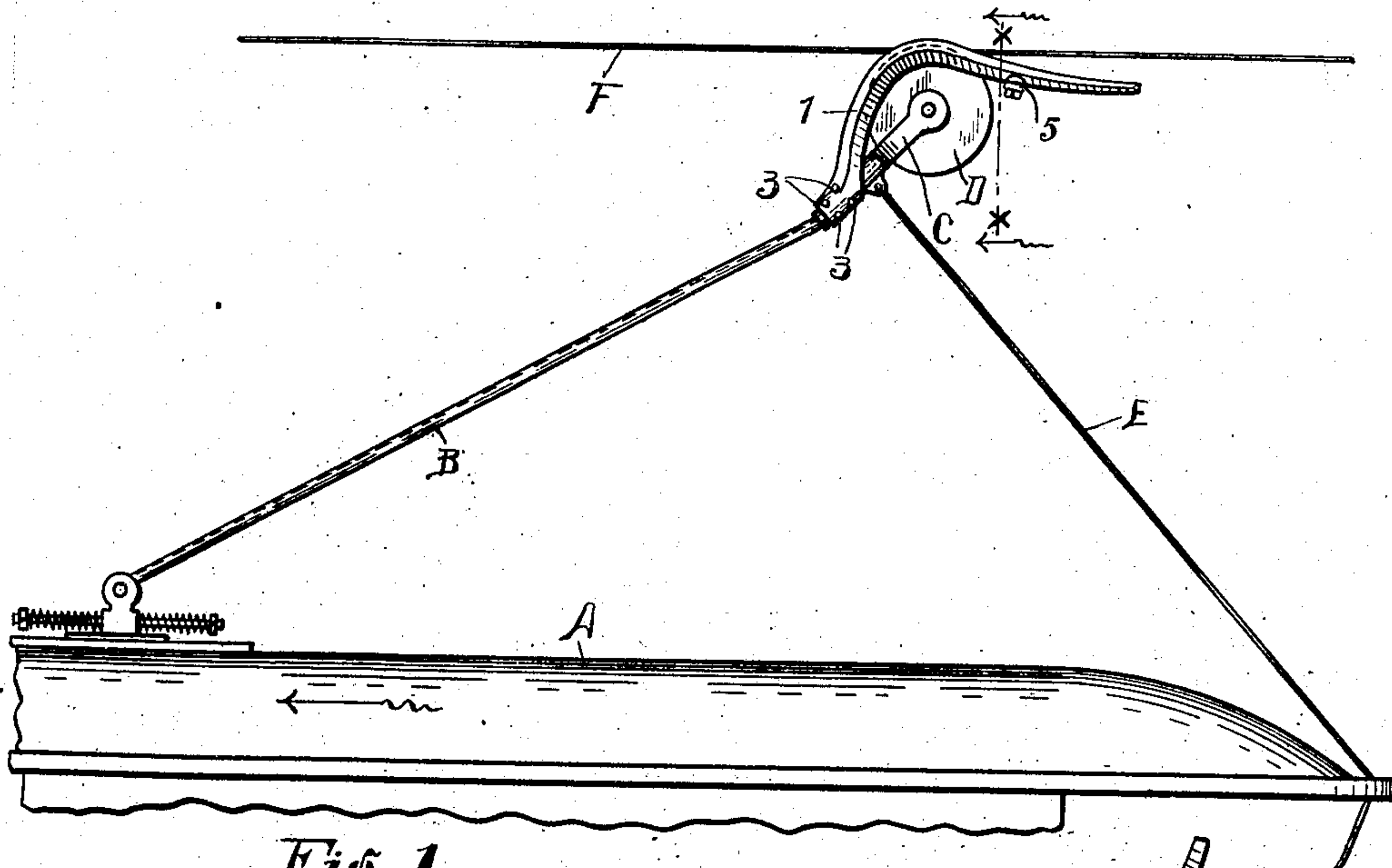


Fig. 1.

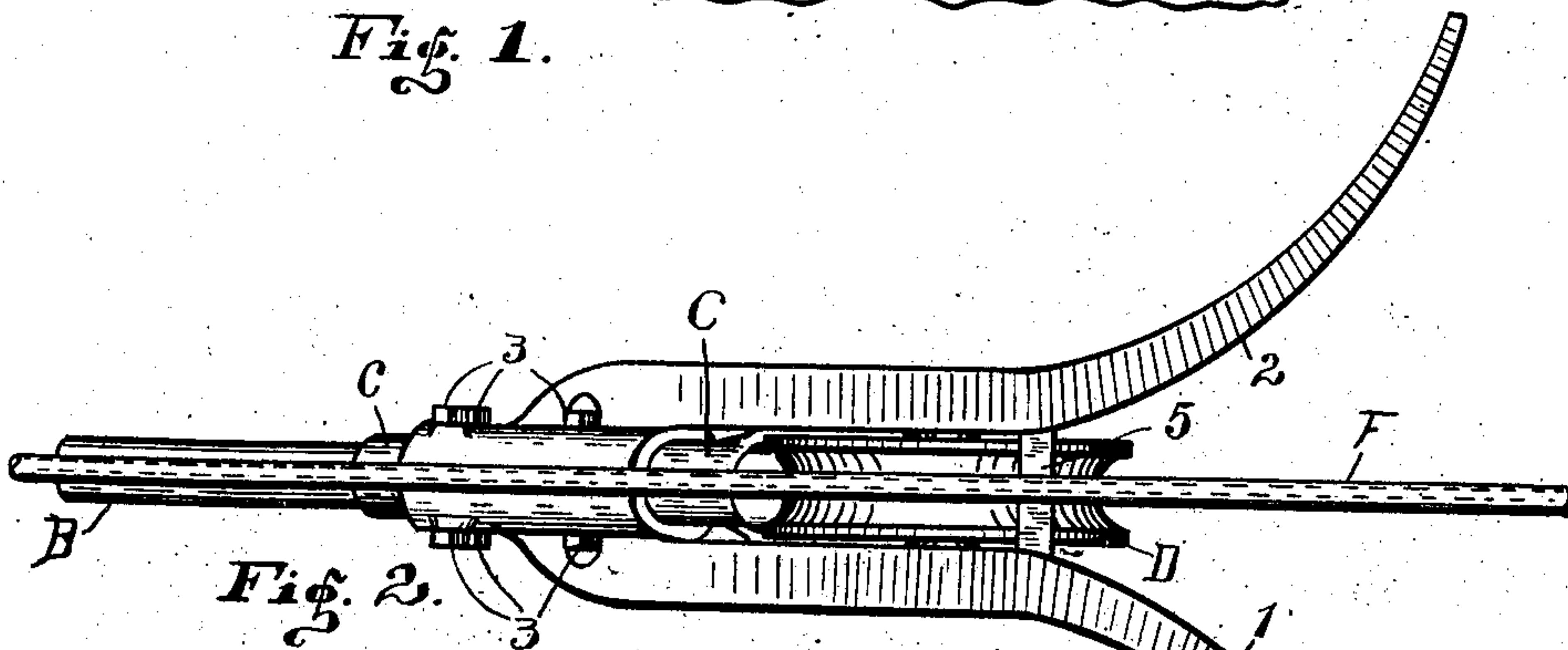


Fig. 2.

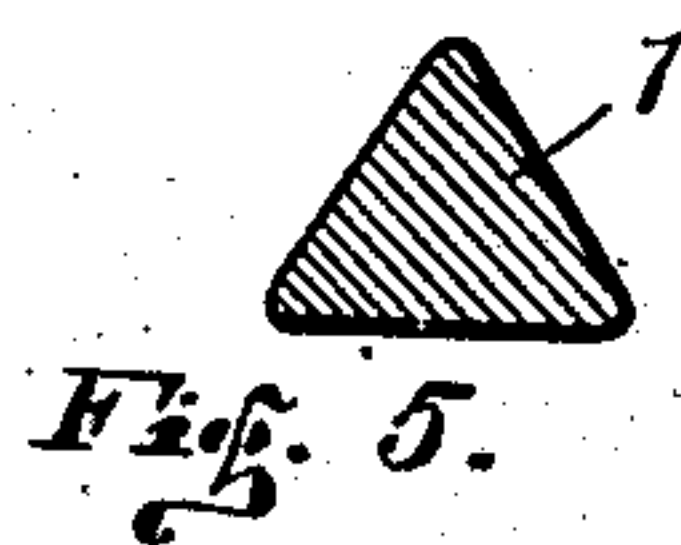


Fig. 5.

Fig. 3.

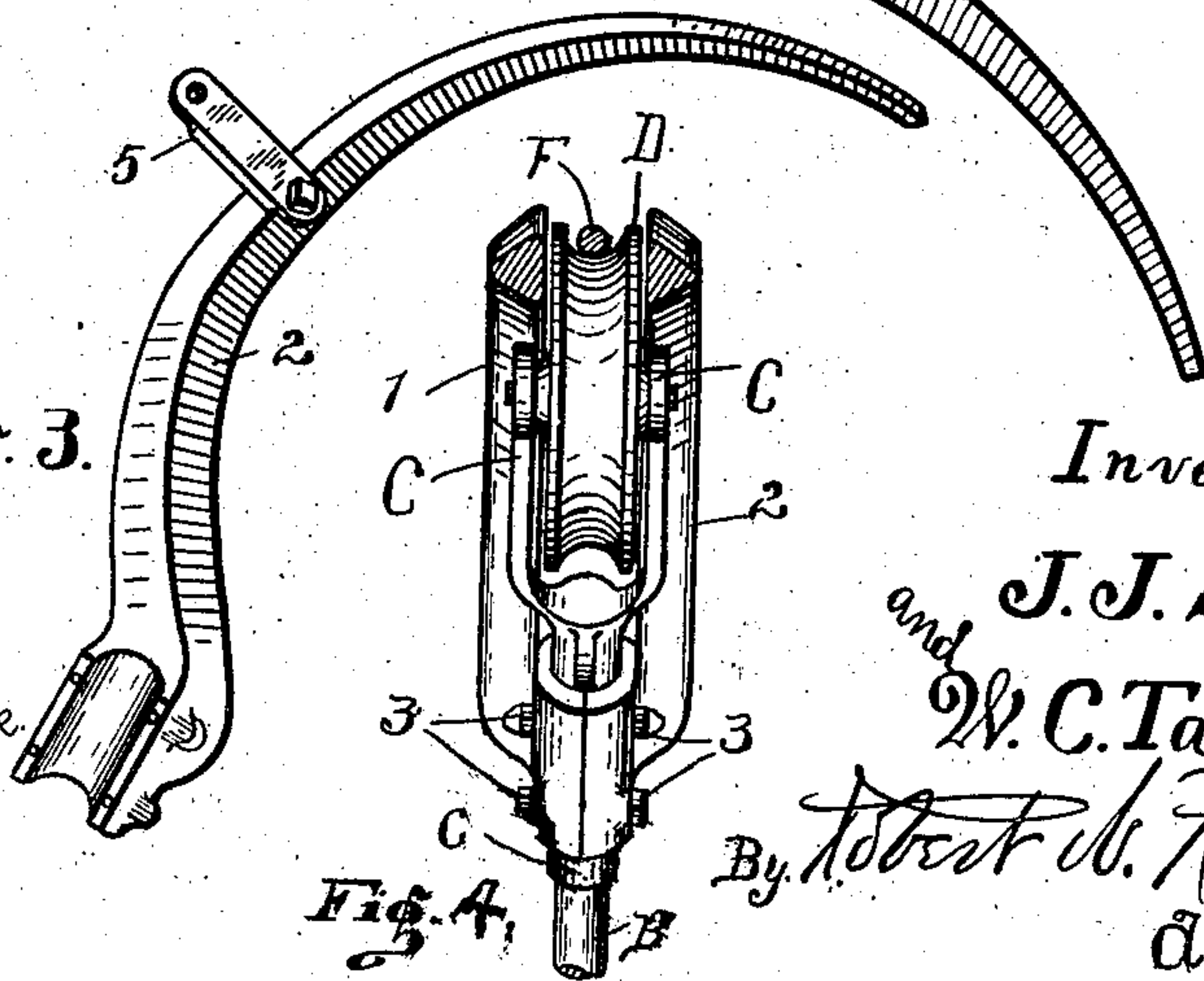


Fig. 4.

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UNITED STATES PATENT OFFICE.

JESSE J. SCHULTZ AND WILLIAM C. TAGGART, OF RICHMOND, INDIANA.

TROLLEY GUARD AND REPLACER.

No. 907,899.

Specification of Letters Patent.

Patented Dec. 29, 1908.

Application filed May 25, 1908. Serial No. 434,791.

To all whom it may concern:

Be it known that we, JESSE J. SCHULTZ and WILLIAM C. TAGGART, citizens of the United States, residing in Richmond, in the county of Wayne and State of Indiana, have invented certain new and useful Improvements in Trolley Guards and Replacers, of which the following is a full, clear, and accurate exposition and specification, being such as will enable others skilled in the art to which it appertains to make and use the same with absolute exactitude.

This invention has particular reference to a device to be employed in connection with the ordinary construction of trolleys for electric cars, in order to prevent the feed-wire from leaving the trolley wheel, or to replace it if it should be inadvertently displaced from connection therewith, and to dispense with damage which sometimes results where the trolley wheel leaves the trolley wire.

Another object, broadly stated, is to provide a device for the purposes stated which will be neat and attractive in appearance, strong and durable in construction, easily operated and controlled, and which can be manufactured and sold at a comparatively low price.

Other objects and particular advantages will be brought out in the course of the ensuing description, and the particular points which are new will be correlated in the appended claims.

One manner for carrying out the objects of our invention, and that which in practice has been found to be the most practical, is shown in the accompanying drawings, forming a part of the specification, in which—

Figure 1 shows a side elevation of our invention in operative position, and as applied in connection with an ordinary car and trolley wire. Fig. 2 is a top plan view of our invention. Fig. 3 is a detail perspective view of one of the prong members. Fig. 4 is a rear end elevation, partly in section, as taken on the line $x-x$ of Fig. 1. And Fig. 5 is a cross sectional view taken through one of the prongs.

Similar indices denote like parts throughout the several views.

In order that our invention may be more fully understood and its advantages fully appreciated we will now take up a detail de-

scription thereof in which we will describe the same as briefly and as comprehensively as we may.

The letter A denotes the top portion of an electric trolley-car; the letter B denotes the trolley-pole, which is pivoted on the car A. The letter C denotes the trolley-harp carried on the upper end of the pole. The letter D denotes the trolley-wheel which is revolvably mounted in the harp in the usual manner. The letter E denotes the cord attached to the harp and extends down below the top of the car to be in reach of the attendant. And the letter F denotes the feed or trolley wire. All of said parts are of the usual common construction, or they may be otherwise constructed or arranged if desired.

Our invention proper comprises two oppositely disposed complementary prong members, 1 and 2. The stems of said prongs are adapted to clamp around the upper portion of the trolley-pole B or around the lower portion of the harp C, where they are secured by a plurality of bolts 3. From their stem portions said prong members project back and upwards and then downward and outward and apart in compound curves, substantially as indicated in the drawings. The central portions of said prongs are such distance apart as to be located on each side of the wheel D and rising slightly thereabove and located near thereto. When said prongs are properly located, and the device is in operative position, the points will be slightly lower than the wire F, while their central arched portions will be slightly thereabove, also extending slightly above the periphery of the wheel D, as shown in Fig. 1, with their free ends extending rearward, outward, and slightly downward, as indicated in the drawings. Said prongs are, preferably, formed deltoid or triangular in cross-section, substantially as shown in Fig. 4.

When our invention is applied as set forth, it is apparent that the central arched portion of the prongs located adjoining each side of the wheel D, will contribute to preventing the wire F from getting out of the channel of the wheel D.

In order to secure the prongs 1 and 2 more rigid they should be connected by the tie which is connected to the under sides of the prongs by bolts, or set-screws as shown.

We desire to have it understood that various changes and variations may be made in

the details of construction without departing from the spirit of our invention or sacrificing any of the advantages thereof.

Having now fully shown and described our invention, what we claim and desire to secure by Letters Patent of the United States, is—

1. A trolley guard and replacer comprising, a pair of oppositely disposed prongs which are complements of each other, a clamp formed by the base of each of the prongs, bolts for securing the clamp whereby the prongs are caused to extend along the sides of a trolley-wheel, said prongs projecting rearwardly and flaring apart, a tie for detachably connecting the rearward portions of the prongs and secured by bolts to the undersides of the prongs, all substantially as shown and described.

2. In combination with a trolley-pole and

a harp, a wheel revolubly mounted in the harp, a pair of oppositely disposed prong members having their stem portions clamped around the pole and then extending upward, rearwards, outwards, and slightly downwards, in easy curves, forming segments of circles on each side of the wheel, and projecting slightly above the highest points of the wheel, all substantially as shown and described.

In testimony whereof we have hereunto subscribed our names in the presence of two subscribing witnesses.

JESSE J. SCHULTZ.
WILLIAM C. TAGGART.

Witnesses:

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R. E. RANDLE.