

928,668.

F. KOMPE.  
TROLLEY.  
APPLICATION FILED OCT. 10, 1908.

Patented July 20, 1909.

Fig. 1

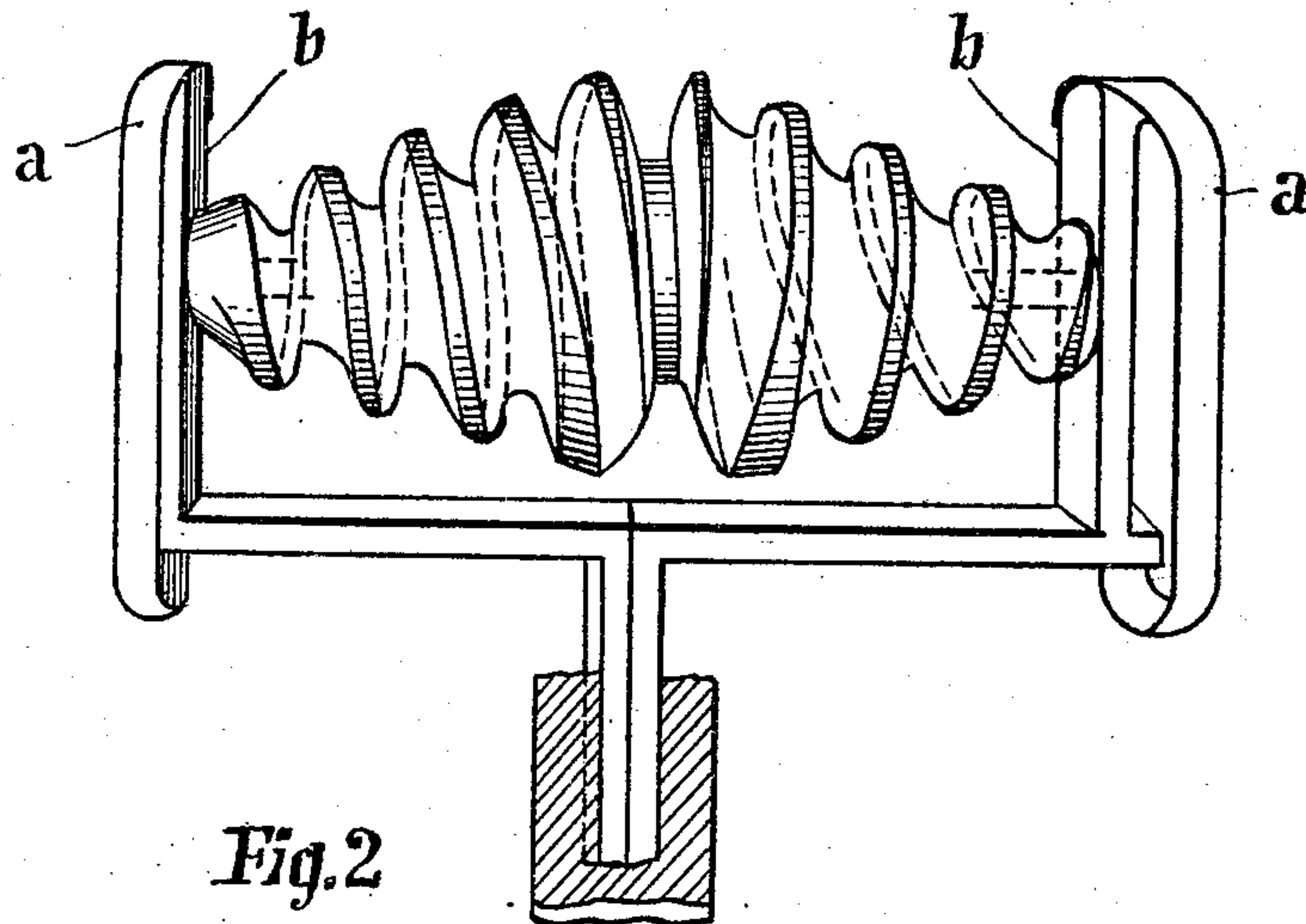


Fig. 2

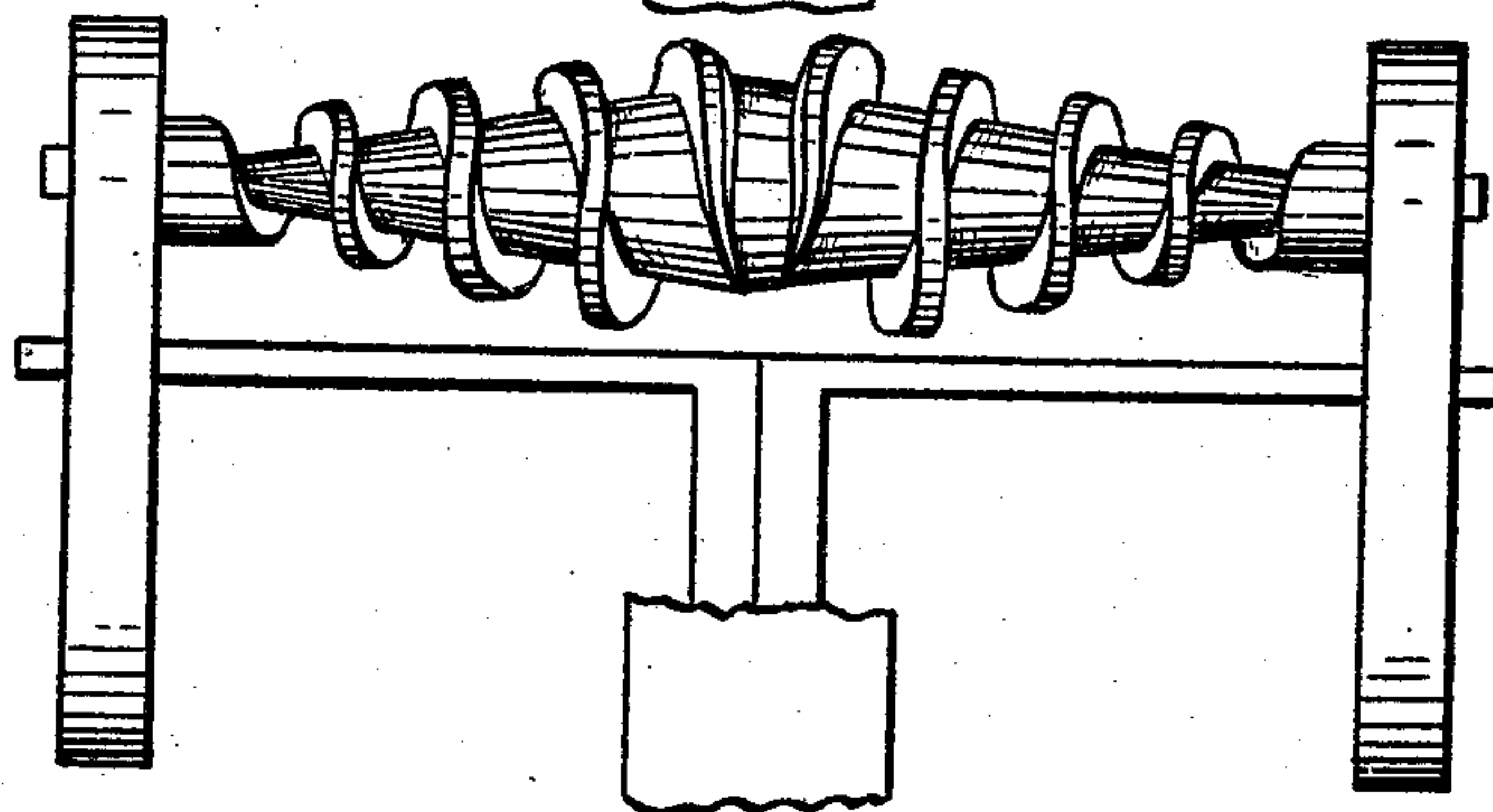
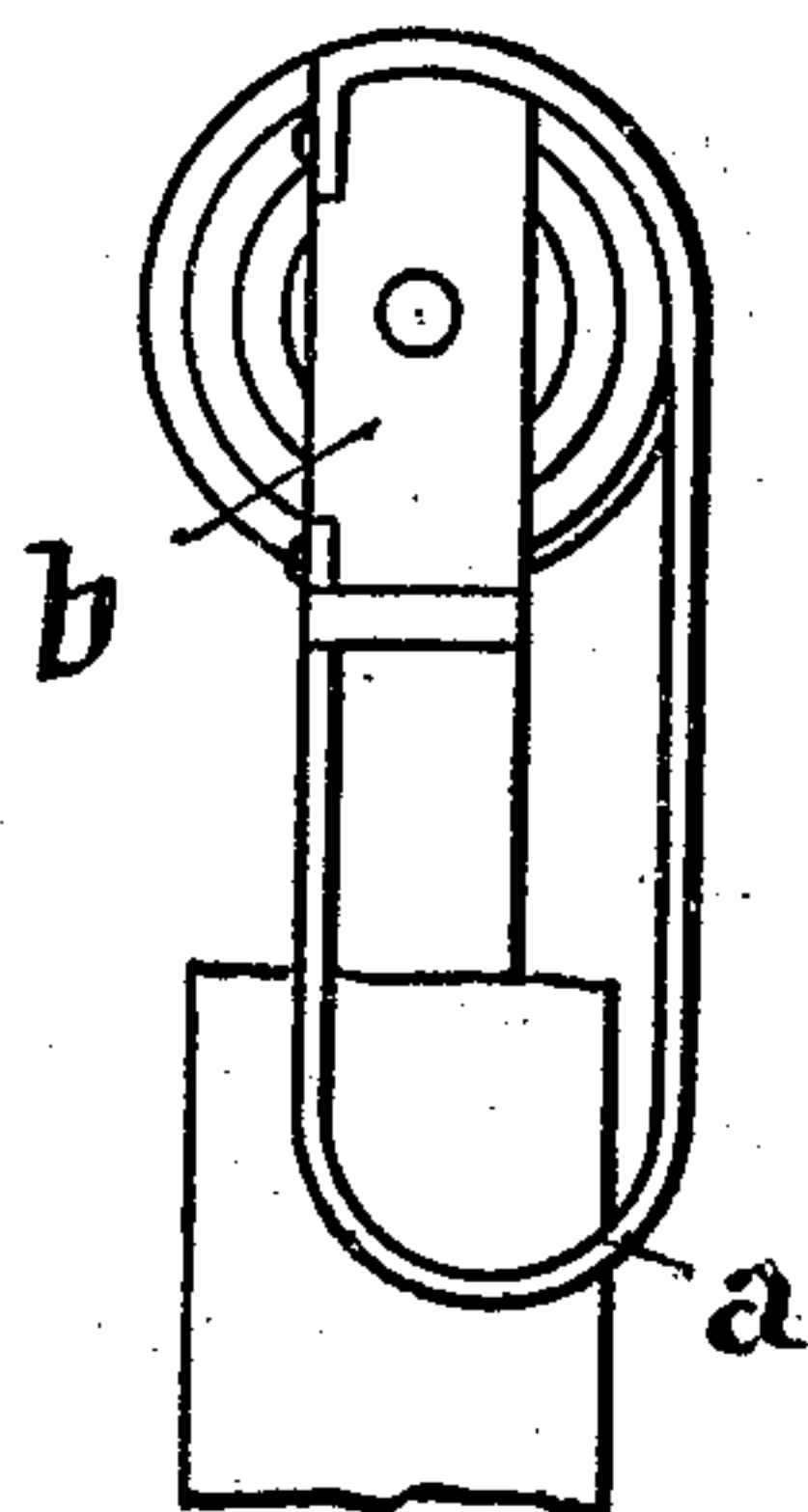


Fig. 3



WITNESSES:

C. H. Crawford  
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## TROLLEY.

No. 928,668.

Specification of Letters Patent.

Patented July 20, 1909.

Application filed October 10, 1908. Serial No. 457,137.

*To all whom it may concern:*

Be it known that I, FRIEDRICH KOMPE, merchant, a subject of the German Emperor, and a resident of Berlin, Germany, have invented certain new and useful Improvements in Trolleys, of which the following is a specification.

The subject-matter of the present invention is a device for attachment to those trolleys which automatically return the overhead wire into its proper groove in the roller in the event of the wire leaving said groove. By giving a new form to the fork in which the roller is journaled, the new device prevents the trolley being pressed down and leaving the wire laterally when the trolley passes under bridges, or the like, or under any firmly fixed bodies.

In accordance with the invention the arrangement is such that the prongs of the fork, or members on them, project slightly beyond the largest diameter of the roller and provide a means whereby the flange lifts the trolley from the wire under bridges, supporting wires, overhead switches and the like, so that the wire cannot escape laterally and leave the fork.

Thus an important object of the present invention is to provide a device which, firstly, enables the trolley roller of electric railways, street tramways, and the like, to be rapidly placed against the overhead wire, secondly, automatically places the overhead wire into the center of the roller, namely into the proper running groove for the wire, and, thirdly, prevents the detachment of the trolley from the overhead wire. One constructional form of such a fork carrying, by way of example, a roller having a right-handed and a left-handed screw-thread, besides the proper running groove of the overhead wire, for returning the displaced wire to its proper groove, is so arranged that the fork in which the roller is pivoted is provided with pieces of band iron, bent approximately C-shape, which project forward in the direction of travel and upward slightly beyond the dis-

tance which the trolley roller projects from its longitudinal axis. This constructional form is represented in the drawing with two different kinds of threads, namely:

Figure 1 is a perspective view showing one constructional form of trolley having a rounded groove for the overhead wire, whereas Fig. 2 is a front elevation and Fig. 3 a side elevation showing the constructional form of the C shaped flange.

Referring to the drawing, the C-shaped pieces of band iron *a* are attached above and below to the prongs *b* of the fork carrying the roller *c*. These C-shaped iron members are situated in front of the fork in the direction of travel and extend above and below the prongs *b* forming protecting shoes which fulfil the two-fold purpose, firstly, of acting as catchers of the overhead wire when the latter is about to jump out of the fork at bridges, and the like, when the trolley pole is very much sloped downward and frequently almost horizontal, and secondly, in the event the roller leaves the overhead wire just before reaching a transverse supporting wire so that the roller cannot conduct the wire into its central groove, the flange C prevents the overhead wire from passing laterally over the ends of the fork.

What I claim as my invention and desire to secure by Letters Patent is:

In a trolley the combination with a roller of a fork carrying the same, a right and left-handed screw shaped groove in said roller a C shaped shoe attached to each of said fork members, said shoe extending above and below the fork members and slightly forward of the roller in the direction of the line of travel and adapted to engage cross wires or other obstructions in the path of the trolley substantially as specified.

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

FRIEDRICH KOMPE.

Witnesses:

HENRY HASPER,  
WOLDEMAR HAUPT.