

(No Model.)

J. M. KENNEDY.
ELECTRIC MOTOR CAR TROLLEY.

No. 548,997.

Patented Oct. 29, 1895.

Fig. 1.

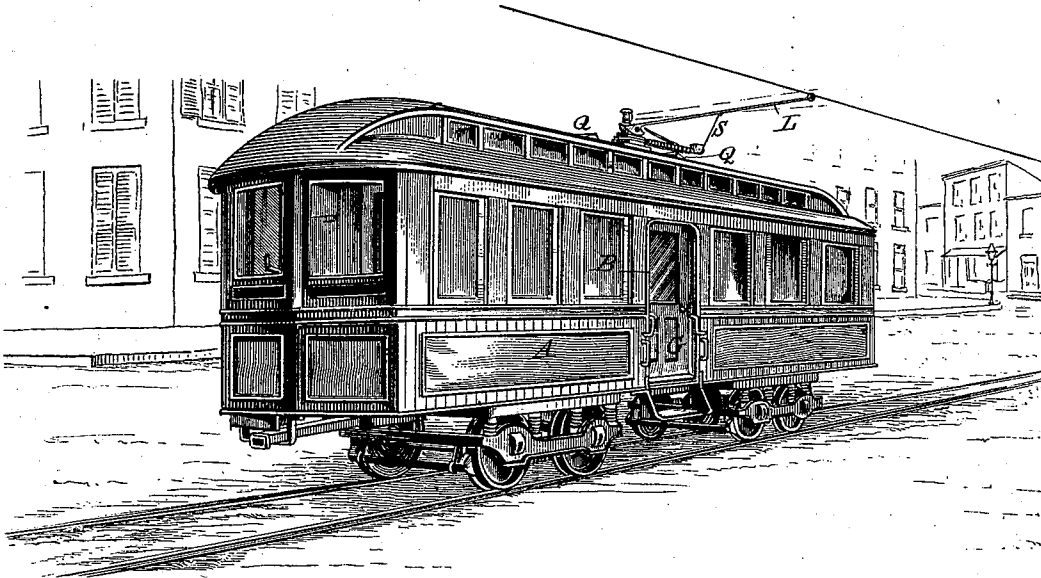
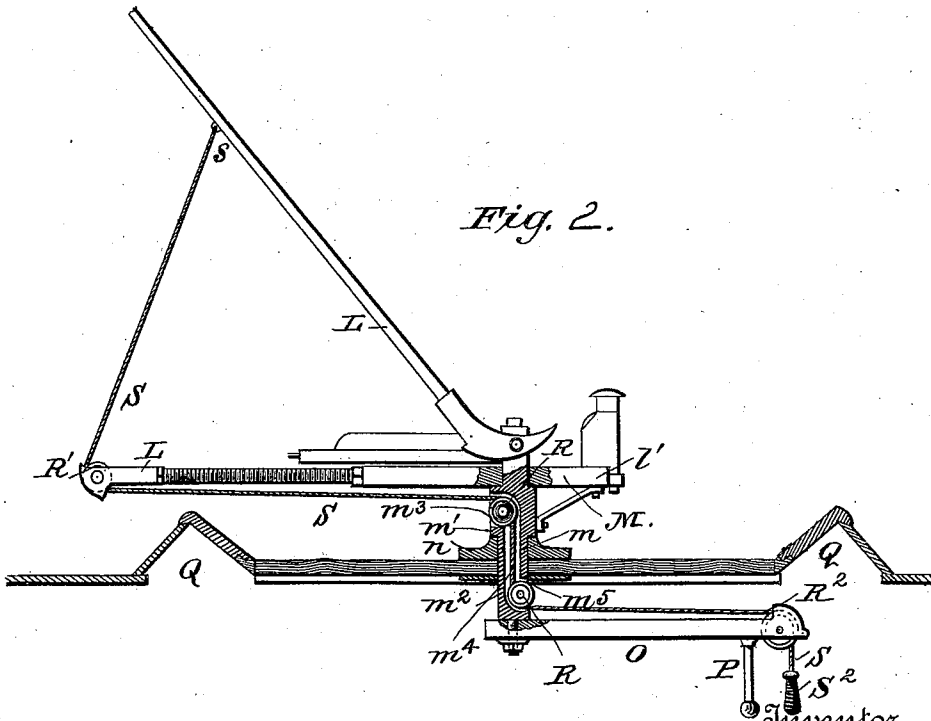


Fig. 2.



Witnesses
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JAMES M. KENNEDY, OF HOLLIDAYSBURG, PENNSYLVANIA, ASSIGNOR OF
THREE-FOURTHS TO THOMAS F. JOHNSTON, OF SAME PLACE, AND WIL-
LIAM F. GABLE AND GALEN HEMPERLY, OF ALTOONA, PENNSYLVANIA.

ELECTRIC-MOTOR-CAR TROLLEY.

SPECIFICATION forming part of Letters Patent No. 548,997, dated October 29, 1895.

Application filed May 31, 1895. Serial No. 551,116. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. KENNEDY, re-
siding at Hollidaysburg, in the county of Blair
and State of Pennsylvania, have invented a
5 new and Improved Electric Motor-Car, of
which the following is a specification.

My invention is in the nature of an improved
electric motor-car having overhead trolley
equipments; and it primarily has for its object
10 to provide a car of this kind having the trolley
adjusting or swinging devices simply and com-
pactly arranged and disposed in such a man-
ner that the trolley can be adjusted from
within to engage or disengage the wire.

15 My invention also has among other objects
for its purpose to provide a street-car having
closed ends and side doors, whereby to facili-
tate the ingress or egress of passengers, and
also a central conductor's vestibule or space
20 provided, which will enable the conductor at
all times to have easy access to the trolley
mechanism to adjust the same and to have a
free view of the passengers at both ends of
the car and an uninterrupted street view.

25 With other minor objects in view, which
will hereinafter be referred to, the invention
consists in the peculiar combination and novel
arrangement of parts, such as will be first
described in detail, and then be specifically
30 pointed out in the appended claims, reference
being had to the accompanying drawings, in
which—

Figure 1 is a perspective view of my im-
proved motor-car. Fig. 2 is a detail view illus-
35 trating the trolley-shifting mechanism here-
inafter particularly referred to.

My improved trolley-car is a platformless
one, and provided with doors at the sides,
whereby passengers can step direct from the
40 street into the car, and thereby save much
time in the stops of the car for taking on or
letting off passengers.

In connection with a side-entrance car-body
I arrange peculiarly-constructed trolley-oper-
45 ating means manipulated from the inside of
the car at the center thereof. For this pur-
pose the car-body A, which in practice is of
the length of an ordinary motor-car, has the
side openings B B disposed centrally of the car.

50 As before indicated, the conductor's posi-

tion on my improved car is at the center there-
of, and as it is the duty of a conductor to
swing about or take charge of the trolley I
provide a simple, easily manipulated, and ef-
fective trolley-controlling mechanism adapt- 55
ed to be conveniently handled by the conduc-
tor from his central stand in the car. To this
end I provide the trolley mechanism most
clearly shown in Fig. 2, by reference to which
it will be seen the trolley-arm L is mounted on 60
a turn-table M, the shaft m of which has a head
portion m' , which seats on the bearing-plate n
on the car-top N, while the shank portion m^2
passes down through the car-top and the bear-
ing-plate and has secured thereto a horizontal 65
crank arm or lever O, which has a pendent
handle P near its outer end. The head por-
tion m' of the shaft has a socket m^3 , which
communicates through the medium of the
channel m^4 with a socket m^5 in the lower end 70
of the shaft. In the sockets m^3 and m^5 are
journaled pulleys R R, over which passes a
cord or cable S, the outer end of which passes
over a guide-pulley R', journaled on the outer
end of the extension l of the turn-table L', 75
from whence it passes up and connects with
the trolley-arm, as shown at s. The inner
end of this cable passes over a pulley and
guide R² on the outer end of the arm O and
carries a weighted handle S², the weight of 80
which is sufficient to take up the slack of the
cable or cord.

Q Q are lookouts formed on the top of the
car over the central or conductor's space and
arranged in such a manner that the conduc- 85
tor can, by looking up through such lookouts,
ascertain the condition of the trolley.

To provide a simple and effective means for
aiding the conductor to place the trolley on
the wire at night in case it slips the wire and 90
leaves the car in darkness, I form the turn-
table with an extension l' , on which is held a
bull's-eye or lens so arranged as to throw the
light-rays directly onto the wire and the
trolley. 95

From the foregoing it will be readily appar-
ent that as the conductor is stationed in the
center of the car he can quickly and easily
turn the trolley by swinging the lever O
around and pulling on the handle S² to re- 100

lease the trolley from the wire, and in case the trolley should slip from the wire he can, owing to the lookouts, by pulling on the handle S² soon reset the same in a proper position on the wire.

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

1. An improved street car, having side entrances, a central vestibule connecting such entrances and forming a conductor's space, lookouts in the top of the car over the said space, a turn table held to rotate between the lookouts, having an operating lever, connected therewith, held inside the car top over the conductor's space, and the trolley mechanism mounted on the turn table all arranged substantially as shown and for the purposes described.

2. As an improvement in electric overhead trolley cars, the combination with a car body having closed ends, and side entrances a central conductor's space, and look outs in the top over such space, of a turn table held on the top of the car, the trolley arm carried thereon, a lantern held on the table to throw the rays on the trolley and wire and a lever mechanism operated from within the car, connected with the turn table all arranged substantially as shown and for the purposes described.

3. The combination with the car having a central or conductor's space, and look outs in the top over such space, of the rotary trolley table having its shaft projected through the car top and provided with an operating lever on the lower end having a guide pulley said shaft having socket portions having each a guide pulley therein, and a channel way connecting such sockets, said turn table having an arm provided with a guide pulley, and a cord or cable passed over the aforesaid guide pulleys connected with the trolley at one end and having a weighted handle member at the other all arranged substantially as shown and described.

4. A street car having an overhead trolley and means within the car for shifting said trolley, lookouts in the top of said car, and a light giving appliance carried upon the trolley mechanism without the car, for throwing light upon said trolley and the wire substantially as shown and described.

5. In a street car, a reversible overhead trolley and means for shifting the same, and a light giving appliance carried by said trolley adapted to throw the light upon said trolley substantially as shown and described.

JAMES M. KENNEDY.

Witnesses:

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