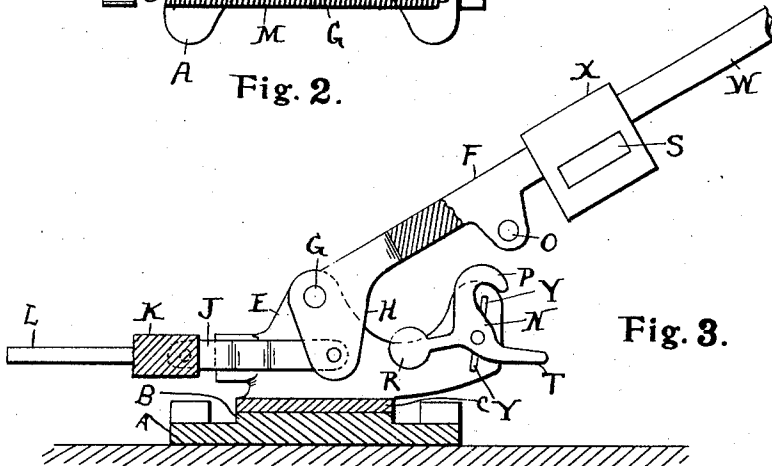
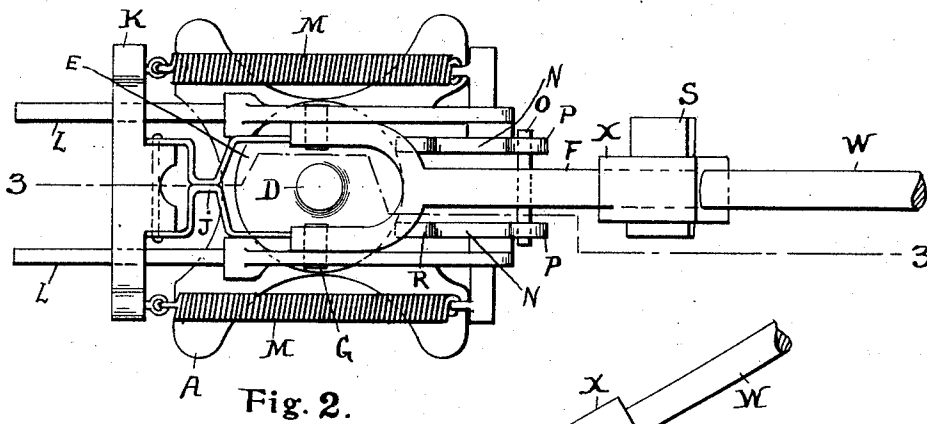
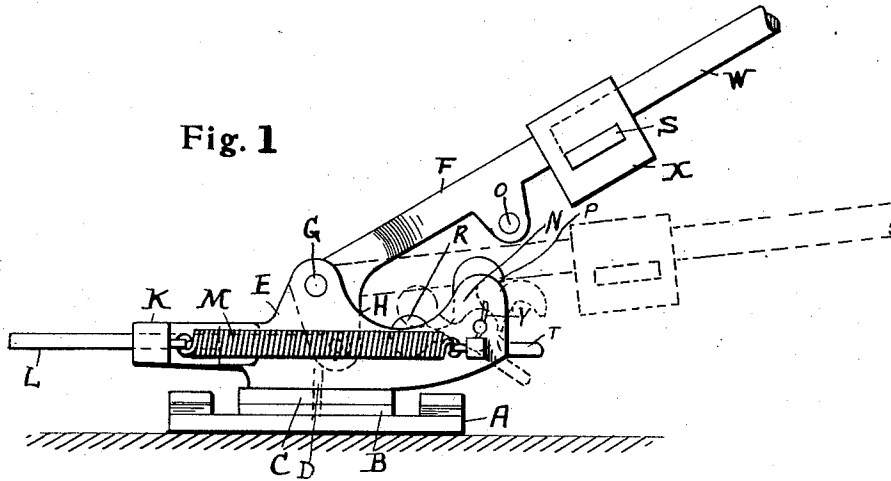


APPLICATION FILED OCT. 20, 1910.

Patented Nov. 12, 1912.



**Attorneys**

# UNITED STATES PATENT OFFICE.

CHARLES O. DAWSON AND RUSSELL GOODING, OF ROCHESTER, MICHIGAN.

## TROLLEY-BASE.

1,044,148.

Specification of Letters Patent.

Patented Nov. 12, 1912.

Application filed October 20, 1910. Serial No. 588,022.

*To all whom it may concern:*

Be it known that we, CHARLES O. DAWSON and RUSSELL GOODING, citizens of the United States, residing at Rochester, county of Oakland, State of Michigan, have invented a certain new and useful Improvement in Trolley-Bases, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to trolley bases, and has for its object an improved device adapted to catch a trolley pole, whose line wheel has escaped from running contact with the line, and is oscillating loosely to and fro about its pivotal base as a center, and to thereby prevent the pole from striking the cross wires which support the trolley wire, and breaking either the trolley pole or the cross wires.

In the drawings:—Figure 1, is a side elevation of the device. Fig. 2, is a plan view. Fig. 3, is an elevation partly in section, along the line 3—3, Fig. 2, intended to bring out more clearly the function of the catching hooks.

A, represents the base or standard, on the turning table portion of which B rotatably rests the downwardly facing table C which is held in desired position thereto by pivot D. From the frame E rises a trolley arm F, which is pivoted thereto at G. The depending terminal H of each branch of the trolley arm socket is connected to a forwardly extending bracket J which spans the cross bar K, through whose ends slidably pass the guide bars L. Through the medium of the springs M the trolley arm is normally kept in nearly vertical position because of their pull upon the cross arm K toward the frame or base. As the arm is drawn down to a more nearly horizontal position, however, its cross arm K is forwardly projected against the pull of these springs.

Pivoted on one side of the frame at the desired point along each slot Y and still leaving the central portion of the frame held open to the rear of the point of pivoting of the trolley arm, are a pair of anchor hooks N, whose engaging points P are adapted to reach over a cross pin O on the trolley arm when that is depressed sufficiently to be within range. These hooks are normally

held by means of their weighted ends R in such position that the cross pin O can descend freely until it strikes the rearwardly projecting portions T of the hooks N. When the hook portions P are forced over the pin O, and when the downward pull upon the trolley arm is terminated, and it would otherwise rise under the pull of the springs M, its rise is prevented. When there is a downward pull upon the arm F, it is, however, sufficient to release the cross pin O from the hooks P, and the influence of the weighted ends R throw the hook portions P out of range of the pin. It is obvious, however, that the accidental and undesired rise and fall of the trolley arm, when the wheel has run off the trolley line, and then descends sufficiently for the cross pin O to hit the projecting portions T, is so rapid that the rise of the arm after the cross pin O has struck the rearwardly projecting ends T is too rapid to permit the weighted ends R from pulling the hooks P out of range of the cross pin O. If desired, the pivotal engagement of the pieces N with the frame E may be a slotted one, as shown at Y in Figs. 1 and 3.

The construction here shown permits the insertion in the pivoted trolley pole base or socket of the removable trolley pole through the medium of the removable wedge S, which engages through the block X which terminates the pivoted portion of the trolley arm, and into whose outer end the inner end of the removable trolley arm is thrust.

What we claim is:—

1. A trolley base, having in combination a rotatable frame piece, a trolley arm pivoted centrally thereof, said arm having a laterally projecting portion spaced from the pivoted portion, and an integral depending portion below its point of pivoting, a cross-bar member operatively connected with said lower depending portion of the pivoted trolley arm, whereby it is forwardly projected with respect to said frame piece by the downward swing of said arm, spring means for yieldingly opposing the movement of the said cross-bar member and the consequent swing of said arm and a unitary centrally pivoted hook member pivoted on each side of the rear end of the frame adjacent the laterally projecting portion of the trolley arm when the same is lowered, each hook member comprising an overreaching bent terminal, a weighted end adapted to

hold the bent terminal normally out of engaging position with respect to the laterally projecting portion of the trolley arm when the same is lowered, and a tail portion adapted to be engaged by said laterally projecting portion when said trolley arm is swung to approximately horizontal position, substantially as described.

2. In a trolley base, in combination with a supporting frame, a trolley arm provided with a laterally projecting portion said trolley having one end journaled in said frame, a forwardly slidable cross-bar member with which said trolley arm is operatively connected, spring means for yieldingly opposing the forward movement of said cross-bar due to the swing of said trolley arm toward a horizontal position, and a unitary catch member pivoted on each side of the frame near the rear thereof, each member consisting of a hook portion normally out of engaging position with respect to said laterally projecting portion of the trolley arm when said trolley arm is lowered, a tail portion on said catch member normally lying in the path of said laterally projecting portion and adapted to be engaged thereby, forcing said hooked portion into engaging position over said laterally projecting portion and a weighted end on said catch member adapted to normally hold said hook portion out of engaging position unless said tail portion is positively actuated by the striking of said laterally projecting portion thereagainst, substantially as described.

3. In a trolley base, the combination of a supporting frame member, a trolley arm pivotally supported thereby and provided with an offset terminal said arm having a laterally projecting portion near its pivoted end, a horizontally slidable cross arm connected with said offset terminal and adapted thereby to be forwardly projected with respect to said frame by the swing of said trolley arm toward a horizontal position, springs anchored on each side of said frame

member and attached to said cross arm whereby the forward movement of said cross arm and consequently the swing of said trolley arm toward a horizontal position is yieldingly opposed, and pivoted hook members each provided with a hook portion and a tail portion and located on each side of said frame member near the rear thereof, each hook member having a weighted terminal portion whereby its hooked end is normally held out of the path of travel of said laterally projecting portion of the trolley arm, and whereby the projecting tail portion thereof is held in position to be engaged by said laterally projecting portion of the trolley arm, said hook member being adapted to be projected from its normal and inactive position into engaging position with respect to the lateral projection on the trolley arm by the engagement thereof against the projecting tail portion when the trolley arm is swung toward a horizontal position, substantially as described.

4. A trolley base, having in combination a trolley arm resiliently tending toward a vertical position, a pin on said trolley arm, a rocking catch member provided with an upper hook portion and a lower tail portion and a weighted end for normally holding the hook portion out of the path of the pin and the tail portion in the path of the pin, whereby in the descent of the trolley arm, the pin strikes the tail portion and rocks the catch member, throwing the hook portion into the return path of the pin, thereby hooking the same and holding the trolley arm by reason of the pull of the trolley arm on the hook, substantially as described.

In testimony whereof, we sign this specification in the presence of two witnesses.

CHARLES O. DAWSON.  
RUSSELL GOODING.

Witnesses:

CHARLES F. BURTON,  
VIRGINIA C. SPRATT.