

(No Model.)

T. FRICKER.
TROLLEY WIRE SUPPORT.

No. 460,634.

Patented Oct. 6, 1891.

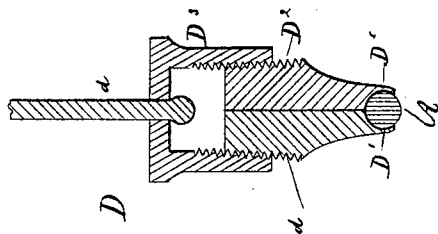


FIG. 2.

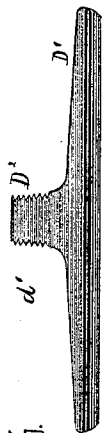


FIG. 3.

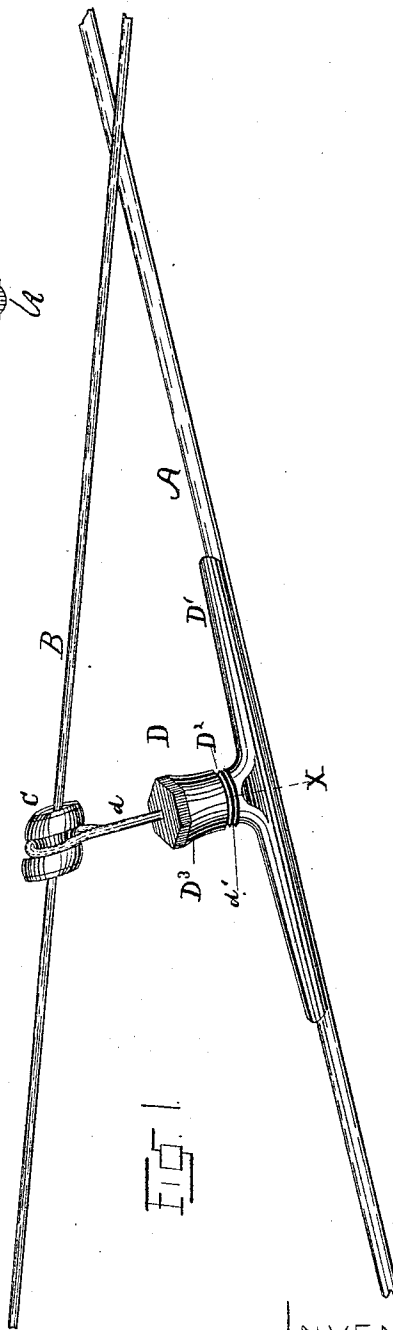


FIG. 1.

WITNESSES

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INVENTOR

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UNITED STATES PATENT OFFICE.

THOMAS FRICKER, OF ASHTABULA, OHIO, ASSIGNOR OF ONE-HALF TO L. W. SMITH AND J. L. SMITH, OF SAME PLACE, AND SARAH A. REED, OF ERIE, PENNSYLVANIA.

TROLLEY-WIRE SUPPORT.

SPECIFICATION forming part of Letters Patent No. 460,634, dated October 6, 1891.

Application filed December 15, 1890. Serial No. 374,719. (No model.)

To all whom it may concern:

Be it known that I, THOMAS FRICKER, a citizen of the United States, residing at Ashtabula, in the county of Ashtabula and State of Ohio, have invented certain new and useful Improvements in Clamps for Trolley and other Supported Wires; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to means for supporting trolley-wires of electric railroads or other suspended wires; and it consists in improvements in the construction of the wire-clamping device, as will be hereinafter fully set forth and explained, and pointed out in the subjoined claim.

My invention is illustrated in the accompanying drawings, as follows: Figure 1 is a perspective view of my improved wire-clamp in use. Fig. 2 is a vertical transverse section on the line *x* in Fig. 1. Fig. 3 is a side elevation of one of the jaws of the clamp, looking at the inside face of the jaw.

A marks the wire to be supported, which, as shown, is the conductor or trolley wire of an electric-railroad system.

B is the cross or supporting wire.

C is the insulator, and D is the wire-clamping device, which is the subject of this invention. The clamping device D is composed of two jaw-pieces D' D', which have clamping-faces adapted to grasp the wire A and hold it without entirely surrounding the same, thereby leaving a part of its surface exposed. At the middle of each jaw-piece D' is a shank D², which is made half-round, so that when

the two jaws are put together properly the two shanks D² will form a single round shank. This shank part is screw-threaded on its outer surfaces, as shown at *d'*, so as to receive a screw-cap D³, which screws down over the shank. The shank is made slightly tapering, so that as the cap D³ is screwed down the jaws D' will be forced firmly against the wire A. In the cap D³ there is swiveled an attaching-wire *d*, which can be wrapped around the insulator C or any other object desired.

I do not intend to be limited to the means of attaching the clamping device to the fixed support, but show in the drawings the swiveled wire as one form of attachment that will be commonly used.

The essential feature of the invention is the screw-threaded bifurcated shank D² on the clamp and the screw cap D³ for compressing the jaws together.

This construction is much simpler, cheaper, and more easily operated than the bolts now commonly used to draw the jaws together.

What I claim as new is—

In a clamp for trolley and other supported wires, the combination of the jaws D', the half-round screw-threaded shanks D², fitting together, as shown, to form a bifurcated shank, the screw-cap D³, screwing upon said shank, and attaching means connected with said screw-cap.

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

THOMAS FRICKER.

Witnesses:

R. H. PFAFF,
H. FASSETT.