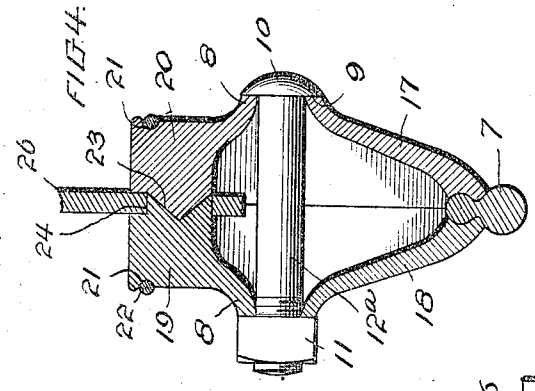
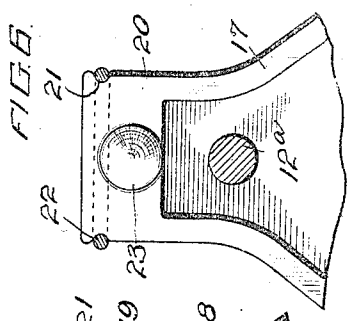
R. O. COUCH.

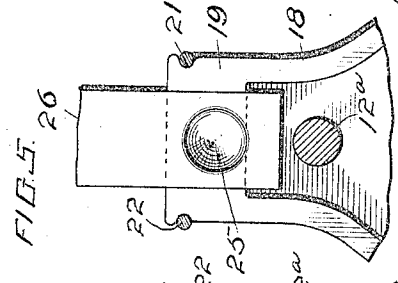
TROLLEY HANGER.

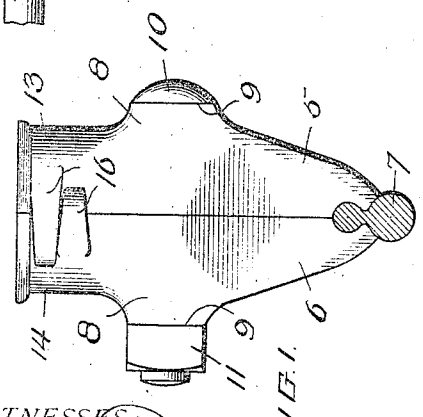
APPLICATION FILED MAY 24, 1911.

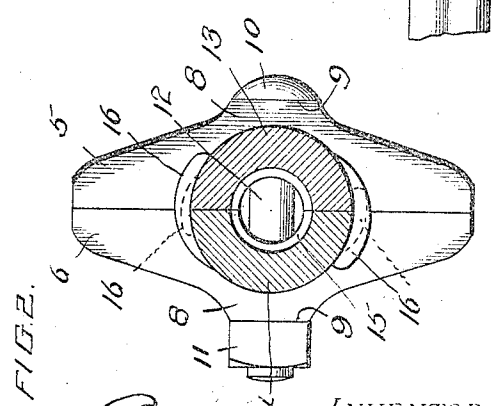
1,045,262. Patented Nov. 26, 1912.











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TROLLEY-HANGER.

1,045,262. Specification of Letters Patent. Patented Nov. 26, 1912.

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To all whom it may concern:

Be it known that I, ROYDEN O. COUCH, a citizen of the United States, residing at Charleston, in the county of Kanawha and State of West Virginia, have invented certain new and useful Improvements in Trolley-Hangers, of which the following is a specification.

My invention consists of means whereby the wire engaging members of the hanger are secured to the wire through means which may simultaneously effect the securing of the wire engaging members to their own supporting means, the arrangement of these parts being such that they may be easily separated for the removal and insertion of the wire; and my invention further consists of the parts and combination of parts as will be hereinafter more definitely set forth.

A further object of my invention is to provide hangers with means adapting them to fit on any standard hanging element.

In the drawing, Figure 1 is an end elevation of a trolley hanger embodying my invention; Fig. 2 is a top plan view of the same partly in section; Fig. 3 is a view illustrating the employment of the hanger to catenary work; Fig. 4 is a transverse sectional view of Fig. 3, on the line 3—3; Fig. 5 is a detail view, parts being broken away, of the lug on one of the hangers; and Fig. 6 is a detail view, parts being broken away, of the lug on the other section of the hanger.

The trolley wire clamps 5 and 6 are illustrated as being constructed at the lower ends to clamp a conductor wire 7 having the cross section of a figure 8. These clamps have a swell 8 about midway their length, on which are formed seats 9 adapted to receive respectively the head 10 of the bolt and the nut 11 of the bolt, said bolt being designated by the numeral 12.

In the embodiment shown in Figs. 1 and 2, the jaws 5 and 6 are provided with neck portions 13 and 14, on the interior of each of which are alining thread sections 15, which thread sections are held in their alined relation through the medium of engaging lugs 16. These lugs are formed integrally with, and in pairs on the neck portions, and in their locking relation, embrace the neck portions of their respective opposed sections. The locking effect of the lug 16 is such that the jaws 5 and 6 will be held in their proper relation and yet have sufficient relative movement between them to permit of the jaws being separated to receive the wire 7. The final adjustment in securing the jaws 5 and 6 together, and on the wire 7, is effected through the coupling bolt 12.

Figs. 3 and 4 show an embodiment of my invention particularly adapted for catenary work, in which embodiment, the lugs corresponding to the lugs 16 shown in Figs. 1 and 2 are arranged upon the inner meeting edges of the clamping members instead of upon the outer edges, as illustrated in the other figures. In these figures, namely, Figs. 3 and 4. the clamping members 17 and 18 and the clamping bolt 12^a are of the same construction as illustrated and described in connection with Figs. 1 and 2, and therefore need no further detail description. The necks 19 and 20 of the sections 17 and 18 are each provided with an annular groove 21 in which is fitted a split ring 22. The abutting edge of the neck portion 20 is provided with a conical lug or projection 23, while the neck portion 19 is provided with a lug or projection 24 having a counter-sink 25 of a shape adapted to receive and have a snug fit with the conical lug 23 on the opposite neck member. The lug 24 is circular.

For supporting the trolley holding jaws from the messenger engaging members, the supporting strap 26 is provided near its lower end with an aperture through which the lug 24 is adapted to project when the strap is fitted to the hanger section and is clamped on the lug 24 by means of the neck portion 20, with its conical lug 23 entering the recess in the lug 24 as clearly illustrated in the sectional view, Fig. 4. The several embodiments shown in the drawings are adapted for use in any standard hanger. The absence of the usual intricate joints on such structures, which are subject to rust or corrosion, adapt these constructions particularly for use in mines.

From the above, it will be seen that a hanger constructed according to my invention is simple, cheap to manufacture and possesses maximum strength.

I claim:—

1. A trolley hanger comprising a pair of wire engaging members having each a threaded neck portion, a bolt uniting said members, and a pair of lugs on the neck portion of each of said members adapted to embrace respectively the neck portions of the adjacent members and hold the threaded

sections thereof in position to receive a supporting bolt.

2. A trolley hanger comprising a pair of wire engaging members having each a neck portion, a bolt uniting the members, said neck portions having inter-engaging elements, and a support engaging said members and supporting the same.

3. A trolley hanger comprising a pair of wire engaging members having each a neck portion, complementary engaging elements on said neck portions having inter-engagement and providing a lock for the wire engaging members, and a support engaged by said interlocking members and providing a support for the hanger, and a bolt uniting the hanger sections.

The foregoing specification signed at Grant, Fla., this 4th day of April, 1911.

ROYDEN O. COUCH.

In presence of—
JOHN JORGENSEN,
F. W. COUCH.