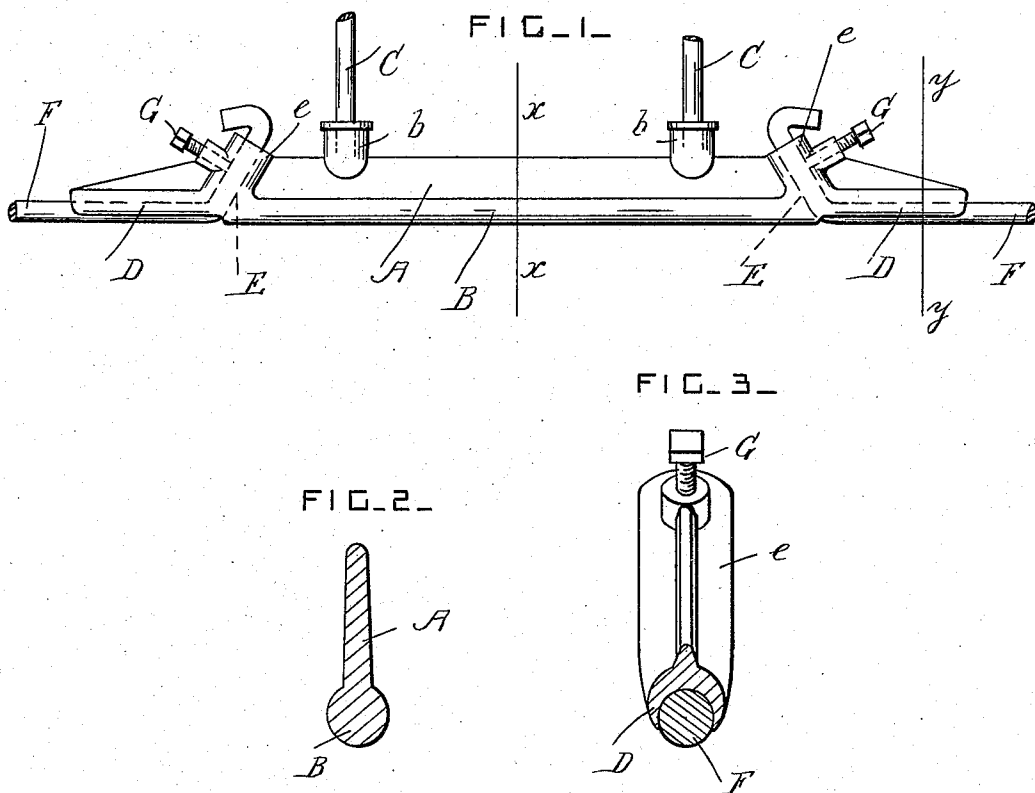


J. W. KLINE.
 COUPLING FOR TROLLEY WIRES.
 APPLICATION FILED DEC. 26, 1908.

937,075.

Patented Oct. 19, 1909.



WITNESSES:

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JOHN W. KLINE, OF TERRE HAUTE, INDIANA.

COUPLING FOR TROLLEY-WIRES.

937,075.

Specification of Letters Patent.

Patented Oct. 19, 1909.

Application filed December 26, 1908. Serial No. 469,345.

To all whom it may concern:

Be it known that I, JOHN W. KLINE, a citizen of the United States, residing at Terre Haute, in the county of Vigo and State of Indiana, have invented certain new and useful Improvements in Couplings for Trolley-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 couplings for uniting the sections of trolley-wires used in connection with electric-railroads; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the coupling showing one end-portion in section. Figs. 2 and 3 are cross-sections through the coupling taken on the lines $x-x$ and $y-y$ respectively.

A is the body-portion of the coupling comprising a vertical metallic web-plate having a bulb B at its bottom and of about the same area of cross-section as the trolley-wire. Bosses b are provided on the web A for the attachment of bolts or studs C which secure the coupling to any suitable overhead-support. Each end of the body-portion A is provided with a grooved socket D which is open at its lower side.

E is a hole which extends upwardly from the inner end of the socket D at an obtuse angle and through a boss e on the body-portion A.

F are the end portions of the trolley-wire. Each end-portion is bent to an obtuse angle and is thrust up the hole E and into engagement with the socket D.

G is a set-screw which is screwed into the boss e crosswise of the hole E, and which is used to prevent the trolley-wire from slipping. The upper end f of the trolley-wire is bent over like a hook above the boss e .

The slack of the trolley-wire can be taken up as often as necessary, and with very little loss of time and with little labor. The plate A is long and narrow, and the bulb B projects at its sides. The bosses b are arranged between the bosses e and are nearer to the bosses e than to each other.

The coupling is inexpensive to make, and it forms an efficient conductor between the sections of the trolley-wire.

What I claim is:

The combination, with two trolley wires, of a coupling comprising a long and narrow plate having a cylindrical bulb at its lower part the side portions of which bulb project laterally of the said plate, said plate having also grooved sockets for the wires at its ends, said sockets being arranged in line with the said bulb, and the said plate having also inclined bosses at the ends of its bulb arranged at an obtuse angle to the said sockets and provided with holes for the wires, and the said plate having also two bosses at its upper part for engaging with supports, the last said bosses being arranged between the said inclined bosses and nearer to them than to each other, and set-screws for securing the trolley wires in the holes of the inclined bosses.

In testimony whereof I have affixed my signature in the presence of two witnesses.

JOHN W. KLINE.

Witnesses:

ANNA H. CHAMBERLIN,
N. M. CHAMBERLIN.