No. 880,976. PATENTED MAR. 3, 1908.

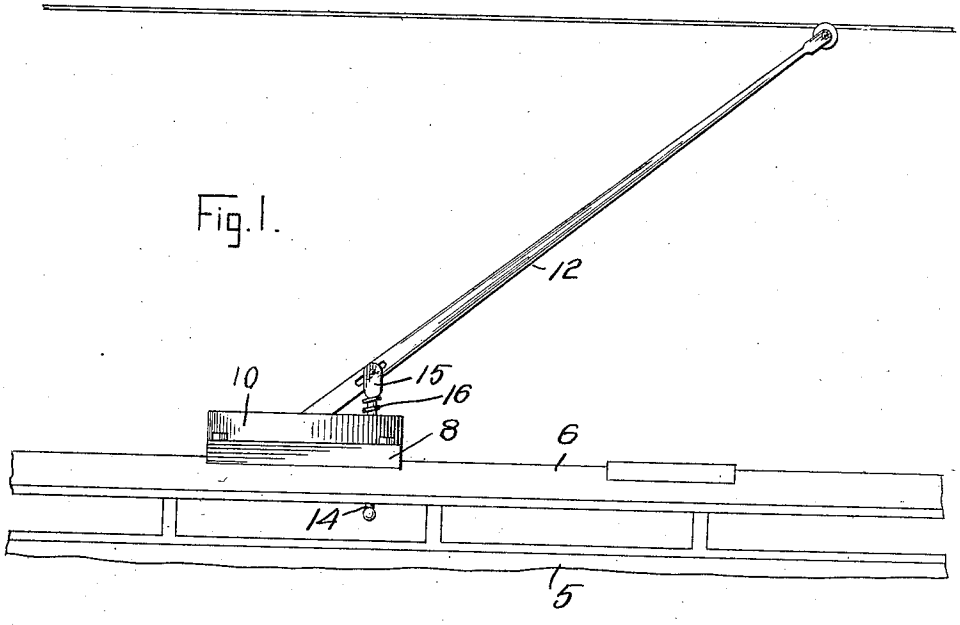
W. J. CRAIG.

TROLLEY MECHANISM.

APPLICATION FILED SEPT. 6, 1907.

2 SHEETS—SHEET 1.

Fig. 1.



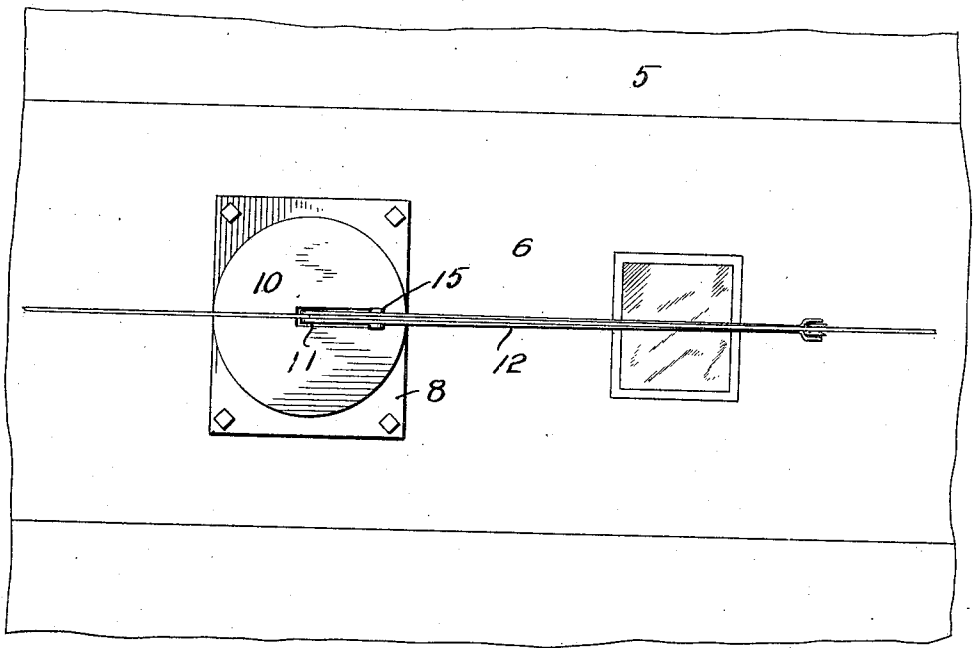


Fig. 2.

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2 SHEETS—SHEET 2.

Fig. 3.

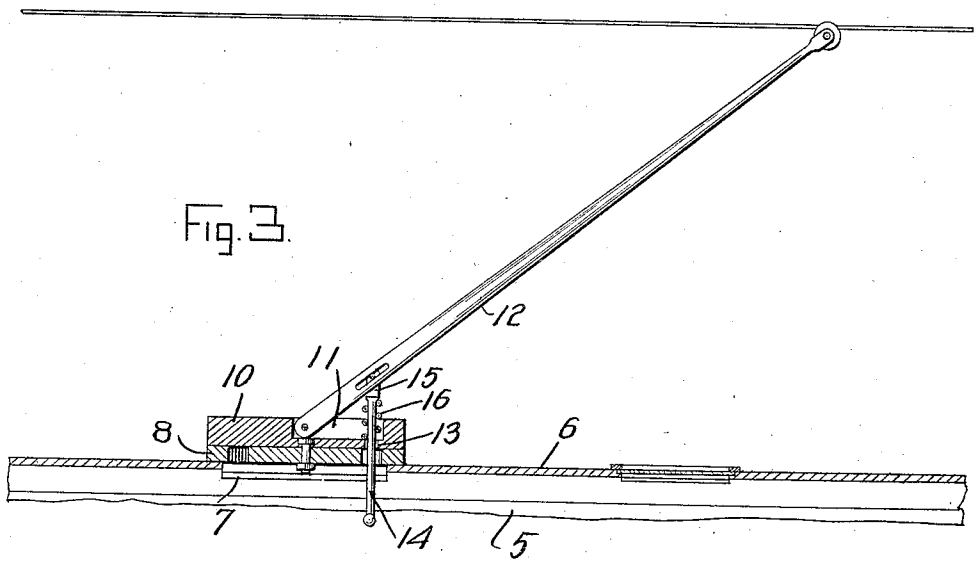
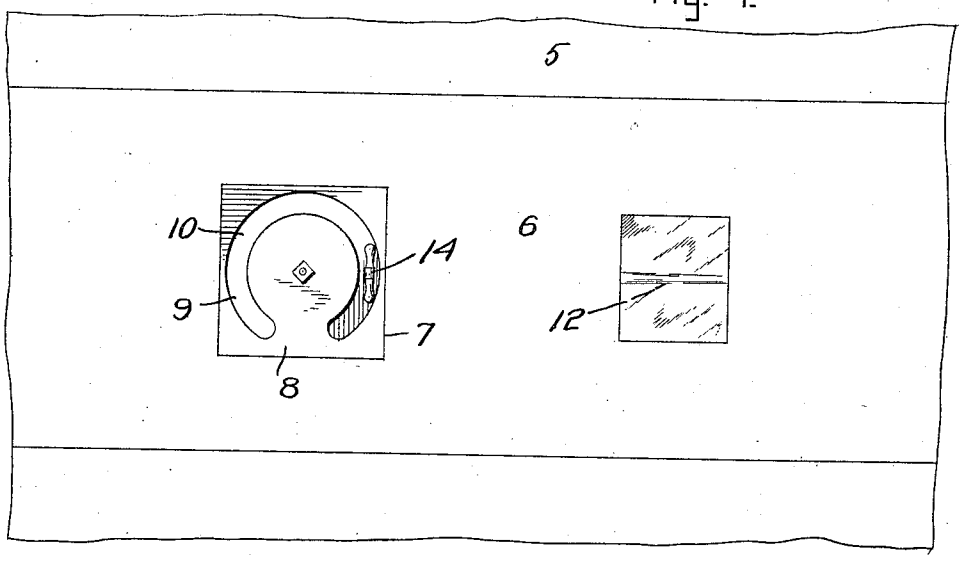


Fig. 4.



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UNITED STATES PATENT OFFICE.

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TROLLEY MECHANISM.

No. 880,976. Specification of Letters Patent. Patented March 3, 1908.

Application filed September 6, 1907. Serial No. 391,688.

To all whom it may concern:

Be it known that I, WILLIAM J. CRAIG, a citizen of the United States, residing at Pine Bluff, in the county of Jefferson, State of Arkansas, have invented certain new and useful Improvements in Trolley Mechanisms; 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.

The present invention has reference to overhead trolley equipments for electrically-propelled railway cars and it aims to provide a trolley having its adjusting means located within and operable from the interior of the car.

With this end in view the invention consists in the particular construction, combination, and arrangement of parts, all as hereinafter fully described, specifically claimed, and illustrated in the accompanying drawings, in which like parts are designated by corresponding reference numerals throughout the several views.

Of the said drawings, Figure 1 is a side elevation of a street car equipped with the improved trolley mechanism, Fig. 2 is a top plan view thereof, Fig. 3 is a longitudinal section through Fig. 2. Fig. 4 is a bottom plan view taken from within the car.

Referring with more particularity to the drawings, 5 designates a street car whose roof 6, is provided with a rectangular aperture 7, above which is mounted a bearing plate 8, bolted or otherwise secured to the roof. This plate having a C-shaped slot 9, formed therethrough.

Mounted upon the upper face of the plate 8 is a circular plate 10, provided with a centrally-located seat 11, in which the lower end of the trolley pole 12, fits, the pole and plate being connected by a horizontal bolt disposed transversely of said seat, upon which bolt the pole is movable. The plate 10 is further provided with a vertical opening 13 which forms an extension of the seat 11 and is adapted to register with the slot 9 formed in the bearing plate 8.

Through the opening 13 and the slot 9 extends a rod 14 whose enlarged upper end 15 is bifurcated, as shown, the rod being pivotally connected at such point with the pole which extends into the seat formed by the bifurcation. The length of the rod is such that it extends into the interior of the car.

The trolley pole is normally held in raised position by means of an expansible coil-spring 16 which embraces said rod and bears at its opposite ends against the outer face of the plate 10 and the bifurcated upper end of said rod.

From the foregoing description it will be understood that when the position of the trolley pole is to be reversed it is necessary only to disengage the trolley wheel, with which the pole is provided, from the trolley wire by a downward movement of the rod 14, whereupon the latter may be moved in one direction or the other through the guide slot 9 swinging the pole correspondingly and causing the plate 10 to which the pole is pivoted, to rotate in the same direction upon the bearing plate, the extension of the operating rod into the interior of the car rendering it possible for the motorman or conductor to accomplish this operation without leaving the car.

The roof of the car is provided towards each end with a skylight to enable the movements of the trolley pole to be observed.

What is claimed, is,

1. The combination with a car having an apertured roof, of a plate secured to the car roof directly above the aperture therein, and provided with an arcuate slot; a rotating member mounted upon said plate and provided with an opening adapted to register with said slot; a pole having its lower end attached to said rotating member; and an operating rod pivoted at its upper end to said pole and extending through said opening and slot into the interior of the car.

2. The combination, with a car having an apertured roof, of a plate secured to the car roof directly above the aperture therein, and provided with a C-shaped slot; a rotating member mounted on said plate, and provided with an opening adapted to register with said slot; a pole having its lower end attached to said rotating member; and an operating rod pivoted at its upper end to said pole and extending through the said opening and slot into the interior of the car.

3. The combination, with a car having an apertured roof, of a plate secured to the car roof directly above the aperture therein, and provided with an arcuate slot; a rotating member mounted upon said plate and

provided with an opening adapted to register with said slot; a pole having its lower end pivotally secured to said rotating member; an operating rod having a bifurcated upper end pivoted directly to the pole, said rod extending through said slot and opening into the interior of the car; and a spring embracing said rod and bearing at opposite ends against the bifurcated rod end and the rotating plate, to normally maintain the pole in elevated position.

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

WILLIAM J. CRAIG.

Witnesses:
J. B. TALBOT,
S. C. PRYCE.