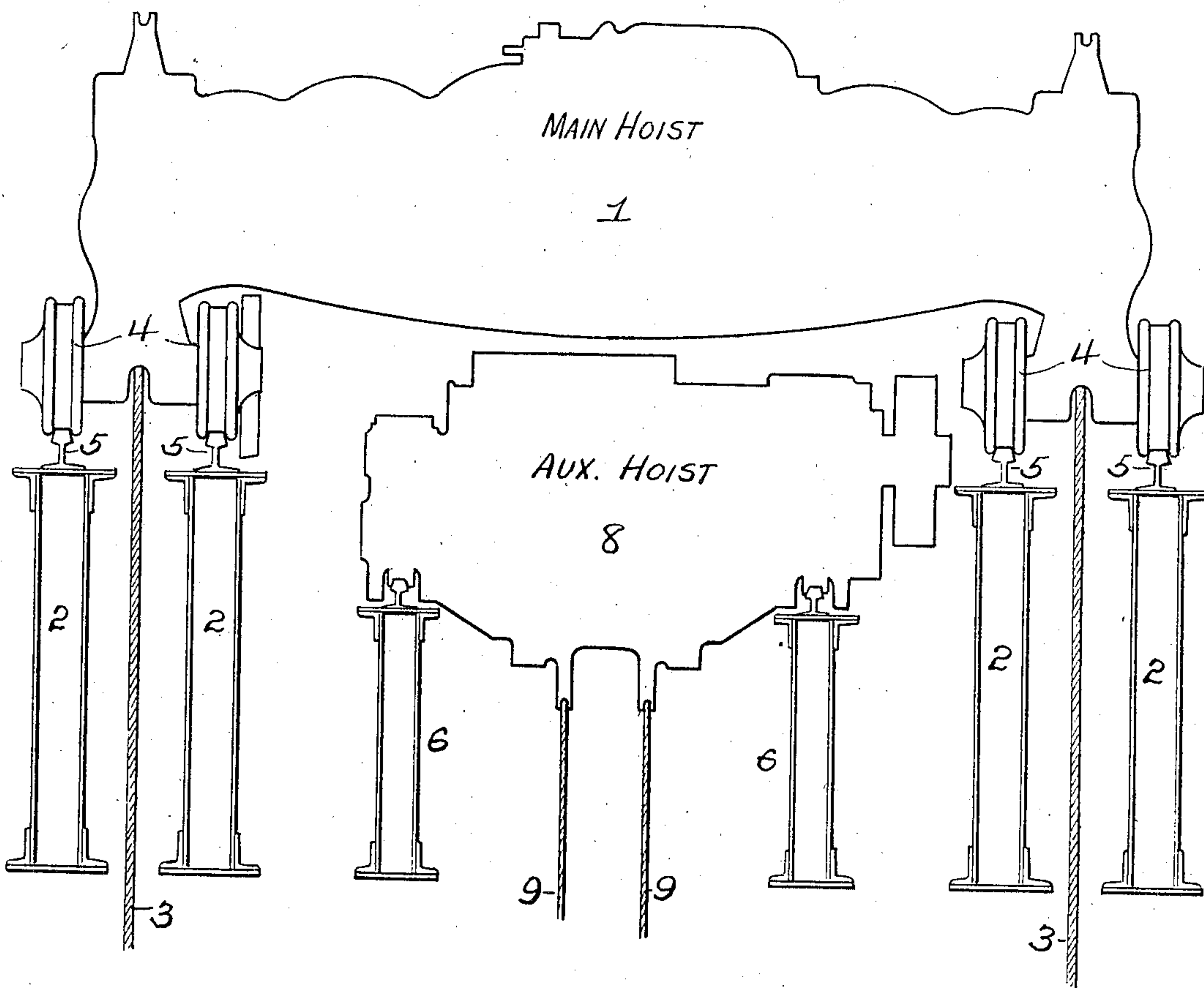


No. 843,121.

PATENTED FEB. 5, 1907.

C. L. TAYLOR.
OVERHEAD TRAVELING CRANE.
APPLICATION FILED JUNE 4, 1906.



WITNESSES

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OVERHEAD TRAVELING CRANE.

No. 843,121.

Specification of Letters Patent.

Patented Feb. 5, 1907.

Application filed June 4, 1906. Serial No. 320,118.

To all whom it may concern:

Be it known that I, CLARENCE L. TAYLOR, of Alliance, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Overhead Traveling Cranes; 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.

My invention relates to an improvement in overhead traveling cranes, and particularly to an improvement disclosed in my Patent No. 821,136, granted to me May 22, 1906.

In the patent above referred to the girders are in the form of I-beams, the auxiliary girders being secured to the inner section of each main girder so as to cause each to act as a brace to the other. In the present device the girders, including those on which the auxiliary trolley travels, are of box form, each girder being disconnected from the others except at the ends.

The accompanying drawing is a view in transverse section of a bridge, the main and auxiliary trolleys being shown diagrammatically.

The main girders which carry the main hoist-trolley 1 are each composed of two box-girders 2, disconnected from end to end and separated sufficiently for the free passage and movement between them of the hoist ropes or chains 3 from the main trolley. The main trolley 1 is mounted on flanged wheels 4, arranged in pairs, as shown, one pair being located at or near each corner of the trolley, the said wheels traveling on rails 5, secured to the upper surfaces of the girders 2, thus distributing the weight of the trolley and its load evenly on the four sections constituting the main girders and bringing the weight of the suspended load outside of the plane of the inner surfaces of the main girders, thus obviating to a large extent any tendency of the inner sections of the main girders to spread. Located between the inner sections of the main girders are the auxiliary girders 6, also of box form, provided on their upper surfaces with rails 7, on which the auxiliary trolley 8 travels. These inner auxiliary girders 6 are of less depth than the outer main girders, so as to permit the auxiliary trolley to travel freely throughout the length of the bridge without contacting with the main

trolley or any part carried thereby. The hoist-chains 9 from the trolley on the auxiliary girders pass downwardly between said girders, and owing to the box form of the latter and the fact that they are comparatively close together there is but little or no tendency to spread under the comparatively light loads which the auxiliary trolley is designed to lift. Consequently there is no necessity for connection between the auxiliary girders and inner sections of the main girders.

The sections 2 of the main girders and the auxiliary girders 6 are supported at their ends on end carriages (not shown) in the ordinary and well-known manner, and the bridge thus constructed is designed to travel on elevated tracks.

It is evident that many slight changes might be made in the relative arrangement of parts shown and described without departing from the spirit and scope of my invention. Hence I would have it understood that I do not wish to confine myself to the exact construction shown and described; but,

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In an overhead crane, the combination of two main girders each made up of two parallel separated sections, the latter being disconnected from end to end, a trolley having bearing on each section of said main girders, intermediate girders and a trolley on said intermediate girders, each section of the main girders and the auxiliary girders being of box form.

2. In an overhead crane, the combination of two main girders each made up of two parallel separated sections, each section being of box form, the sections of each girder being disconnected from end to end, a trolley having bearing on each section of said main girders, intermediate girders of box form disconnected from the main girders except at their ends, and an auxiliary trolley mounted on said intermediate girders.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CLARENCE L. TAYLOR.

Witnesses:

N. C. TETTERS,
G. E. WARDER.