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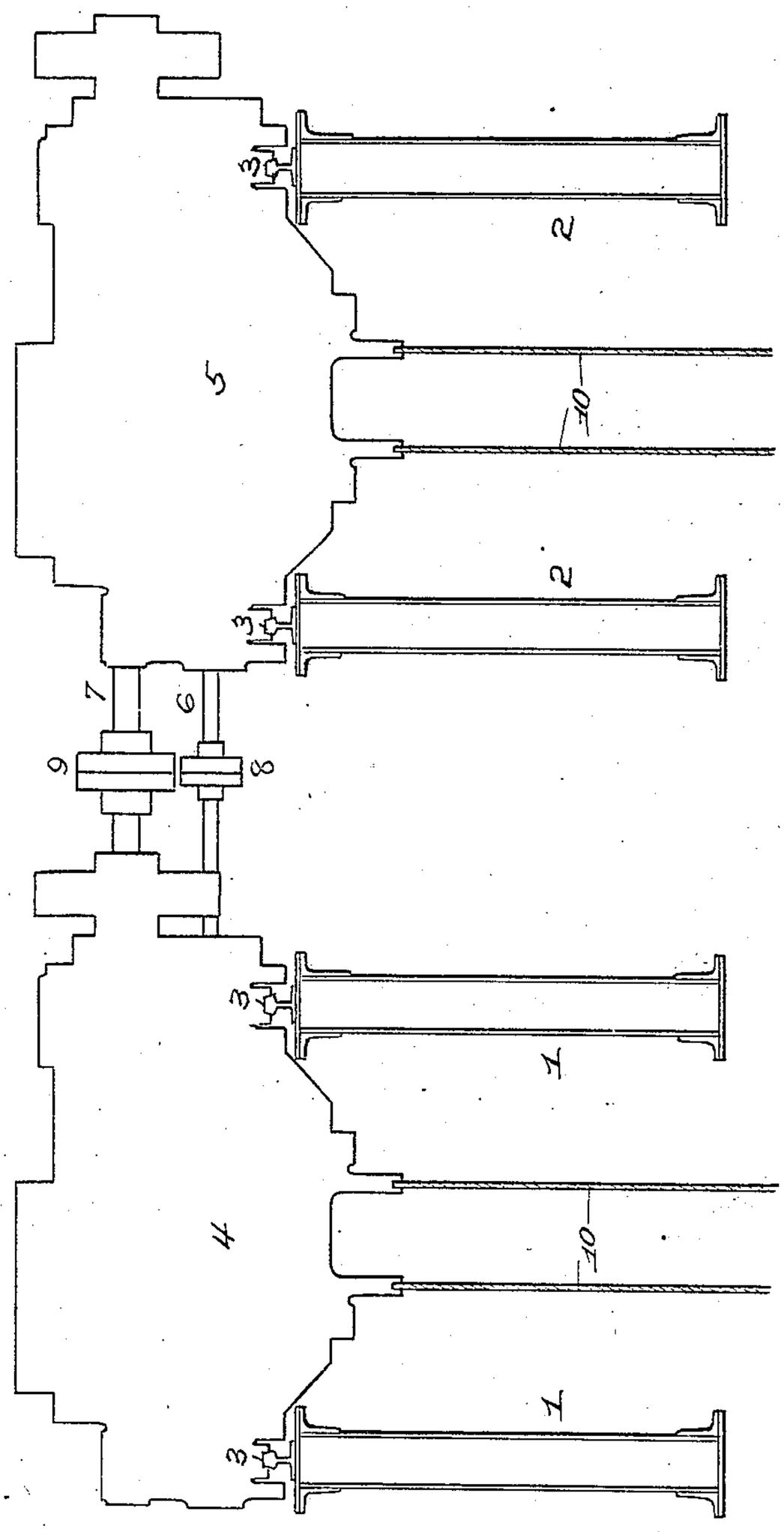
C. L. TAYLOR.

OVERHEAD TRAVELING CRANE.

APPLICATION FILED JUNE 8, 1906.



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OVERHEAD TRAVELING CRANE.

No. 848,407. Specification of Letters Patent. Patented March 26, 1907.

Application filed June 8, 1906. Serial No. 320,771.

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, the object being to provide a crane carrying two independent trolleys with means for coupling up the cross-travel and hoist-gearing of the two trolleys, so that when the two trolleys are so coupled they will hoist and travel in unison.

With these ends in view my invention consists in the parts and combination of parts, as will be more fully described, and pointed out in the claims.

The accompanying drawing is a view in transverse section of a four-girder bridge, showing in diagrammatic outline two trolleys thereon, the hoist-gearing and travel-gearing of the two trolleys being connected.

As my invention contemplates, broadly, two trolleys so located with relation to each other that their hoist and travel mechanism may be coupled up so that they may travel and hoist in unison, I have not shown and will not describe the details of either the bridge or the trolleys, as I would have it understood that I do not limit my invention to any details of the bridge or trolleys.

The bridge is provided with four parallel girders 1 and 2, all of which are mounted on end carriages in the usual and well-known manner. These girders 1 and 2 are provided on their upper faces with rails 3, on which the trolleys 4 and 5 travel, the girders 1 being parallel and forming a support or way for the trolley 4, and the girders 2 are also parallel with each other and with the girders 1 and form a support or way for the trolley 5. The two supports or ways for the two trolleys are in the same horizontal plane, so that the two trolleys 4 and 5 when uncoupled are free to travel back and forth on its girders independently of the other, thus permitting each to be used independently of the other, or one may be used to assist the other.

Projecting from each trolley are the shafts 6 and 7, the latter of which are geared to or form a part of the hoist mechanism of the trolleys, while the former are in gear with or form a part of the travel mechanism of the trolley. The projecting shafts from the two trolleys are so located and arranged with relation to each other that the two shafts from the hoist mechanisms of the two trolleys may be connected by coupling 8 and the two shafts from the travel mechanism of the two trolleys may be connected by coupling 9, as clearly shown. When the two trolleys are so coupled up, both may be caused to travel on the bridge by the travel-motor of one trolley or by both, as desired, and both hoist-drums carrying chains 10 may be actuated by one or both hoist-motors, thus permitting of the handling of a load equal to the total capacity of both motors. It is quite evident that the arrangement for coupling up the trolleys may also be applied to the trolleys of two independent traveling cranes mounted to travel on the same trackway.

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

1. The combination of two trolleys, parallel tracks in which the trolleys travel, and means for coupling up the hoist mechanism of both trolleys.

2. The combination of two trolleys, parallel tracks on which the trolleys travel and means for coupling up the hoist and travel mechanisms of the two trolleys.

3. The combination with a bridge having four girders and rail on each girder, of two trolleys mounted on said rails, each adapted to travel throughout the length of the bridge, and means for coupling up the hoist mechanisms of both trolleys.

4. The combination with a bridge having four girders forming two trackways, of a trolley on each trackway and means for coupling up the hoist and travel mechanisms of the two trolleys.

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

CLARENCE L. TAYLOR.

Witnesses:
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E. E. BROSIUS.