

Patented Dec. 15, 1908.

906,552.

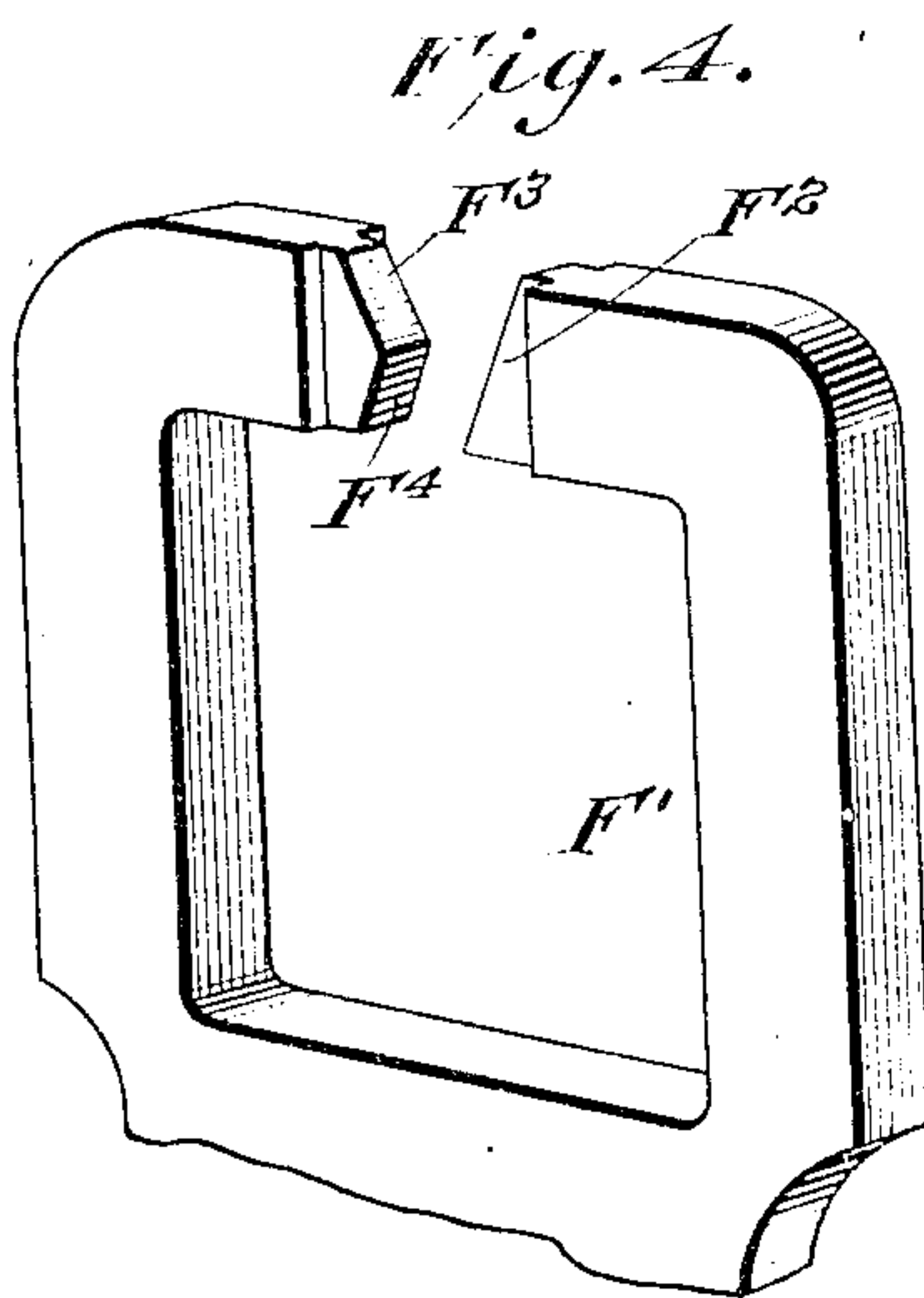
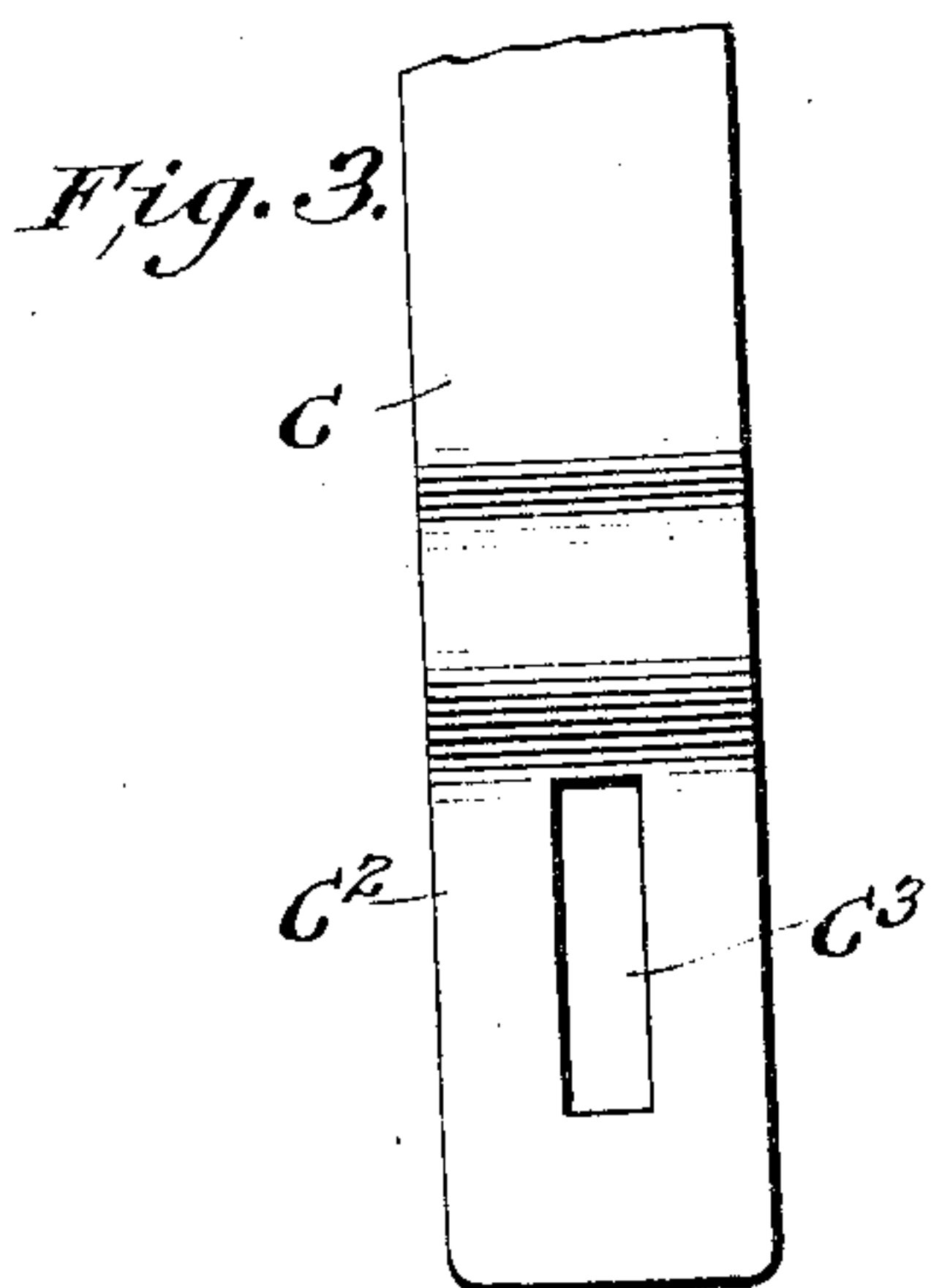
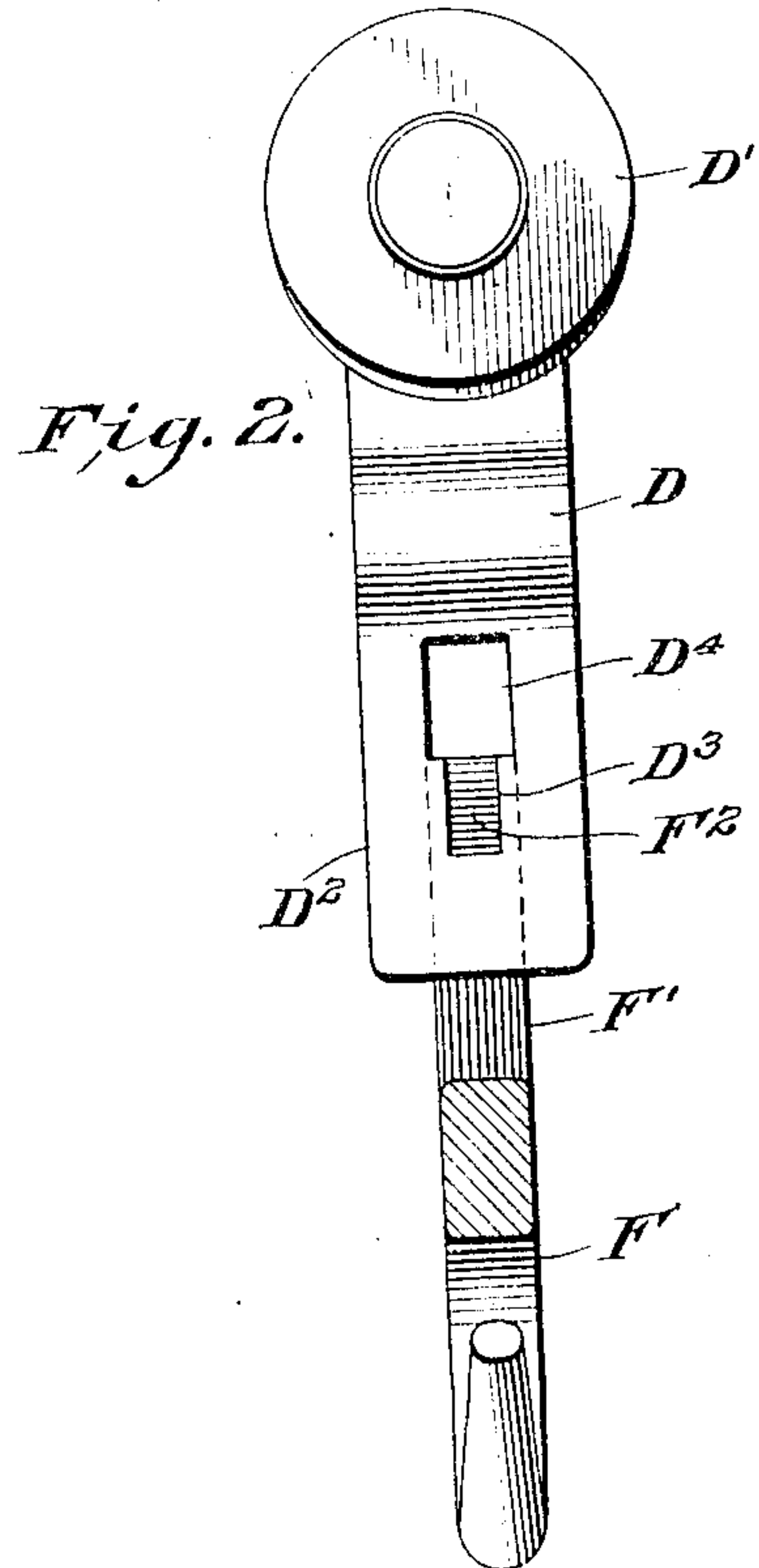
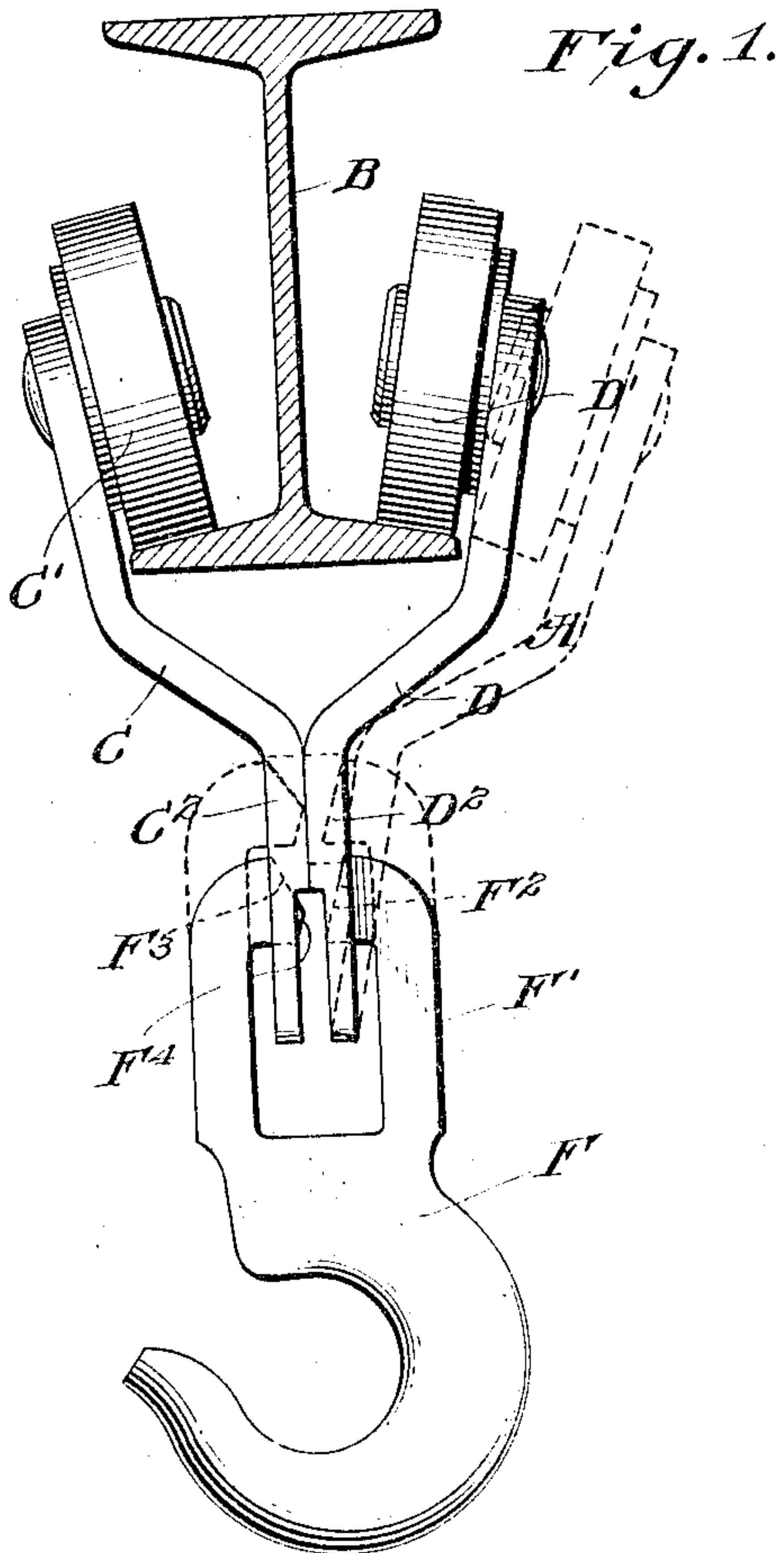
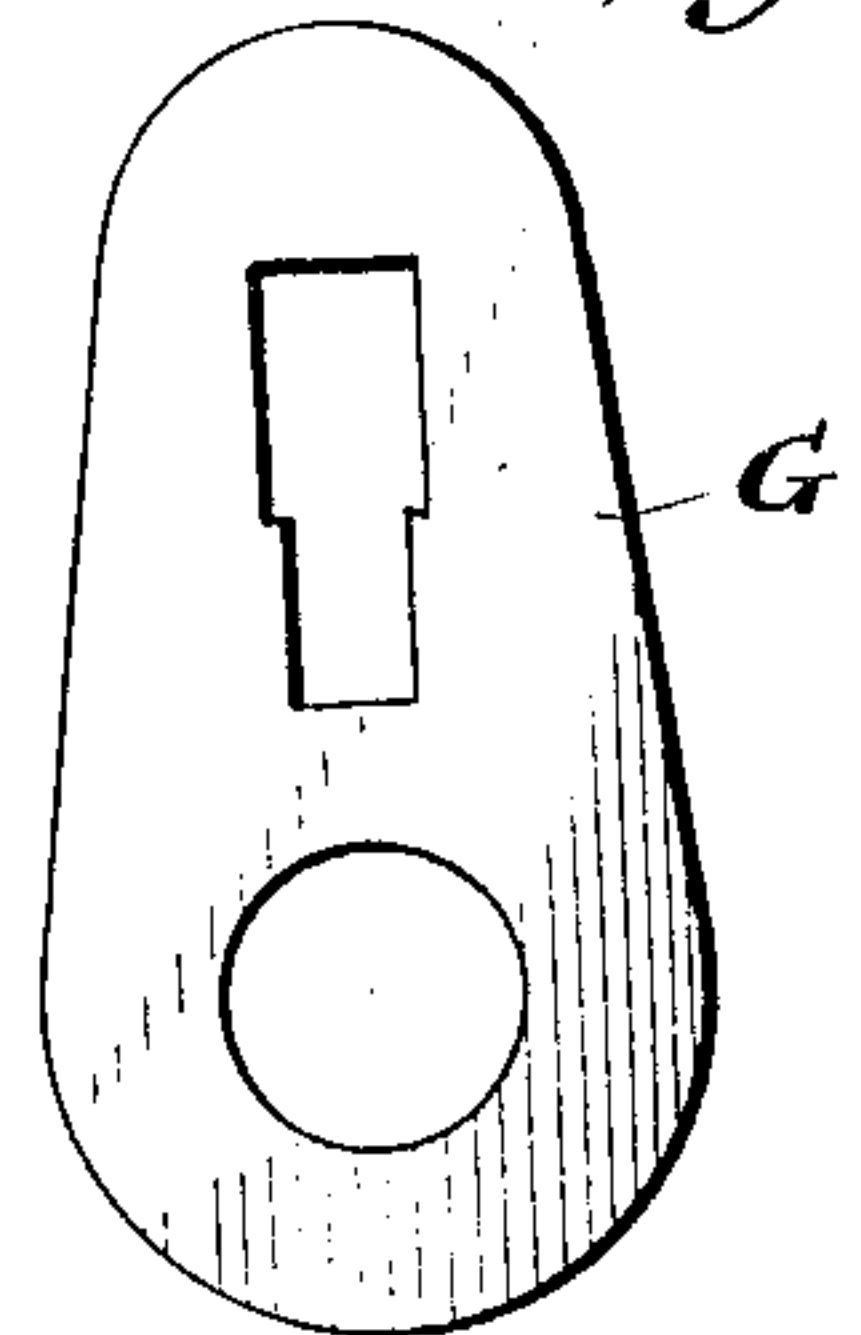


Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

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TROLLEY.

No. 906,552.

Specification of Letters Patent.

Patented Dec. 15, 1908.

Application filed April 7, 1908. Serial No. 425,878.

To all whom it may concern:

Be it known that I, CHARLES OLBERG, a subject of the King of Norway, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Trolleys, of which the following is a specification.

This invention relates to trolleys, and more particularly to trolleys used for carrying loads from one place to another, the object being to provide very novel means for attaching the arms of the trolley to the supporting hook, so that they can be easily and quickly attached or detached, whereby the trolley can be removed from the supporting beam forming the track for the same.

Another object of my invention is to provide a trolley which is so constructed that the arms will be held in their proper position on the supporting beam when in position on the hook, so that all danger of the arms becoming detached is prevented.

Another object of my invention is to provide a trolley which is composed of a very few parts which are so arranged and connected to the hook that all danger of the parts becoming detached accidentally is prevented.

These objects are obtained by the novel arrangement and construction of parts hereinafter fully described and shown in the accompanying drawings, in which:—

Figure 1, is an end elevation of my improved trolley showing the application of the same to a supporting beam. Fig. 2, is a vertical section through the same. Fig. 3, is a detail side elevation of a portion of one of the arms. Fig. 4, is an enlarged perspective view of a portion of the hook, and Fig. 5, is a side elevation of a modification showing a link adapted to be connected to the hook.

In the drawings A, indicates my improved trolley and B, the supporting I-beam. The trolley comprises a pair of arms C and D, provided with wheels C', D', adapted to travel on the lower flange of the I-beam B, it of course being understood, that any suitable track can be used as desired. The arms are provided with lower parallel portions C², D², adapted to be held into engagement with each other when in position on the supporting hook F. The hook F, is provided with an open loop F', the ends of which are reduced, one end being cut away obliquely as shown at F², and the other as shown at F³, and F⁴.

The lower parallel portions C², D², of the

arms are reduced and are provided with slots C³, D³, one of the slots being provided with an enlarged portion D⁴, the slots being the same width as the reduced end portions of the open loop, so when in position on the hook member, they will be held into proper engagement by the shoulders formed by the reduced portions, whereby it will be impossible to remove the same.

In assembling the parts, the arm D, is forced through the opening in the loop, and the enlarged portion of the slot is dropped down over the same, the arm C, is then forced through the loop and drawn upwardly on the reduced portion. The arm D, is then drawn back upon the other reduced portion, which brings the straight portions of the arms in their proper position, so as to prevent the arms from moving outwardly and securely lock the wheels on the track.

When it is desired to detach the arms from the track, the hook is forced upwardly until it is in alinement with the enlargement D⁴, the arm is then swung downwardly over the hook, and by moving the hook laterally, the arm C, can be readily removed and then by returning the arm D, into a vertical position, the arm D, will pass out through the opening of the loop.

From the foregoing description it will be seen that I have provided a very novel trolley, the arms of which are securely locked on the track by the weight of the load on the supporting hook, so that it is impossible for the same to move outwardly in any way.

In the modification shown in Fig. 5, I show a link G, constructed with a slot and adapted to be used in connection with a companion link for securing the link to a hook.

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

1. A trolley comprising a pair of arms carrying wheels, and a supporting hook for locking said arms together.

2. A trolley comprising a pair of arms carrying wheels having slotted portions, and a hook provided with an open loop adapted to fit in said slots for locking said arms together.

3. A trolley comprising a pair of arms carrying wheels provided with registering slots, of a hook provided with an open loop having a reduced portion adapted to receive said slots for holding said arms together.

4. A trolley comprising a pair of arms

carrying wheels provided with parallel portions having registering slots, one of said slots being enlarged and a hook provided with an open loop having reduced ends
5 adapted to be seated in said slots for holding said arms together.

5. The combination with a track, of a trolley comprising a pair of arms provided with wheels adapted to be arranged on said
10 track, said arms being provided with parallel portions having reduced ends and registering slots, one of said arms being provided with an enlarged opening and a hook having an open loop the ends of which are reduced,

adapted to be seated in said slots for holding 15 said arms together.

6. A device of the kind described comprising a pair of slotted members, and a hook provided with an open loop having reduced ends adapted to fit in the slots of said mem- 20 bers for holding said members together.

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

CHARLES OLBERG.

Witnesses:

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