April 25, 1933. A. R. PRIBIL 1,906,097

TROLLEY CONSTRUCTION

Filed Feb. 11, 1931

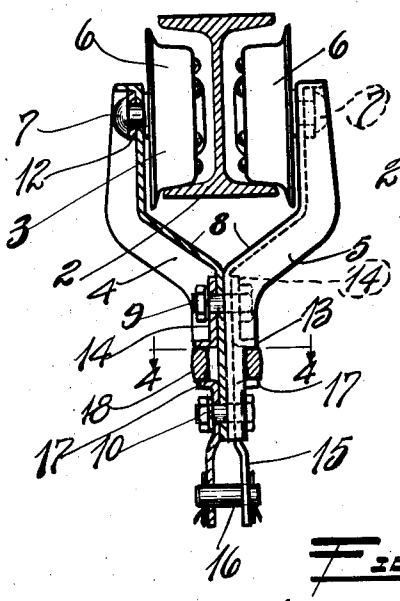


Fig. 2.

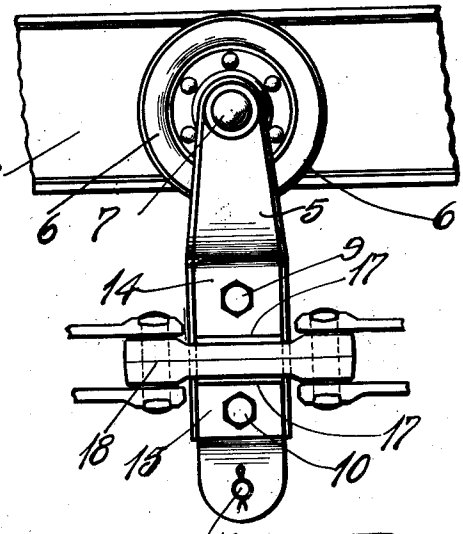


Fig. 1.

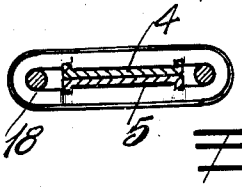


Fig. 4.

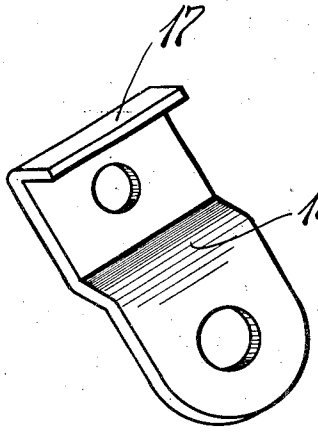


Fig. 3.

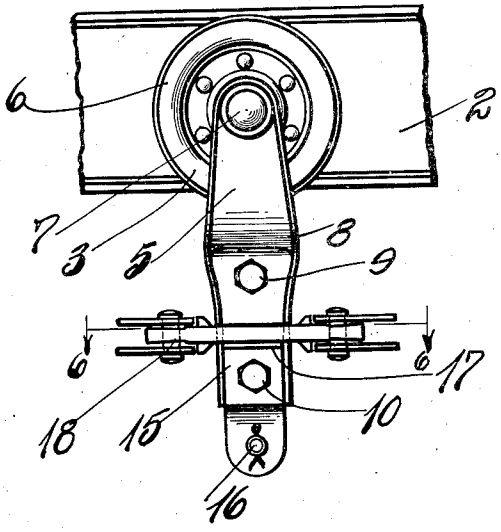


Fig. 5.

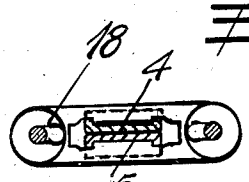


Fig. 6.

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UNITED STATES PATENT OFFICE

ALEXIS R. PRIBIL, OF SAGINAW, MICHIGAN

TROLLEY CONSTRUCTION

Application filed February 11, 1931. Serial No. 514,938.

The prime object of the invention is to design an improved trolley having pressed steel side brackets and attachment clips which can be quickly assembled, and by means of which the trolley chain can be readily attached.

Another object is to provide pressed steel supporting clips for the chain, and by use of which considerable time is saved in the assembly, and which makes for a more substantial and durable construction.

A further object is to provide pressed steel brackets which readily lend themselves to quantity production methods, which are lighter in weight than the conventional cast or forged brackets, which insure accurate dimensions so that the various parts may be readily interchanged and fitted.

A still further object is to design a trolley to which any standard or special link chain can be attached, which readily absorbs all load and chain reactions, and which is smooth and easy running.

Other objects will appear as the specification progresses, reference being had to the accompanying drawing, in which I have shown the preferred embodiment of my invention.

In the drawing.

Fig. 1 is a side elevation of a trolley and a portion of the supporting track, showing my improved pressed steel construction.

Fig. 2 is an edge view, the supporting track member and chain length being shown in section.

Fig. 3 is an isometric view of one of the clips.

Fig. 4 is a sectional plan view taken on the line 4—4 of Fig. 2.

Fig. 5 is a view similar to Fig. 1, showing a slightly different construction.

Fig. 6 is a view similar to Fig. 4, and taken on the line 6—6 of Fig. 5.

Referring now more particularly to the drawing, the numeral 2 indicates a conventional I-beam track, which can be supported in any approved manner, and on which the trolley 3 is adapted to travel. The trolley proper comprises oppositely disposed pressed steel side brackets 4 and 5 respectively, and on which the trolley wheels 6 are secured by means of pintle members 7. These trolley wheels, however, form no part of the present invention, which is directed to the pressed steel bracket and clip construction, and the manner of securing the chain thereon.

The brackets are identical, being preferably U-shaped in cross section, and each consists of a reversely bent portion 8, the lower end being arranged in angular relation to the upper portion, so that, when placed in assembled relation, the lower ends will converge, and these lower ends are secured together by means of bolts 9 and 10 as shown. The upper ends of the brackets are rounded, the projecting leg of the bracket forming an overhanging flange of slightly larger diameter than the disc shaped washer member 12, which is fitted therein and which is suitably drilled to receive the pintle member 7 and forms a hub.

The brackets are shouldered as shown at 13 in Fig. 2 of the drawing, and oppositely disposed attachment clips 14 are secured to the brackets by means of the bolt member 9, similar clips 15 being secured to the lower end of the brackets by means of the bolt 10, the lower ends of said clips being bent outwardly in spaced apart relation, and form a clevis, each clip having a suitable opening to accommodate a pin 16 in the usual manner, and to facilitate the attachment of the article to be conveyed. One end 17 of each clip is bent at right angles to the main body, and a conventional chain link 18 is interposed between said bent ends of the clips, the upper edge also butting against the shouldered portion of the brackets. This arrangement permits ease of assembly and

removal, as well as providing a rigid and sturdy chain connection.

In Figs. 5 and 6 of the drawing I have shown a slightly different construction; in this design the upper clips 14 are omitted, the upper edge of the chain link butting against the shoulder on the flange, otherwise the construction is the same.

These trolleys are located at spaced apart points intermediate the length of the conveyor chain, and each trolley is connected in an identically similar manner.

From the foregoing description it will be obvious that I have perfected very simple, economical, accurate and durable trolley brackets and clips, which will be light in weight, and which facilitate the attachment of the trolley chain thereto.

What I claim is:—

1. A carrier trolley for engaging a conveyor chain, including oppositely disposed pressed steel brackets, the lower ends of which are rigidly secured together in facial contact, and vertically spaced pressed steel clip attachments secured to opposite sides of said brackets for supporting the chain links therebetween.

2. The combination with a track, of a trolley mounted to travel thereon and including pressed steel brackets substantially U-shaped in cross section, the lower ends of which converge and are rigidly secured together in facial contact, shoulders formed on said brackets, and clip attachments rigidly secured to the lower ends of said brackets and forming a clevis, the upper ends of said clips being turned, and a chain link interposed between said shoulders and the turned ends of the clip attachments.

3. The combination with a track, and a chain having an opening therein, of a trolley mounted to travel on said track, and including pressed steel brackets, and the lower ends of which converge and extend through the opening in the chain, shoulders on the brackets, clips secured to said brackets for limiting the upward movement of the link, and detachable clips secured to the lower end of the brackets and engaging said chain for securing it in position.

4. The combination with a track and a chain having an opening therein, of a trolley mounted to travel on the track and including oppositely disposed pressed steel brackets rigidly secured together in facial contact, the lower ends of said brackets being reduced and extending through the chain opening to permit a chain to be assembled thereon after the trolley is mounted in position, and clips detachably secured on the lower end of said brackets for securing said chain in position.

5. The combination with a track and a chain having an opening therein, of a trolley mounted to travel on the track and including oppositely disposed pressed steel brackets rigidly secured together in facial contact, the lower ends of said brackets being reduced and extending through the opening in the chain to permit the chain to be assembled thereon after the trolley is mounted on the track, and clips detachably secured on the lower end of said brackets for securing said chain link in position.

In testimony whereof I hereunto affix my signature.

ALEXIS R. PRIBIL.