A. H. NELLER.

OVERHEAD CARRIER.

APPLICATION FILED JAN. 26, 1920.

1,336,370. **Patented Apr. 6, 1920**

FIG. 1

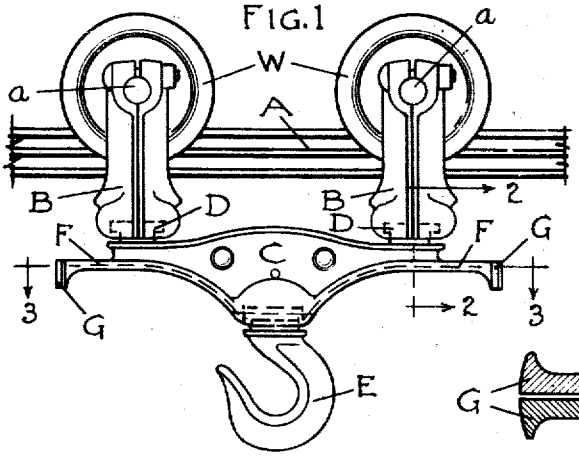


FIG. 2

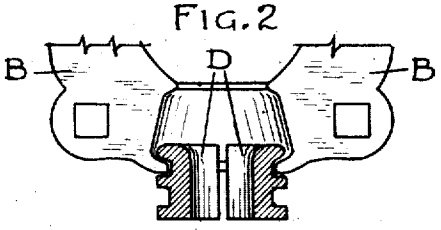


FIG. 3

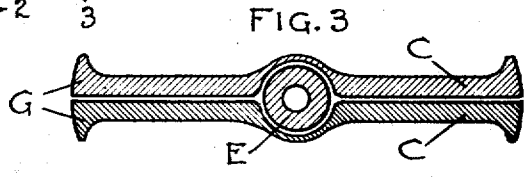


FIG. 4

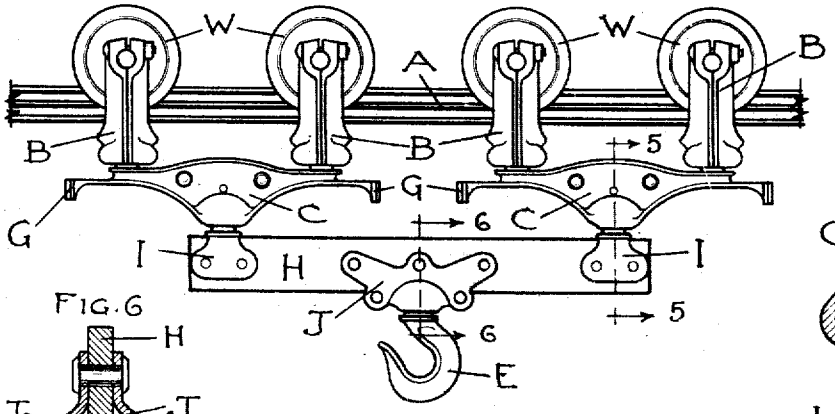


FIG. 5

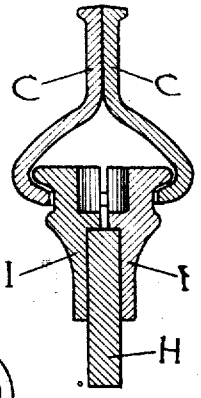


FIG. 6

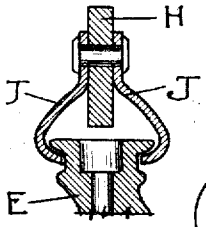


FIG. 7

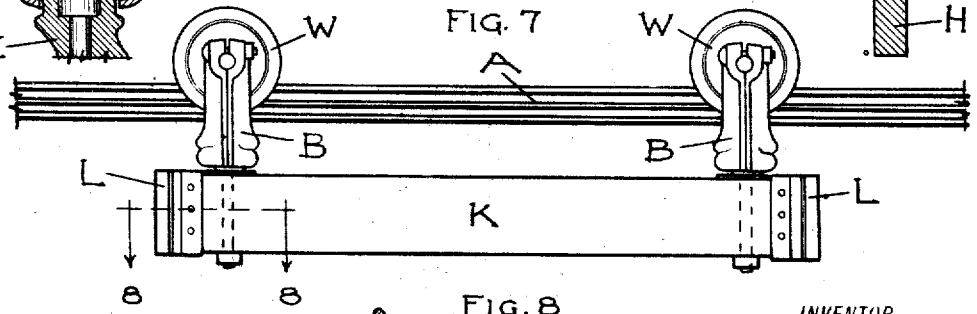
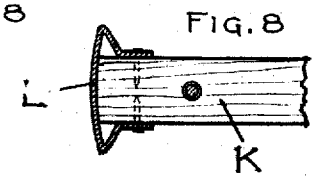


FIG. 8



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OVERHEAD CARRIER.

1,336,370. Specification of Letters Patent. Patented Apr. 6, 1920.

Application filed January 26, 1920. Serial No. 353,962.

To all whom it may concern:

Be it known that I, ALBERT H. NELLER, a citizen of the United States, residing at Fairfield, in the county of Jefferson and State of Iowa, have invented a new and useful Improvement in Overhead Carriers, of which the following is a specification.

My invention relates to that class of overhead carriers in which a plurality of trolleys are joined together by members connected thereto by swivels below the track, and it consists of an improvement in the construction of the parts whereby the wheels of the trolleys of one carrier may be prevented from coming in contact with the wheels of the trolleys of an adjacent carrier running on the same track, and also of other improved features of the construction disclosed in the specification and set forth in the claims.

In the accompanying drawings forming a part of this specification, Figure 1 is a side view of a carrier embodying my invention. Fig. 2 is an enlarged transverse section on line 2—2 of Fig. 1. Fig. 3 is a horizontal section on line 3—3 of Fig. 1. Fig. 4 is a side view of a pair of carriers like that shown in Fig. 1 connected together so as to form a carrier of greater capacity. Fig. 5 is an enlarged transverse section on line 5—5 of Fig. 4. Fig. 6 is the same on line 6—6 of Fig. 4. Fig. 7 is a side view of a modified form of carrier. Fig. 8 is a horizontal section on line 8—8 of Fig. 7.

Referring to the drawings A represents a trackway which will be connected to an overhead support in any suitable manner known to the art, leaving a portion of the way free for the passage of the carrier wheels thereon. B represents a pair of trolley arms provided with wheels W to run upon the track-way. As shown by the drawings, these trolley arms are made in two pieces which are secured together so as to hold an axle *a* for the wheels at their upper ends, and their lower ends are formed with a recess for a swivel head. C represents a pair of mating castings which are bolted or riveted together and are each fitted with an upwardly projecting portion which form half of a swivel head D which are mated together to form a complete swivel head to rotate in the recess in the lower ends of the trolley arms.

These castings joined together form a connecting member for the trolleys, and are provided with recesses in their lower central mating sides for the reception of the swivel head of an attaching hook E. The connecting members C are provided with extensions F having laterally extended ends G which form bumpers on each end to contact with similar bumpers on adjacent carriers mounted on the same track-way. By this means the wheels on adjacent trolleys will be prevented from colliding should the carriers be run together on the track-way.

In the form shown in Fig. 4, there are two sets of trolleys and connecting members C, which are joined together by means of a connecting bar H. Two sets of castings I, each having a half swivel head on its upper end, are secured to the opposite sides of the ends of the bar H, and the swivel heads formed by joining the two halves together are inserted in the recesses in the lower central meeting edges of the connecting members C instead of the swivel head of the attaching hook E shown in Fig. 1, thereby joining together the two sets of connecting members and the four trolleys.

A pair of mating castings J are secured to opposite sides of the lower central portion of the bar H, and are fitted with recesses in their lower mating sides to receive the swivel head of the hook E, which in this case is transferred from its position shown in Fig. 1 to that shown in Fig. 4.

Fig. 7 shows a modified form of carrier consisting of a pair of trolleys B with wheels W, joined by means of swivels to the ends of a connecting bar K. The ends of the bar K are extended beyond the outer edges of the wheels W and are provided with laterally extended bumpers L which are composed of pieces of sheet metal somewhat curved in their central portions crossing the ends of the bar K, and the lateral extensions are doubled back and are secured to the sides of the bars by bolts, screws or nails.

These carriers have frequently to run around curved track-ways in which cases only the inner laterally extended edges of the bumpers can come in contact with each other. For this reason it is advantageous to have the contacting ends of the bumpers curved so as to form better contacting surfaces. The parts in the construction shown may be easily and quickly assembled and

may be extended to form carriers with more wheels and greater capacity by adding larger and long connecting bars.

The castings C being in two mating pieces can be readily placed on the swivel head of the hook E, and being used with trolley arms made of two pieces, the swivel heads formed by the halves on the castings C can be readily inserted in the swivel recesses of the trolley arms. The same may be said of the half swivel head on the castings I, which, when placed together, form a complete swivel head which is easily inserted in the swivel recesses of the castings C before they are joined together. The swivel head of the hook E may also be easily inserted in the swivel recesses of the castings J in the same manner, thus forming a structure easy to assemble and capable of being expanded.

In the forms shown in Figs. 1 and 4 the load to be carried is attached to the hooks E but in the form shown in Fig. 7 the load may be connected to the carrier by means of attachments secured to the bar K or in any other suitable manner.

What I claim is:—

1. In overhead carriers, a pair of trolleys adapted to run on an overhead track-way and having trolley arms constructed of two pieces joined together with a semi-circular recess in the mating sides of each of their lower ends, and a pair of castings forming a connecting member for the trolleys, each casting having half of a swivel head on the upper edges of its opposite ends, and a semi-circular recess in its lower mating central portion adapted to receive and, when joined together, to hold a swivel head, said half swivel heads when joined together to form a complete swivel head adapted to swivel in the recesses of the trolley arms and to connect the trolleys together.

2. In overhead carriers, two pairs of trolleys joined together by connecting members, each member having a semi-circular recess in its lower mating central portion, a bar to join said connecting members together, and two pairs of castings, each having a half swivel head on its upper end, said castings being secured to the opposite sides of each of the ends of the connecting bar, and the half swivel heads when joined together to form a complete swivel head adapted to swivel in the recesses in the connecting members and to join them together.

3. In overhead carriers, two pairs of trolleys joined together by connecting members, each member having a semi-circular recess in its lower mating central portion, a bar to join said connecting members together, two pairs of castings, each having a half swivel head on its upper end, said castings being secured to the opposite sides of each of the ends of the connecting bar, and the half swivel heads when joined together to form a complete swivel head adapted to swivel in the recesses in the connecting members and to join them together, and a pair of castings secured to opposite sides of the lower central portion of the connecting bar, each casting having a semi-circular recess in its lower mating side adapted to receive and hold a swivel head.

4. In overhead carriers, a pair of trolleys adapted to run on an overhead track-way, a connecting member swiveled to the lower ends of the trolleys below the track-way, the ends of said connecting member being extended to a line vertically beyond the outer edges of the trolley wheels and laterally extended to form broadened bumpers to contact with the frame of an adjacent carrier.

5. In overhead carriers, a pair of trolleys adapted to run on an overhead track-way, a connecting member swiveled to the lower ends of the trolleys below the track-way, the ends of said connecting member being extended to a line vertically beyond the outer edges of the trolley wheels, laterally extended and curved on their outer faces to form bumpers to contact with the frame of an adjacent carrier.

6. In overhead carriers, a pair of trolleys adapted to run on an overhead track-way, a connecting member swiveled to the lower ends of the trolleys below the track-way, the ends of said connecting member being extended to a line vertically beyond the outer edges of the trolley wheels and strips of metal having their outer faces laterally extended and curved applied to the ends of the bar to form bumpers, and the ends of the strips being doubled back and secured to the sides of the bar.

Fairfield, Iowa, January 22, 1920.

ALBERT H. NELLER.