Jan. 21, 1930. G. J. MEAD 1,744,482

SAFETY HOOK FOR OVERHEAD TRACKS

Filed March 23, 1928

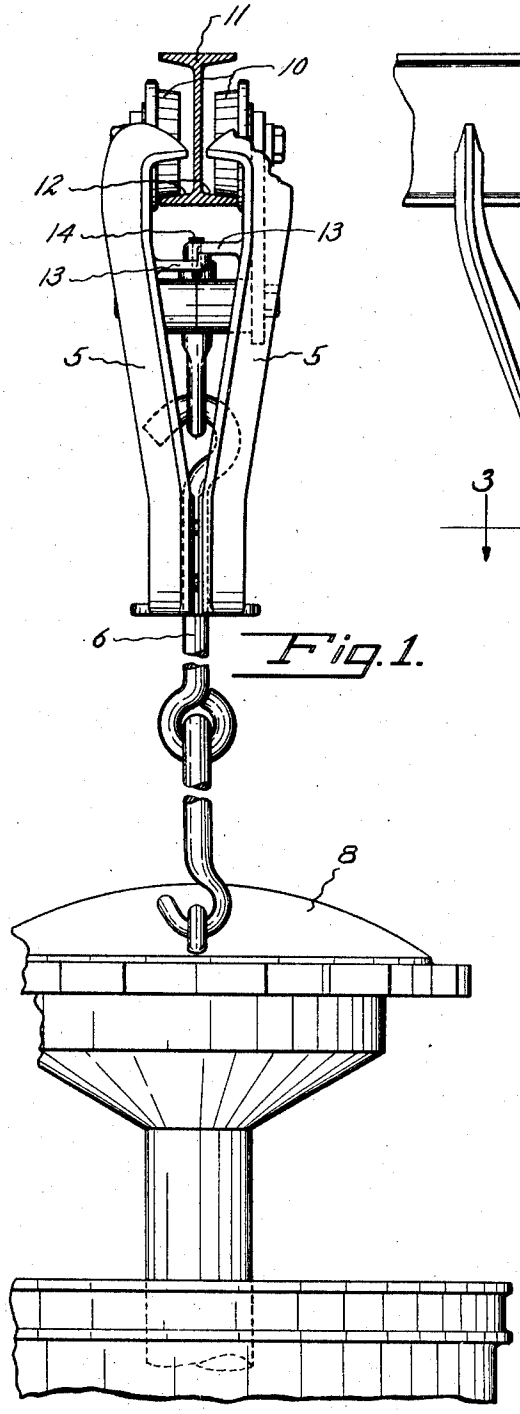


Fig. 1.

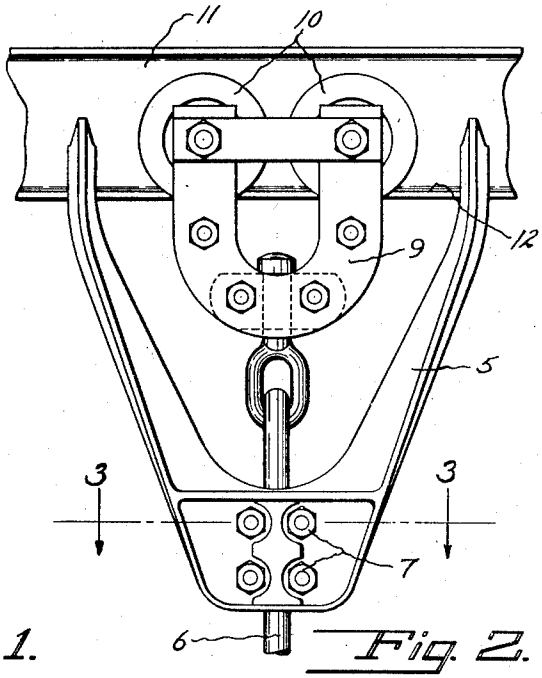


Fig. 2.

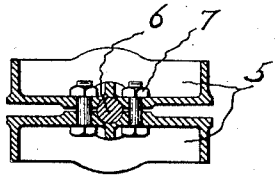


Fig. 3.

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UNITED STATES PATENT OFFICE

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SAFETY HOOK FOR OVERHEAD TRACKS

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My invention relates to overhead conveyor systems and more particularly to a safety device for such conveyors. One object of my invention is to provide auxiliary members which, when attached to rods, chains, etc., connecting loads with the traveling unit of conveyors, will be positioned in such relation with the supporting member of the conveyor so as to engage with it and support the load should the traveling unit fail to do so. Other and further objects of my invention will be apparent from the following specification and drawings.

It will be understood that it is possible to attach my invention to any overhead conveyor and the accompanying drawings illustrate but one embodiment of it.

Fig. 1 is a front view of my invention attached to a conveyor;

Fig. 2 is a side view; and

Fig. 3 is a sectional view taken on line 3—3 of Fig. 2.

The hooks 5, comprising one form of my invention, are attached intermediate the end of a connecting rod 6 by bolts 7 as best shown in Fig. 3. The rod 6 is attached at its lower end to a typical load 8 and at its upper end to the traveling unit of a conveyor 9, supported by rollers 10 engaging a supporting and guiding flanged member 11. The hooks 5 are designed to conform with the shape of the flanges 12 of the supporting member 11 so that should the rollers 10 disengage with member 11, or any part of the unit 9 or flange 12 fail, they will drop and engage with the flange and prevent the load 8 from dropping any further. The hooks 5 are also designed to come into contact with flange 12 at points before and after the unit 9, as shown in Fig. 2, and with enough distance between their points of contact and the points of contact of the rollers that any failure of the flange due to the rollers would not hinder the action of the hooks. As the flange 12 of member 11 is in practice tapered as shown in Fig. 1, I have provided interconnecting lugs 13 locked by pin 14 to overcome any tendency of the wedging action which the taper might cause.

Having thus described one embodiment of my invention, I claim:

1. A device of the character described comprising an auxiliary member independently secured to the load supporting member of the traveling unit of an overhead conveyor system at a point below the attachment of the traveling unit to said load supporting member and positioned to engage the stationary support of the system upon failure of the traveling unit.

2. A device of the character described comprising an auxiliary member secured to the load supporting member of the traveling unit of an overhead conveyor and extending upwardly to engage the stationary support of the latter at points remote from the point of contact of the traveling unit with its support, upon failure of the traveling unit.

3. A device of the character described comprising a pair of upwardly extending hooks secured to the load supporting member of the traveling unit of an overhead conveyor and positioned so as to engage with the stationary supporting track of the traveling unit upon failure of the latter.

4. A device of the character described comprising a pair of upwardly extending hooks positioned at each end of the traveling unit of an overhead conveyor, said hooks being secured below the traveling unit to the load supporting member of the unit, the free ends of the hooks being bent inwardly to overlie the flanges of the stationary supporting track and to engage with the latter upon failure of the traveling unit.

5. A device of the character described comprising a pair of upwardly extending hooks positioned at each end of the traveling unit of an overhead conveyor, said hooks being secured below the traveling unit to the load supporting member of the unit, the free ends of the hooks being bent inwardly to overlie the flanges of the stationary track upon which the unit runs, at points remote from the point of engagement of the traveling unit with the track.

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