G. F. STEEDMAN.

TROLLEY.

APPLICATION FILED JAN. 21, 1910.

960,728. Patented June 7, 1910.

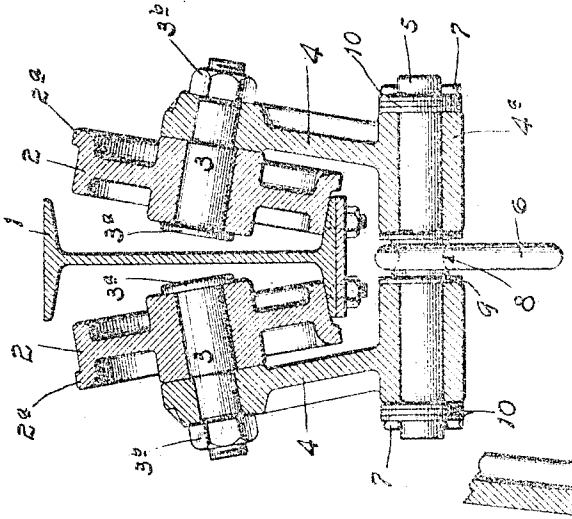

FIG. 2.

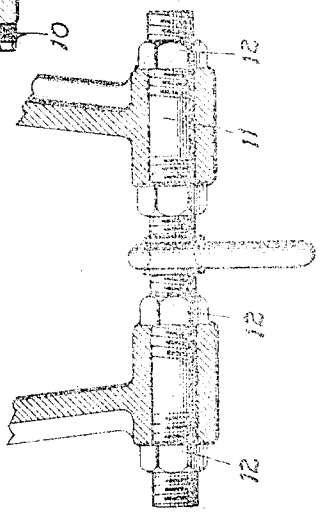

FIG. 3.

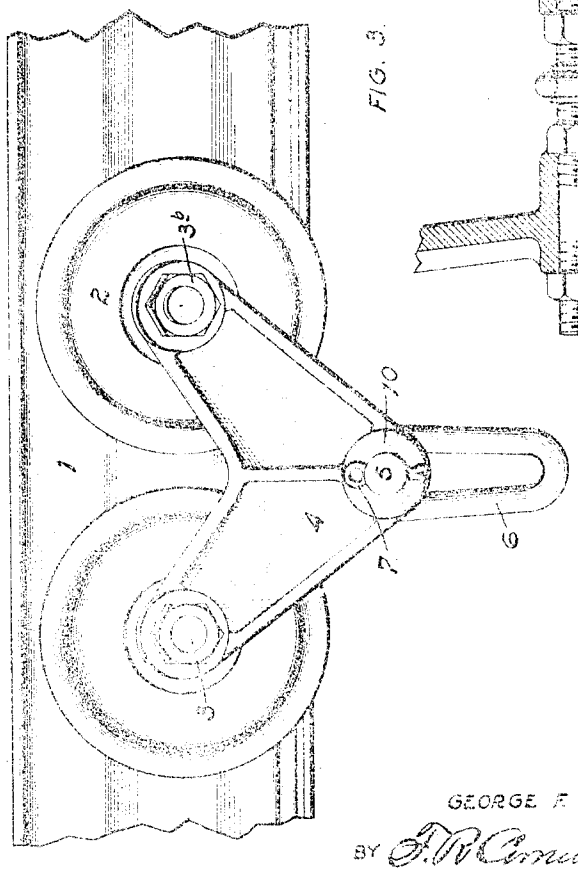

FIG. 1.

WITNESSES

Fred Jarvis.

E. M. Yarnright.

INVENTOR

GEORGE F. STEEDMAN

BY D. W. Cornwall ATT'Y.

UNITED STATES PATENT OFFICE.

GEORGE F. STEEDMAN, OF ST. LOUIS, MISSOURI, ASSIGNOR TO CURTIS & CO. MFG. CO., OF ST. LOUIS, MISSOURI, A CORPORATION OF MISSOURI.

TROLLEY.

960,728. Specification of Letters Patent. Patented June 7, 1910.

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To all whom it may concern:

Be it known that I, GEORGE F. STEEDMAN, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Trolleys, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevational view of my improved trolley; Fig. 2 is a vertical cross sectional view through the same. Fig. 3 is a similar view of a modified form.

This invention relates to a new and useful improvement for trolleys for overhead carrier systems, the object being to construct the trolley so that its track wheels are adjustable toward and from each other for cooperation with different sized I-beams.

My invention, therefore, consists in the means for effecting such an adjustment as will hereinafter be more fully described, and afterward pointed out in the claims.

In the drawing, 1 indicates a carrier track illustrated in the form of an I-beam but which, of course, may be of any cross section.

My improved trolley is capable of use with various forms of carrier tracks.

2 indicates the track wheels, which as usual are provided with the flanges 2^a. These wheels are mounted upon axle-bolts 3, having heads 3^a and secured in the side frames 4 by means of the nuts 3^b. It is obvious that ball bearings can be used in these track wheels if desired. Each of the side frames 4 has a boss 4^a at its lower end in which is arranged a connecting pin 5. This connecting pin provides a mount for the weight supporting link 6.

Pin 5 is preferably held against longitudinal displacement by means of cotter pins 7.

The central portion of the pin 5 is enlarged and formed in said enlarged portion is a groove 8, which forms a bearing for the link 6. Arranged between this enlarged central portion of the pin 5 and the side frames are one or more washers 9, and between the bosses of the side frames, and the cotter pins, are one or more similar washers 10.

If it is desired to adjust the side frames farther apart so that the track wheels will accommodate a carrier track of greater width, as for instance, an I-beam having a wider bottom flange, the washers outside the side frames are transposed to between the side frames, whereby, said side frames and their carried parts are spaced more widely apart. Where it is desired to adjust the side frames and their carried parts closer together, the washers are reversely transposed, that is from points between the side frames to outside the side frames.

It is, of course, obvious that, instead of using washers or shims to line up the side frames to fit various sizes of the carrier tracks, other means of adjusting the frames toward and from each other may be used. I have illustrated such a modification in Fig. 3, in which the connecting pin 11 is threaded, and nuts 12 thereon are turned to adjust the side frames toward and from each other.

A feature of advantage flowing from the construction of my improved trolley, and incidental to the stringing of the various parts on the single connecting pin, is the fact that said connecting pin acts as a mount or pivot point about which the side frames may move to permit the track wheels to compensate for irregularities of the carrier track.

I claim:

1. In a trolley the combination of side frames, track wheels carried thereby, a connecting pin on which said side frames are pivotally mounted, an enlargement on said connecting pin interposed between said side frames, washers on said connecting pin adapted to be placed outside of or interposed between said side frames, and means at the two ends of said pin for restraining the axial movement of the washers and side frames on said pin.

2. In a trolley, the combination of side frames, track wheels carried thereby, a connecting pin on which said side frames are pivotally mounted, adjustable spacing means on said pin between the side frames, and adjustable means on the pin outside of the frames to limit the outward movement of the frames on the pin.

3. In a trolley, the combination of side frames, track wheels carried thereby, a connecting pin on which said side frames are pivotally mounted, and adjustable means on said pin to restrain the side frames from movement in the direction of the axis of said pin.

4. In a trolley, the combination of side frames, track wheels carried thereby, a connecting pin on which said side frames are pivotally mounted and means on said pin to adjust the distance between the frames and means to restrain the frames from movement in the direction of the axis of said pin.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this fifteenth day of January, 1910.

GEORGE F. STEEDMAN.

Witnesses:

WALTER C. HECKER,

F. R. CORNWALL.