No. 676,633. Patented June 18, 1901.

J. W. SEAVER.

CRANE.

(Application filed Jan. 23, 1901.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 1.

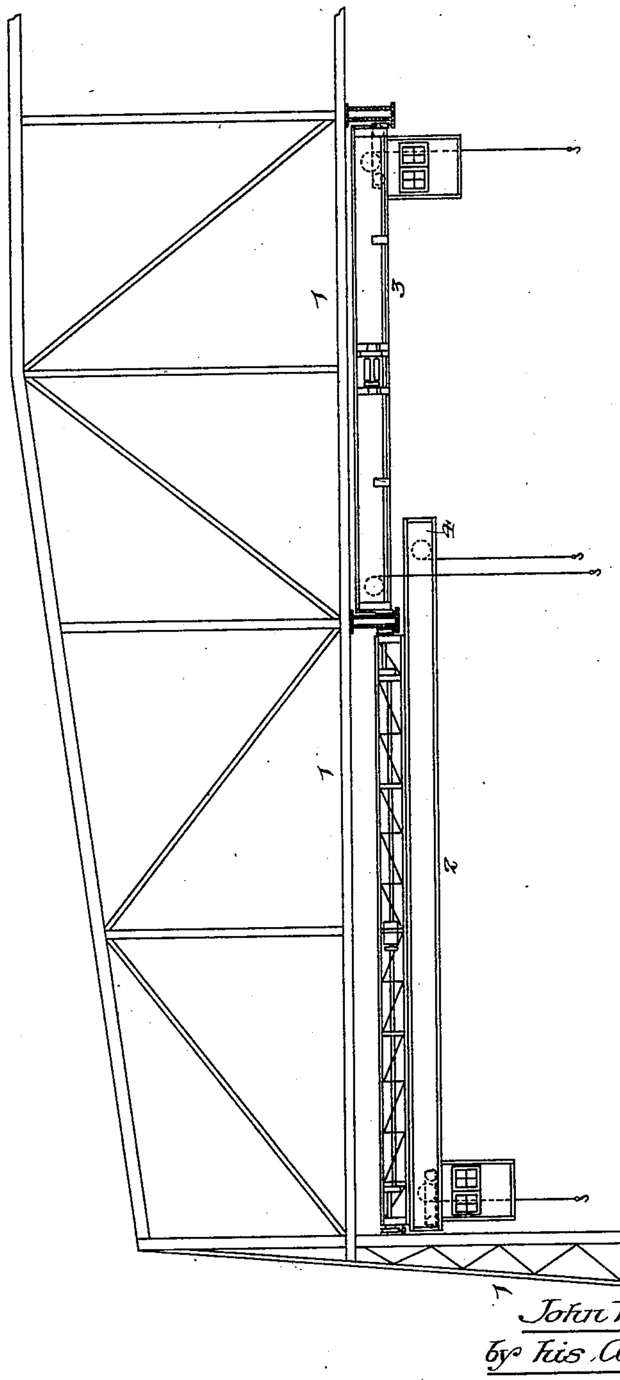

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Fig. 2.

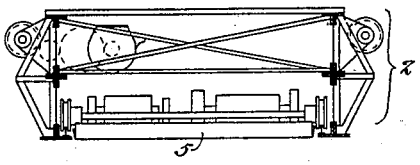


Fig. 3.

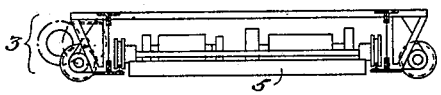


Fig. 4.

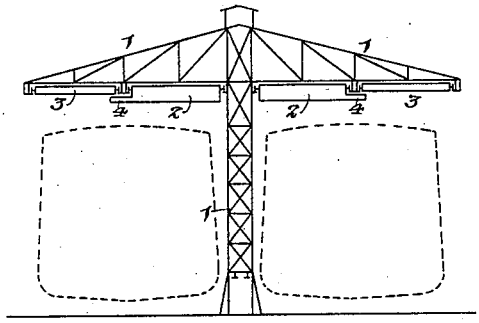
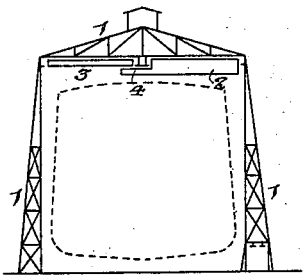


Fig. 5.



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Inventor:-
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UNITED STATES PATENT OFFICE.

JOHN WRIGHT SEAVER, OF CLEVELAND, OHIO, ASSIGNOR TO THE WELLMAN SEAVER ENGINEERING COMPANY, OF SAME PLACE.

CRANE.

SPECIFICATION forming part of Letters Patent No. 676,633, dated June 18, 1901.

Application filed January 23, 1901. Serial No. 44,435. (No model.)

To all whom it may concern:

Be it known that I, JOHN WRIGHT SEAVER, a citizen of the United States, and a resident of Cleveland, Ohio, have invented certain Improvements in Cranes, of which the following is a specification.

My invention relates to that class of cranes in which the supporting structure has runways so disposed as to permit of the use of a pair of traveling cranes running side by side and each provided with a trolley mounted so as to travel transversely to the direction of travel of the crane, the object of my present invention being to so construct a crane of this character as to permit of the proper serving by the trolleys of all portions of the area intended to be served—that is to say, without any break in the service caused by the interposition of the central set of runways between the pair of cranes. This object I attain in the following manner, reference being had to the accompanying drawings, in which—

Figure 1 is a view of part of a crane structure illustrating my invention. Figs. 2 and 3 are respectively transverse sections of the two traveling cranes shown in Fig. 1, and Figs. 4 and 5 are views of different forms of crane structure to which my invention is applied.

1 represents the supporting-framework, composed of one or more columns supporting trusses upon which are runways for one or more pairs of cranes, said runways being so disposed that the cranes of each pair are guided side by side throughout the length of the structure. Thus in the various figures of the drawings one of the cranes of each pair is represented at 2 and the other at 3.

My present invention consists in so constructing the trolley-carrying portion of one of the cranes that it will underlap the central runway—that is to say, the runway interposed between the pair of cranes—so that this central runway will not, as in previous structures of this class for which I have obtained Letters Patent, cause a gap or break in the area over which the trolley service of the cranes extends. This underlapping portion of the crane is represented at 4 in Fig. 1, and it is preferably of such extent as to underlap also the adjacent portion of the adjoining crane, so that the extent of travel of the trolleys of the two cranes may also overlap, as shown in Fig. 1, whereby any portion of the area comprised between or bounded by the outer end of one crane and the opposite end of the other crane may be effectively served by the two trolleys.

Where the trolley-carrying portion of one crane underlaps the other crane, the latter crane is preferably supported above its runways, as shown at the right-hand side of Fig. 1 and also in Fig. 3, while the crane which has the projecting trolley-carrying portion hangs below the runways, as shown at the left-hand side of Fig. 1 and in Fig. 2, so that there will be no interference of the trolley of one crane with that of the other.

In Figs. 2 and 3 the trolleys are represented at 5, and it will be understood that both the crane and trolley are provided with electric or other motors, whereby their proper movement may be effected, no description of such operating mechanism being considered to be necessary in the present case, as it forms no part of my present invention.

Having thus described my invention, I claim and desire to secure by Letters Patent—

1. The combination of a pair of cranes and a supporting structure having runways upon which the cranes can travel side by side, each crane having a transversely-moving trolley, and one of the cranes having a trolley-carrying portion which underlaps the interposed runway and also the adjoining portion of the other crane, substantially as specified.

2. The combination of a pair of cranes and a supporting structure having runways side by side therefor, each of said cranes having a transversely-moving trolley and one of said cranes being supported above its runways and the other hanging below its runways and having a trolley-carrying portion projecting beneath the other crane, substantially as specified.

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

JOHN WRIGHT SEAVER.

Witnesses:
C. W. COMSTOCK,
W. O. JONES.