

LOS ANGELES PHONE
LOSAN 8-6228

405804

CRANE HOIST ENGINEERING CORP.

5515 SALT LAKE AVENUE
BELL, CALIFORNIA
LOS ANGELES

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February 26, 1954

IN REPLY REFER TO 34226-1

Holmes & Narver, Inc.
828 South Figueroa Street
Los Angeles 17, California

Attention: Mr. David L. Narver, Jr.
Chief Project Engineer

Subject: Building 419, Gantry Crane
Our Job 8277

Handwritten notes:
950-00
Michael

BEST COPY AVAILABLE

Gentlemen:

Upon receipt of your transmittal regarding the difficulties the jobsite is experiencing with the crane, we have again given this matter our careful consideration.

We find that the data contained in your report confirms our previous opinion that the difficulty is due to faulty operation of the load brake. In the lowering direction, the mechanical brake reducer restrains the load, and speed is controlled by varying the speed of the hoist motor. The mechanical brake so as to permit a speed in direct proportion to the motor speed.

In the event that the brake should fail, the hoist motor then acts as a brake. However, the torque of the motor varies inversely with the resistance, a movement of the controller on lowering will automatically result in lowering.

This apparent failure of the mechanical brake on the load could be the result of several conditions: displacement of the operation of either the brake or roller, contamination of the oil, by slippage of the roller, or by pulling of the actuating worm of the brake.

For most expeditious correction of this problem, that the entire load brake reducer, less motor, and pinion, be returned to our plant for inspection.

As this particular load brake reducer is a special unit incorporated in our equipment and is not standard, we suggest the procurement of an additional unit. The unit present is available for immediate shipment.

REPOSITORY NATIONAL ARCHIVES PACIFIC SOUTHWEST REGION
COLLECTION RG 326 ATOMIC ENERGY COMMISSION
BOX No. 199624 (#608) A16334 326-65V0170
ELMER GENERAL
FOLDER JOB 884 PROJECT ENGINEERING FILE

Holmes & Narver, Inc.

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Page 2
February 26, 1954

If this arrangement should prove of interest to you, the new unit could be installed on the subject crane, permitting return, repair and reshipment of the faulty reducer without impairment of operation of the crane.

We shall appreciate your further comment on the above.

Yours very truly,

CRANE HOIST ENGINEERING CORP.

C. M. Mason

C. M. Mason
President

CM/mcj