

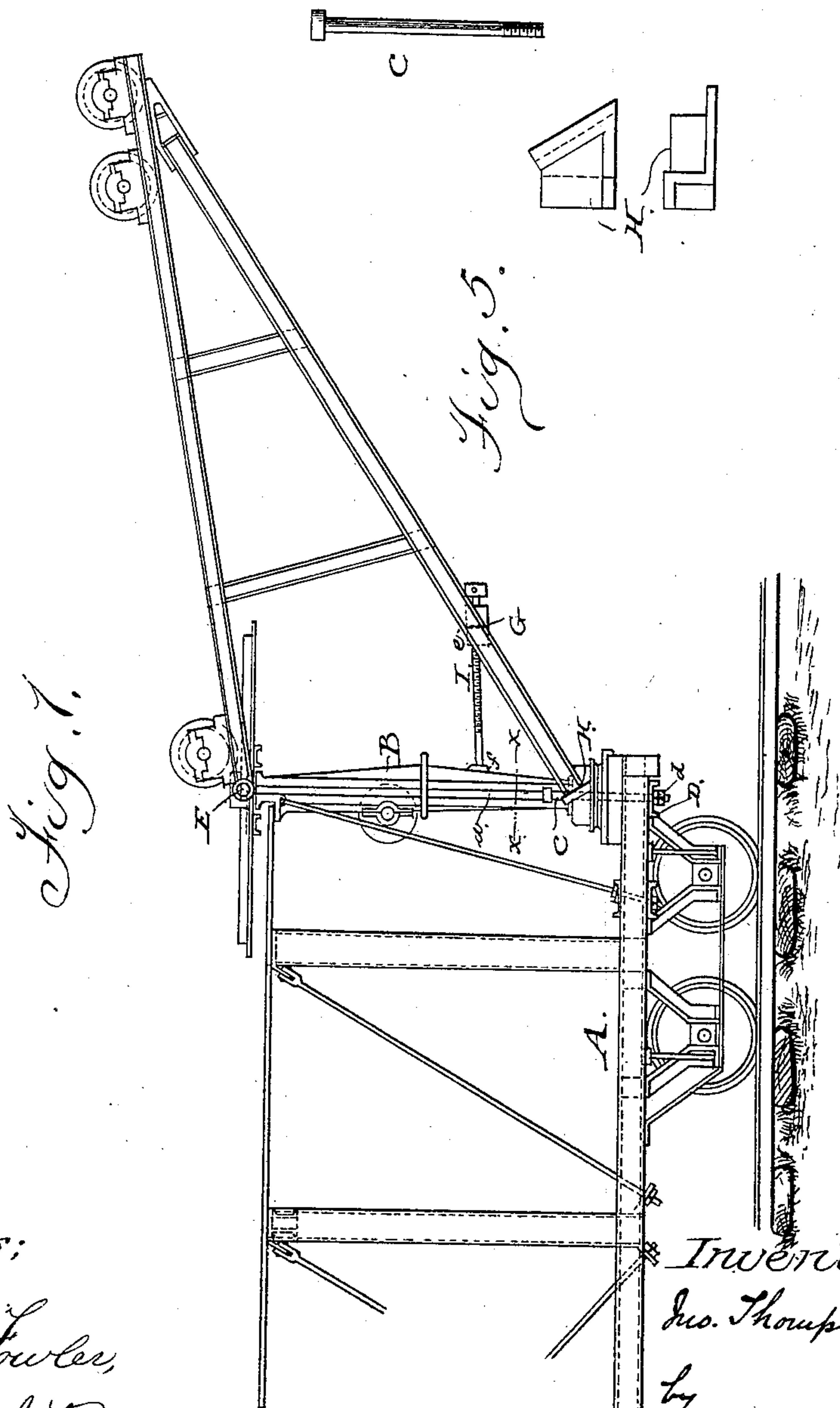
(No Model.)

2 Sheets—Sheet 1.

J. THOMPSON.
TRAVELING CRANE.

No. 262,709.

Patented Aug. 15, 1882.



Witnesses;

Charles Fowler,
H. B. Applebush,

Inventor;
Jno. Thompson

by
A. H. Evans & Co
Attys.

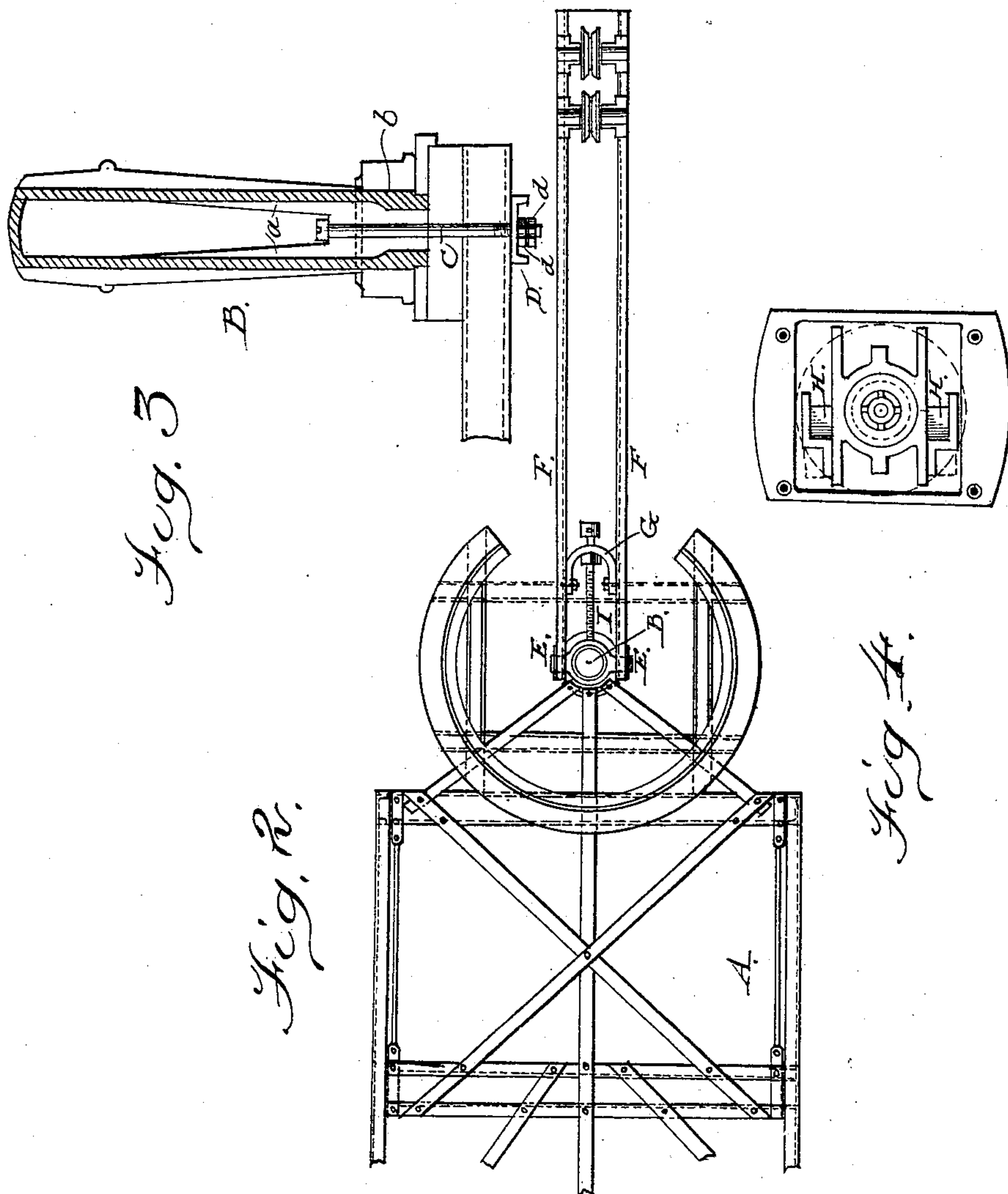
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UNITED STATES PATENT OFFICE.

JOHN THOMPSON, OF BUCYRUS, OHIO, ASSIGNOR TO THE BUCYRUS FOUNDRY
AND MANUFACTURING COMPANY, OF SAME PLACE.

TRAVELING CRANE.

SPECIFICATION forming part of Letters Patent No. 262,709, dated August 15, 1882.

Application filed July 13, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN THOMPSON, of Bucyrus, in the county of Crawford and State of Ohio, have invented certain Improvements in
5 Traveling Cranes; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

10 Figure 1 is a side elevation of my improved crane applied to a railroad-truck. Fig. 2 is a plan view of the same. Fig. 3 is a vertical section through the mast. Fig. 4 is a horizontal section through the mast on the line *xx*
15 of Fig. 1. Fig. 5 illustrates details.

The object of my invention is to provide a traveling crane for use on railroad-trucks and other mountings, and to which excavating or
20 hoisting devices may be attached wherein there shall be a mast having a great degree of strength and rigidity, and wherein the crane-arms are susceptible of being lowered to pass beneath bridges or other obstructions.

My invention consists in a cast mast provided with a series of internal ribs or webs
25 converging toward the center, in combination with the hub and fastening devices.

My invention further consists in a combination and arrangement of devices whereby the
30 crane-arms may be lowered at will, all of which is hereinafter described, and specifically pointed out in the claims.

In order that those skilled in the art may make and use my invention, I will proceed to
35 describe the manner in which I have carried it out.

In the said drawings, A is a railroad-truck, shown for purposes of illustration, upon one end of which is a step, into which is set the
40 lower end of the mast B, which is cast hollow and its interior provided with a series of converging ribs or webs, *a a*, and terminating in a central hub, *b*, which has an opening through which passes a bolt, C. This bolt then passes

through the base of the mast, and by means 45 of nuts *d d* and channel-iron D the mast is secured in a rigid position to the body of the car.

In order to provide a ready means for lowering the crane-arms, I swing the upper arms 50 to the top of the mast by means of trunnions E E, and the lower ends of the lower crane-arms, F F, rest against diagonal-faced removable shoes H H, which are secured at the sides of the base of the masts by bolts and fillets in 55 said base. The form of the removable shoes is illustrated in Fig. 5, and it will be seen that a species of pocket to receive the ends of arms F F is the result.

Between arms F F is secured by bolts a bail- 60 yoke, G, fitted with a ball-seated nut, *e*, so as to permit the oscillation of a screw, I, the end of which rests in a socket, *f*, in the face of the mast. The removable shoes H H being taken from their fastenings, the lower ends of arms 65 F F are passed by the base of the mast by withdrawing screw I through nut *e*, and the peak of the crane is lowered into any desired position.

Having thus described my invention, what I 70 claim as new, and desire to secure by Letters Patent, is—

1. In a crane, the hollow mast B, provided with the interior ribs or webs, *a a*, converging to a central hub, *b*, in combination with fast- 75 ening devices to secure the said mast to its supports, substantially as set forth.

2. The mast B and removable shoes H at its base, in combination with the crane-arms F, interposed yoke G, provided with a ball- 80 seated nut, *e*, and screw I, having its end resting in socket *f*, all constructed, arranged, and operated substantially as described.

JOHN THOMPSON.

Witnesses:

ALLEN CAMPBELL,
W. B. CRITTENDEN.