

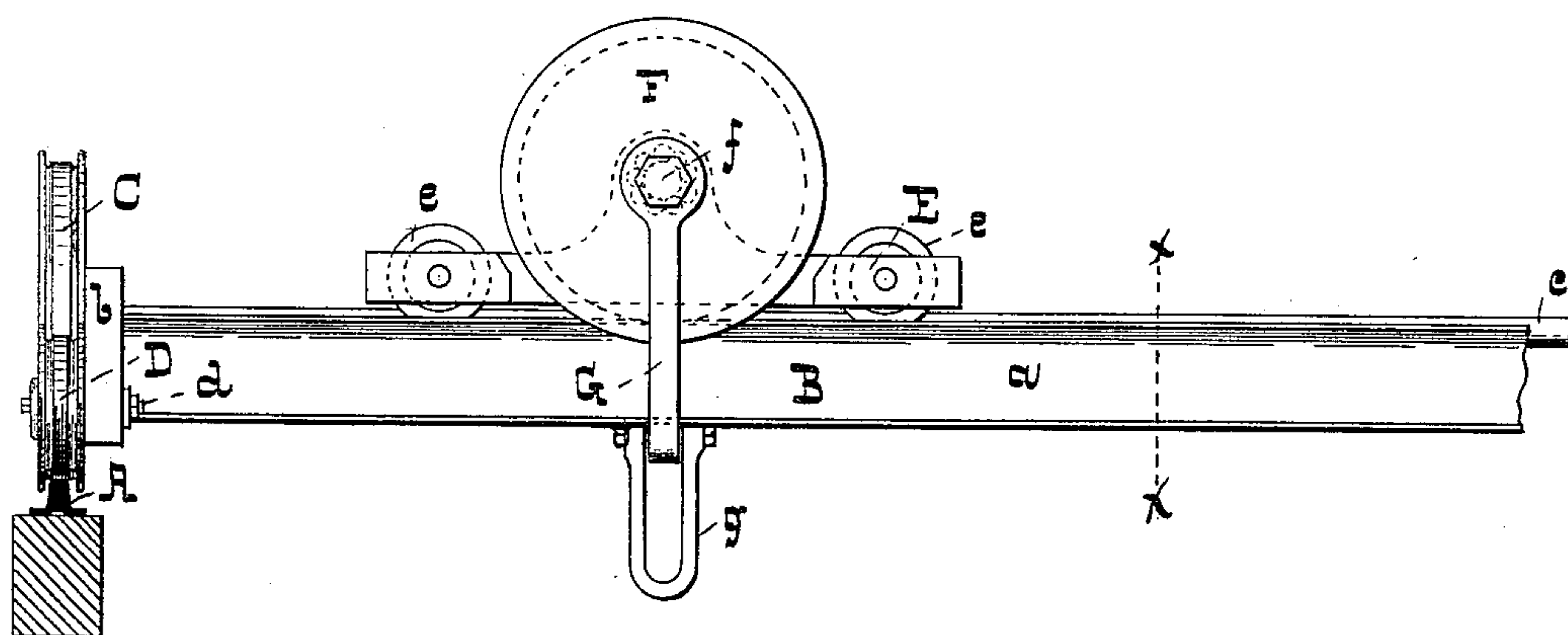
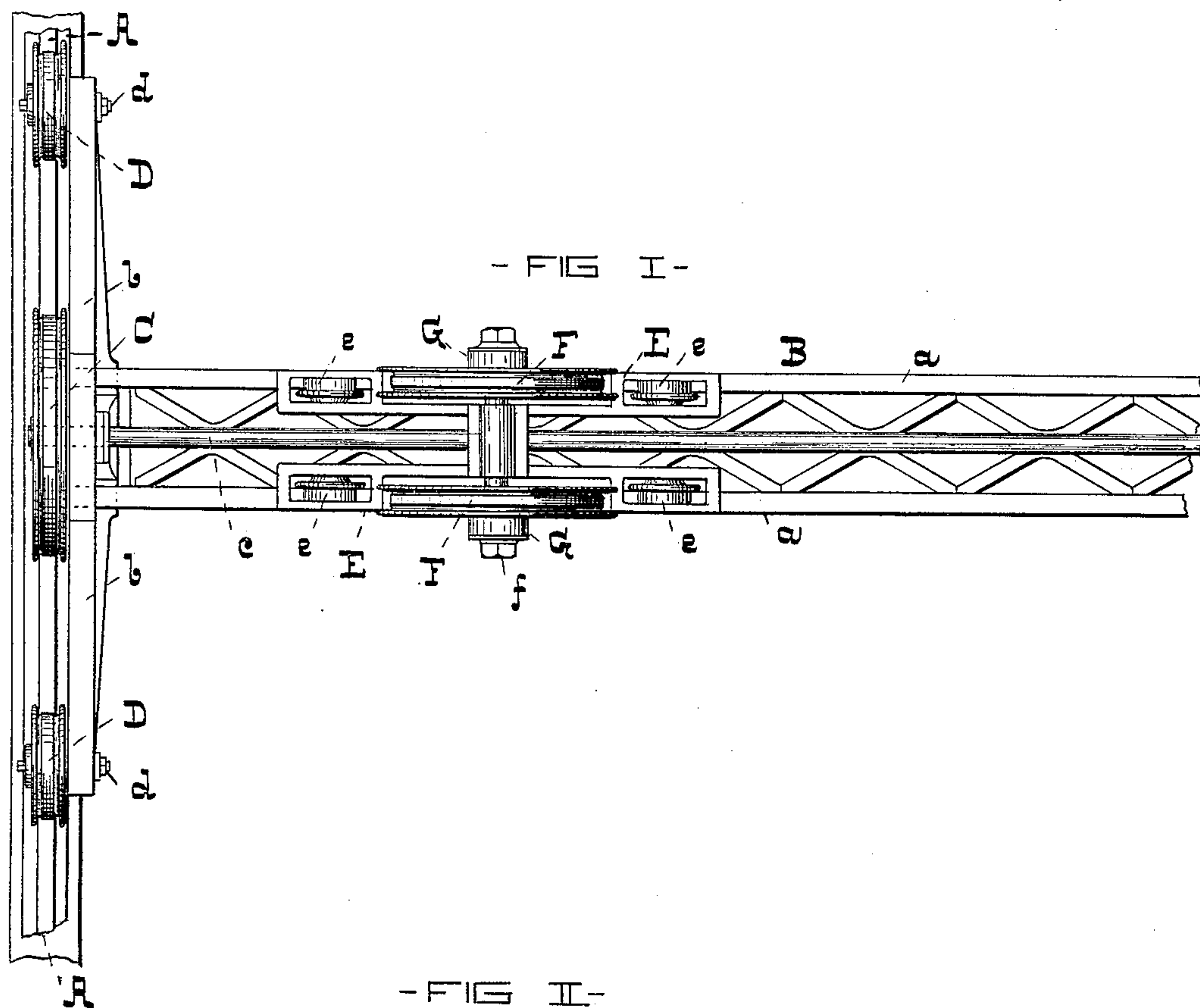
(No Model.)

2 Sheets—Sheet 1.

J. WALKER.
TRAVELING CRANE.

No. 353,612.

Patented Nov. 30, 1886.



- WITNESSES -

David Fisher

Warren Ross

- INVENTOR -

John Walker
by G. H. W. Howard
attys.

(No Model.)

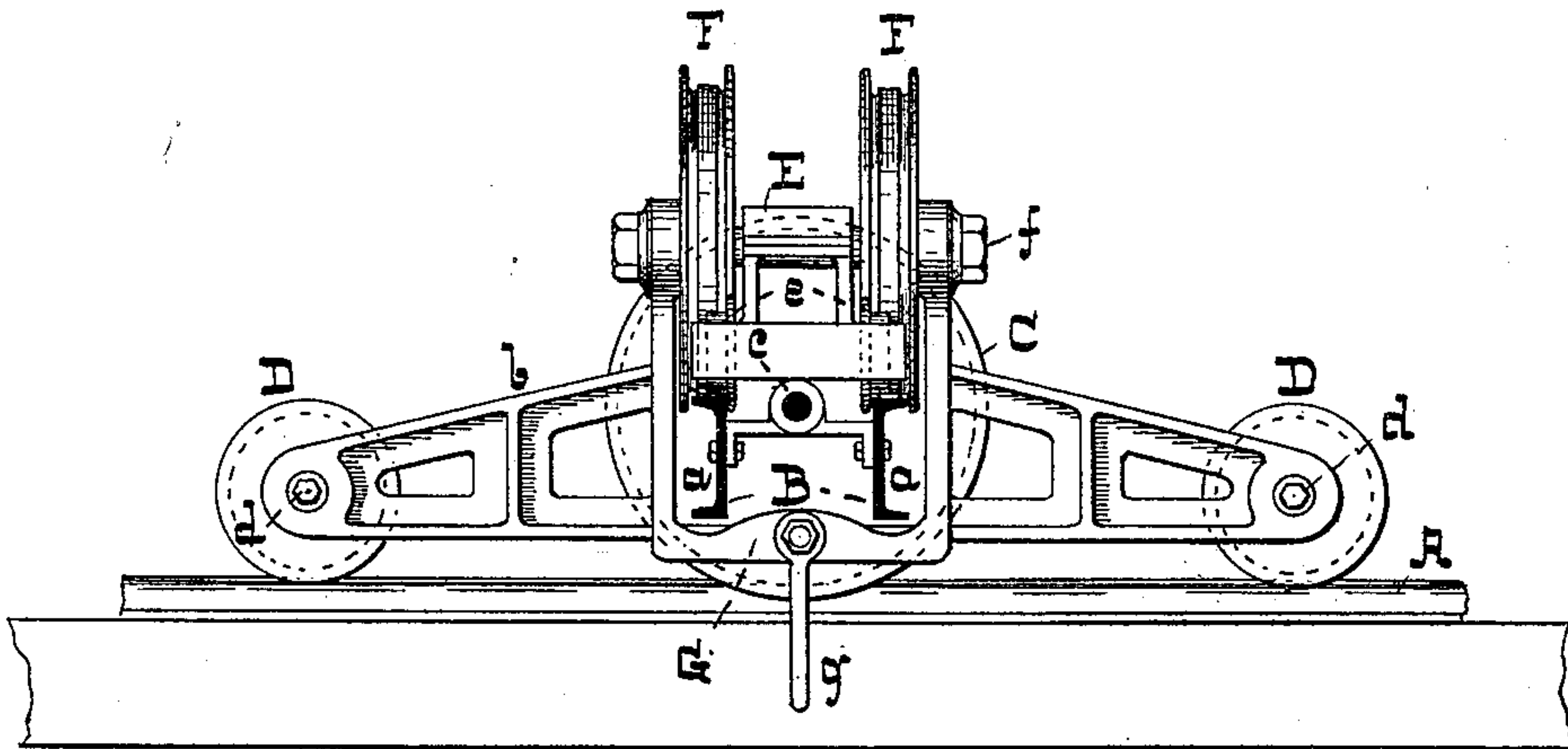
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- FIG III -



- WITNESSES -

David Fisher.

Harmon Ross.

- INVENTOR -

John Walker,
by G. H. H. Howard,
att'y.

UNITED STATES PATENT OFFICE.

JOHN WALKER, OF CLEVELAND, OHIO.

TRAVELING CRANE.

SPECIFICATION forming part of Letters Patent No. 353,612, dated November 30, 1886.

Application filed June 1, 1886. Serial No. 203,690. (No model.)

To all whom it may concern:

Be it known that I, JOHN WALKER, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain Improvements in Traveling or Overhead Cranes, of which the following is a specification.

This invention consists in supporting the bridge and trolley of the crane, each by means of a single shaft and a pair of wheels, and in combining with the said supporting-wheels rollers, which, when the carriage or trolley is in an upright position, are slightly above the track. These rollers are operative only when the bridge or trolley is moved from an upright position, in which case they then serve to limit such movement. By this arrangement friction of the moving parts of the crane is much reduced, as is also torsional strain on the shafts.

In the drawings forming a part hereof, Figure I is a top view of one-half of the bridge and the trolley. Fig. II is a side view of the parts shown in Fig. I. Fig. III is a section taken on the dotted line *x x*, Fig. II.

In the said drawings, A is an elevated rail extending longitudinally of a building, and near to one wall thereof. Another rail corresponding to the one A is similarly placed at the opposite side of the building, the two rails forming a track.

B is a bridge extending from one rail A to the other, and supported on the rails by means of wheels C, one only of which is shown.

The bridge B is formed of two girders, *a a*, which together constitute a track, and at each end of this track is secured a carriage, *b*, which carries a wheel, C. The shaft to which the wheels C are fastened is represented by *c*, and where it passes through the carriage *b* anti-friction rollers (not shown) are employed.

D D are rollers supported on studs *d* on the carriage *b*. By referring to Fig. III it will be

seen that the tread of the rollers D is slightly above the upper surface of the rails A. Consequently, when the bridge B is in an erect position, the rollers D are inoperative, and there is no movement to develop friction. Should the bridge be slightly tilted, one roller at each end thereof is brought in contact with the track and further tilting prevented.

The trolley before alluded to consists of a frame, E, of any suitable design, having at each side thereof a supporting-wheel, F, which rests on a rail of the bridge B. The frame E has also four rollers, *e e*, which are normally elevated above the upper surface of the track-rails, and serve to limit tilting motion of the trolley in the same manner as the rollers D do that of the bridge. Friction of the shaft *f*, which connects the wheels F F of the trolley, is reduced by the use of anti-friction rollers, as shown in dotted lines, Fig. II.

The hoisting-chains and apparatus (not shown) are attached to a link, *g*, pendent from a stirrup, G, secured to the ends of the shaft *f* of the trolley. (See Figs. II and III.)

From the foregoing description it will be understood that both the bridge and trolley are sustained each by a single shaft and pair of wheels, and that the rollers serve merely to prevent undue tilting of the said parts.

I do not limit myself to any peculiar construction of the various parts of the bridge and trolley; but

I claim as my invention—

In a traveling or overhead crane, the bridge or trolley thereof supported on a track by means of a single shaft, and a pair of wheels on the said shaft, and provided with rollers to limit its tilting, substantially as specified.

JOHN WALKER.

Witnesses:

E. CLARK,
WM. Y. TAYLOR.