No. 672,577. Patented Apr. 23, 1901.

F. W. TANNETT-WALKER.

TRAVELING CRANE.

(Application filed Nov. 22, 1900.)

(No Model.) 2 Sheets—Sheet 1.

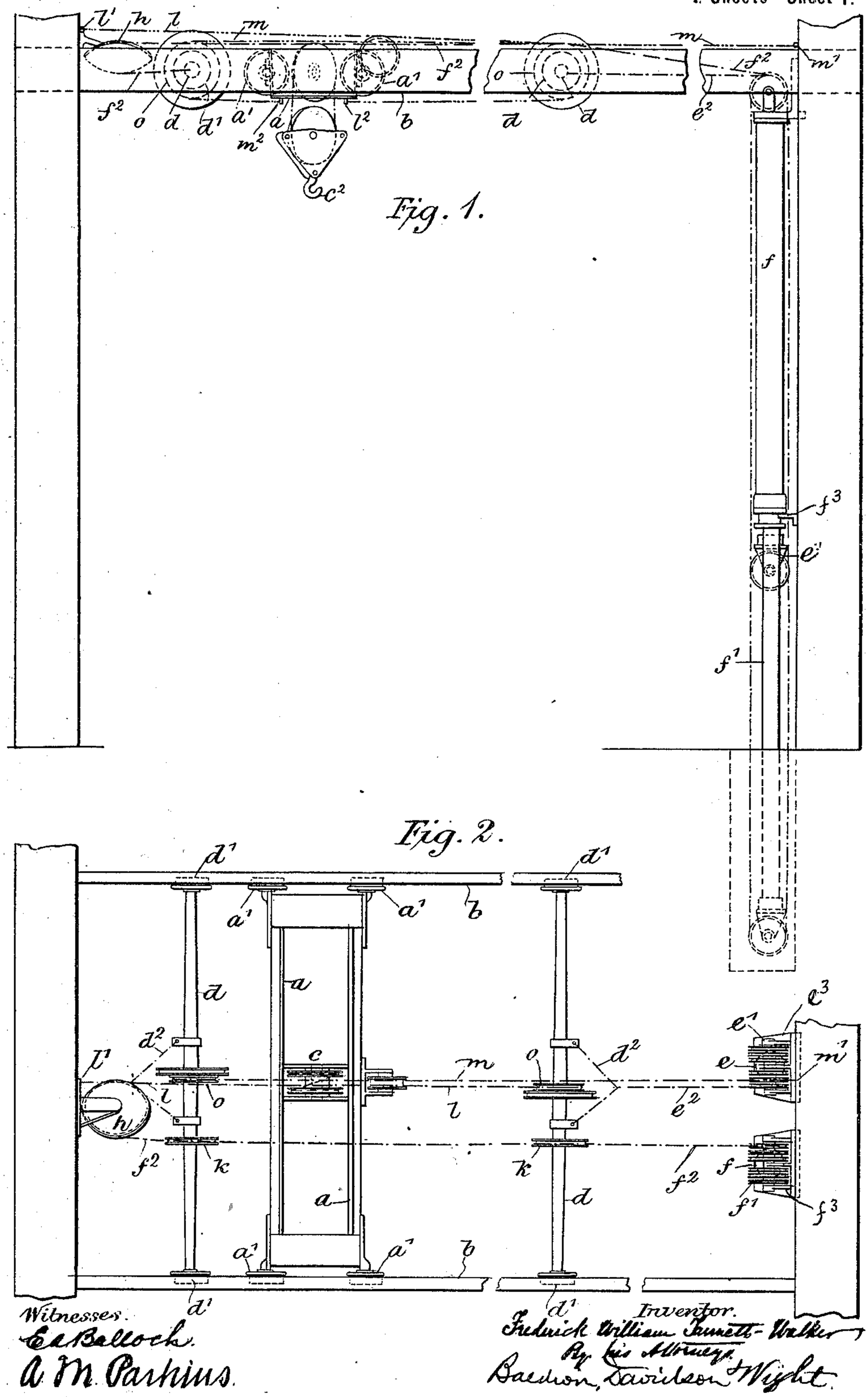

Fig. 1.

Fig. 2.

Witnesses.
E. A. Bullock.
A. M. Parkins.

Inventor.
Frederick William Tannett-Walker
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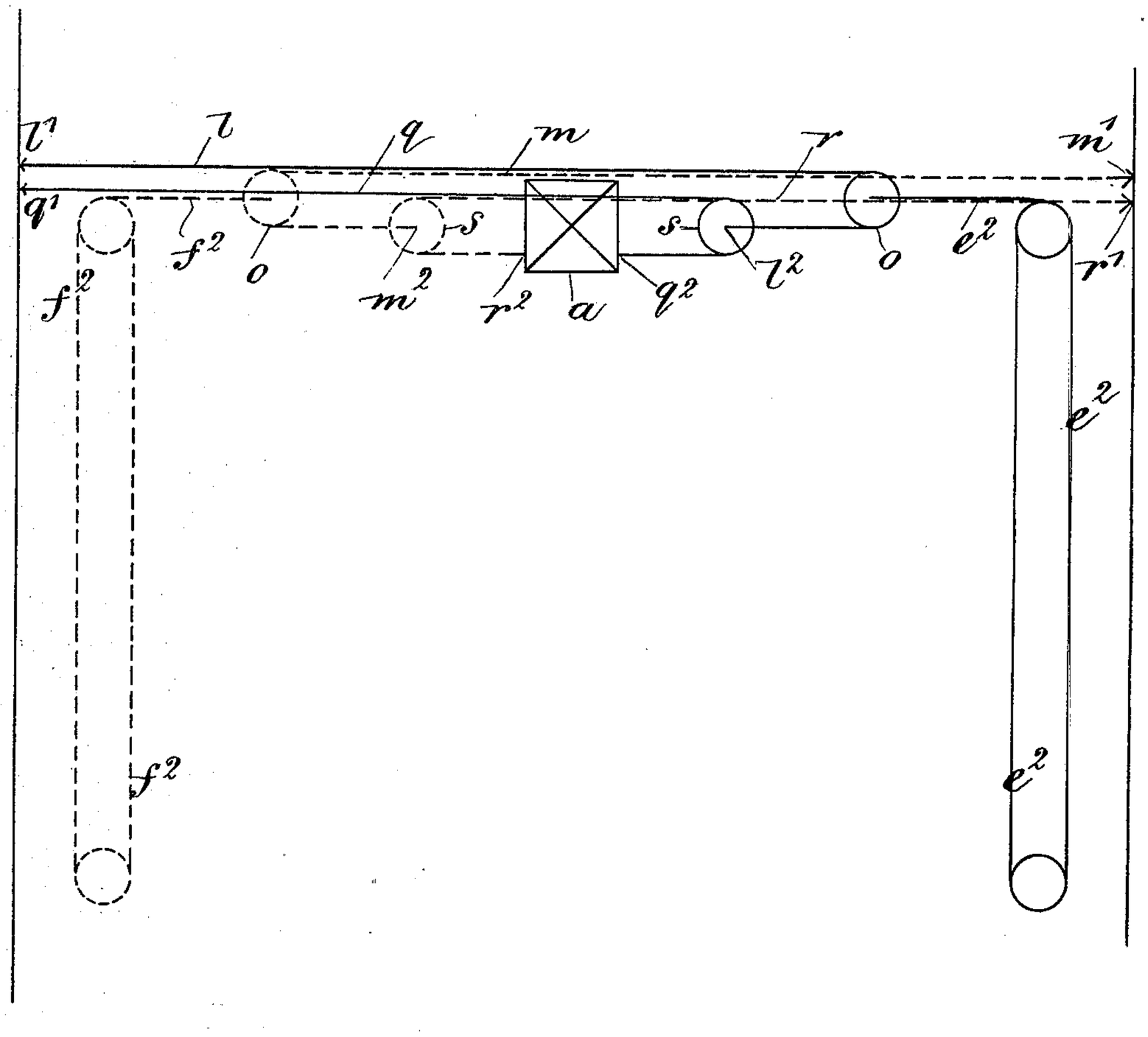
Fig. 3.



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Ed. Bullock
A. M. Parkins

Inventor.
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UNITED STATES PATENT OFFICE.

FREDERICK WILLIAM TANNETT-WALKER, OF LEEDS, ENGLAND.

TRAVELING CRANE.

SPECIFICATION forming part of Letters Patent No. 672,577, dated April 23, 1901.

Application filed November 22, 1900. Serial No. 37,348. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK WILLIAM TANNETT-WALKER, engineer, a subject of the Queen of Great Britain, residing at Hunslet, Leeds, in the county of York, England, have invented certain new and useful Improvements in Traveling Cranes, of which the following is a specification.

This invention relates to a rope-carrier for traveling cranes which are worked by ropes.

In long shops it is desirable, or even necessary, to provide means for supporting the various ropes leading to the traveler. For this purpose two rope-carriers are provided, one on each side of the traveler, having on them pulleys for supporting the ropes. The ropes for hauling the traveler from end to end of the shop are not fixed to the traveler itself, but to these carriers, while two other ropes are provided, each of which passes around a pulley on one of the carriers and has its ends fixed to the traveler and to the farther end of the shop. In this way the carriers move with the traveler, but at half the speed, and they are so arranged that they are always midway between the traveler and the ends of shop. In very long shops more than two carriers should be provided, dividing the distances of the traveler from the ends of the shop into equal spaces.

Figure 1 is an elevation, and Fig. 2 a plan. Fig. 3 is a diagram showing a modification.

a is a traveler mounted on wheels *a'*, running on rails *b*, which extend from end to end of the shop.

c is a crab mounted on the traveler *a*.

c^2 is a hook suspended from the crab *c*.

The rope by which the hook c^2 is raised and lowered, together with the means for operating this rope, form no part of the present invention and are for the sake of clearness omitted from the drawings.

d d are the carriers, supported on wheels *d' d'*, running on the rails *b*.

e e' and *f f'* are hydraulic cylinders and rams for operating the carriers.

e^2 f^2 are ropes having one end fixed at e^3 f^3, respectively, to the cylinders *e f* and their other ends to bridles d^2 on the carriers *d*, which pass around pulleys on the cylinders and rams. The rope f^2 also passes around a pulley *h* at the other end of the shop.

k k are pulleys on the carriers for supporting the rope f^2.

l and *m* are ropes having their ends fixed at *l' m'* to the ends of the shop and at l^2 m^2 to the traveler *a*. These ropes pass around pulleys *o* on the carriers, respectively.

Instead of the cylinders *e* and *f* being at the same end of the shop they might be at different ends, or other means for hauling on the ropes e^2 f^2 might be adopted.

If two carriers are required at each side of the traveler, the ends l^2 m^2 of the ropes *l m* are fixed to the inner carriers, as shown in Fig. 3, and other ropes *q r* are provided, having their ends fixed at *q' r'* to the ends of the shop and at q^2 r^2 to the traveler and passing around pulleys *s* on the inner carriers. Similarly three or more carriers may be employed on each side of the traveler.

What I claim is—

1. The combination of a track, a traveler on the track, a rope-carrier, a pulley on the carrier, a rope passing around the pulley having one end fixed near the end of the track and the other connected to the traveler, and means other than the rope for traversing the carrier.

2. The combination of a track, a traveler on the track, a rope-carrier, a pulley on the carrier, a rope passing around the pulley having one end fixed near the end of the track and the other fixed to the traveler, and means other than the rope for traversing the carrier.

3. The combination of a track, a traveler on the track, a rope-carrier, a pulley on the carrier, a rope passing around the pulley having one end fixed near the end of the track and the other connected to the traveler, a rope fixed to the carrier, and means for hauling on the rope.

4. The combination of a track, a traveler on the track, a rope-carrier, a pulley on the carrier, a rope passing around the pulley having one end fixed near the end of the track and the other fixed to the traveler, a rope fixed to the carrier, and means for hauling on the rope.

5. The combination of a track, a traveler on the track, a rope-carrier, a pulley on the carrier, a rope passing around the pulley having one end fixed near the end of the track

and the other connected to the traveler, a hydraulic cylinder and ram, pulleys on the cylinder and ram, and a rope passing around these pulleys and having its ends fixed to the carrier and cylinder.

6. The combination of a track, a traveler on the track, a rope-carrier, a pulley on the carrier, a rope passing around the pulley having one end fixed near the end of the track and the other fixed to the traveler, a hydraulic cylinder and ram, pulleys on the cylinder and ram, and a rope passing around these pulleys and having its ends fixed to the carrier and cylinder.

FREDERICK WILLIAM TANNETT-WALKER.

Witnesses:

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