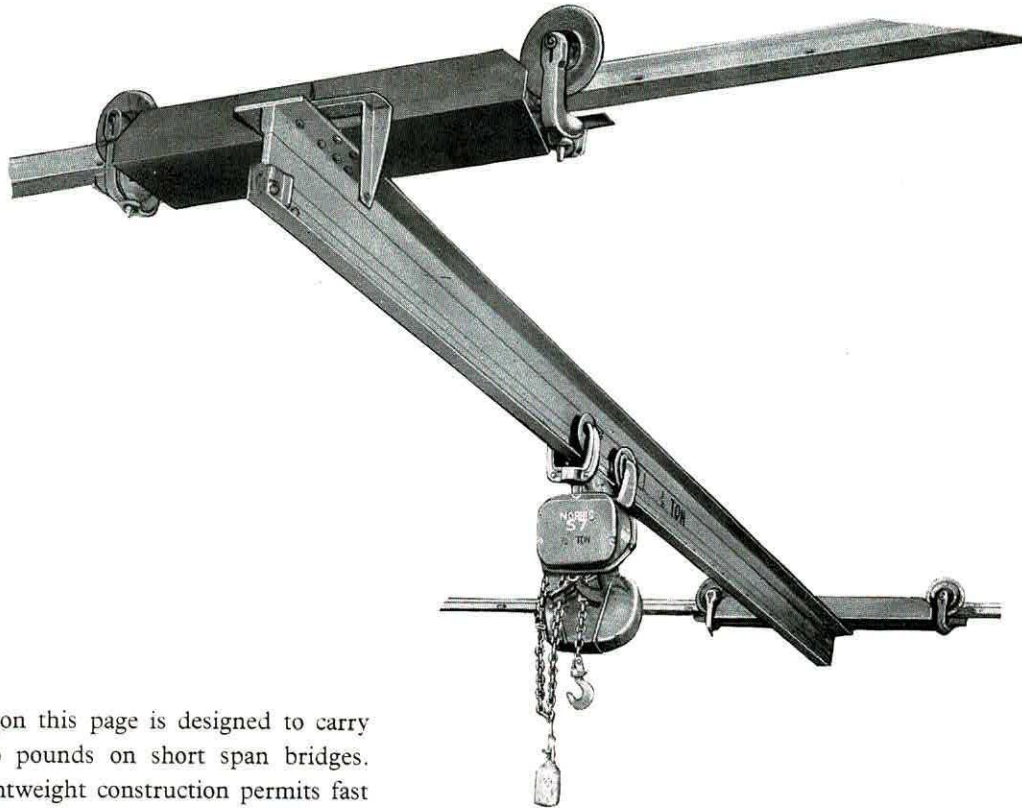


## **Light Duty Crane** capacity 1,500 pounds **GIRDER RAIL BRIDGE**



The crane shown on this page is designed to carry loads up to 1,500 pounds on short span bridges. The extremely lightweight construction permits fast movement on MonoRail tracks of standard track or girder rail.

Standard trolleys furnished with these cranes assure continuous, easy-rolling service due to precision bearings and hardened wheel treads.

Because of the 7 inch bridge depth the crane cannot be fitted with standard bus bar electrification. Fестоoned cable should be used for service of electric hoist on the bridge. This crane can be equipped for non-electrified interlocks. Add 50 pounds to weight listed when interlocks are included.

For loads over 1,500 pounds or for longer span bridges than listed in the schedule, use the cranes of heavier capacity shown on separate sheets.

### **Specifications**

*End Trucks:* No. B.C.156 Heavy Steel Angle.

*Trolleys:* No. 179 Standard trolley

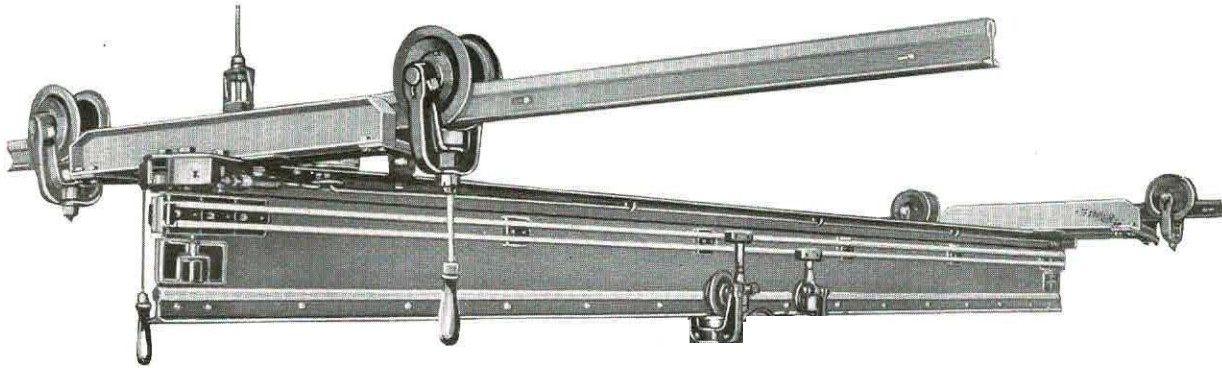
*Bearings:* Heavy duty precision ball.

*Tracks:* Standard MonoRail, or Girder Rail.

*Lubrication:* Through axles with Tecalet fitting.

*Electrification:* Fестоoned cable only for bridge.

## **Electrified One-Ton Cranes**



### **544 Non-Interlocking**

### **545 Interlocking**

The minimum dead weight of the crane itself allows movement of live loads up to its rated capacity which is well within a conservative factor of safety. This is an important basis for judging crane performance. The units specified allow full service of electrically operated hoists or MonoTractor driven carriers over the area served by the crane bridge.

Electrified Cranes operate with the same free moving qualities incident to all MonoRail crane operation. Tests prove that a mere 14 pounds effort is all that is required to move a one-tone load

even when suspended at the end of a 30 foot MonoRail Crane.

Large diameter wheels with precision ball bearings provide the easy rolling qualities that afford a great saving in man power where cranes are used continuously.

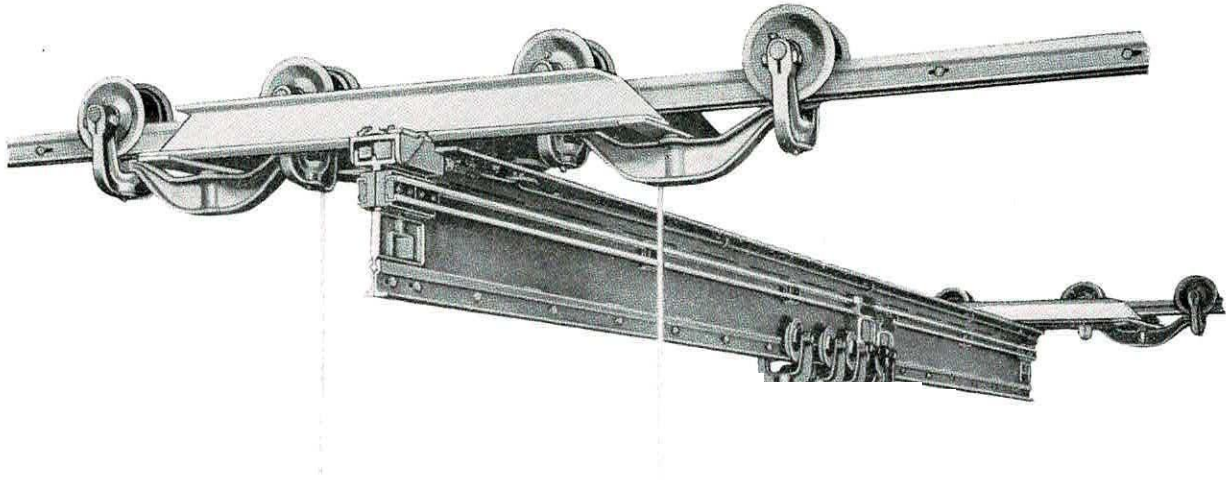
Cranes may be furnished with interlocking device to register accurately with connecting tracks or other cranes. Automatic safety stops protect all open rail ends when cranes are not latched in position.

## **Specifications**

*Crane Bridge :* Girder Rail.  
*Crane End Trucks :* No. 586, Heavy Steel Angle.  
*Wheels :* No. 539 Drop Forged, Hardened Tread.  
*Wheel Yokes :* No. 561, Heavy malleable castings.  
*Bearings :* Heavy duty precision ball.  
*Crane Runway :* Standard MonoRail, Truss or Girder Rail.  
*Lubrication :* Wheels lubricated through axles with Tecalemit fitting.

*Interlock :* May be equipped to interlock with connecting track or other cranes.

## **Electrified Two-Ton Cranes**



### **554 Non-Interlocking 555 Interlocking**

Spread over eight wheels on each crane truck, two-ton loads are handled as easily on an electric hoist as with any other means. Electrification of MonoRail cranes adds relatively little dead weight to the bridge which offers maximum live load capacity exclusive of the weight of electric hoist. This extreme lightness, which carries at all times an ample factor of safety, assures fast starting and easy

rolling. Interlocking features provide safety as well as connection between other cranes or connecting tracks.

The Girder Rail used as the bridge member provides a wide margin of lateral strength with a stiffness which permits the lifting and carrying of loads on long spans.

### **Specifications**

*Crane Bridge :* Girder Rail.  
*Crane End Trucks :* No. 587, Heavy Steel Angle.  
*Trolley Load Bars :* No. 519 Alloy Steel Casting.  
*Wheels :* No. 539 Drop Forged, Hardened Tread.  
*Wheel Yokes :* No. 561, Heavy malleable casting.  
*Bearings :* Heavy duty precision ball.  
*Crane Runway :* Standard MonoRail or Girder Rail.  
*Lubrication :* Wheels lubricated through axles with Tecalemit fitting.

*Interlock :* May be equipped to interlock with connecting track or other cranes.