(No Model.)

L. K. JEWETT.

CONSTRUCTION CAR.

No. 279,950. Patented June 26, 1883.

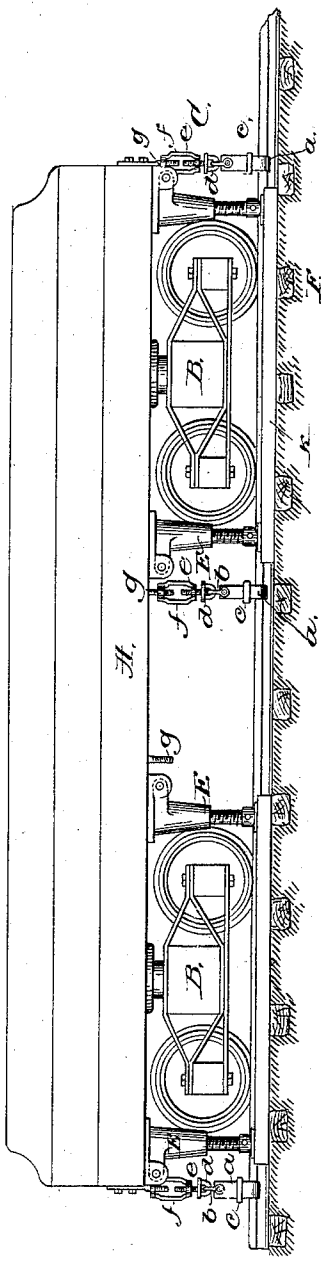


Fig. 1.

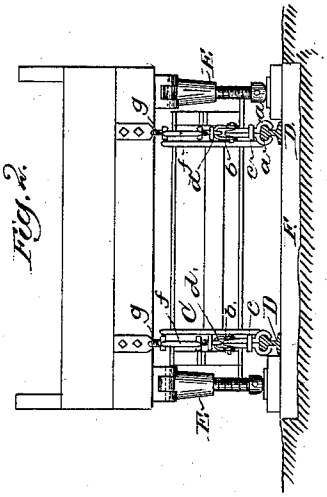


Fig. 2.

Witnesses.
John F. C. Brinkerhoff
Fred A. Powell.

Inventor:
Luther K. Jewett.
by Crosby & Gregory
attys.

N. PETERS. Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

LUTHER K. JEWETT, OF FITCHBURG, MASSACHUSETTS.

CONSTRUCTION-CAR.

SPECIFICATION forming part of Letters Patent No. 279,950, dated June 26, 1883.

Application filed March 9, 1883. (No model.)

To all whom it may concern:

Be it known that I, LUTHER K. JEWETT, of Fitchburg, county of Worcester, State of Massachusetts, have invented an Improvement in Construction-Cars, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

My invention relates to construction of wrecking or derrick cars, such as are employed on railways for handling heavy objects, either in the construction of the railway or for handling the fragments of a wrecked train, or for other purposes; and has for its object to enable the car-body to be firmly fixed upon the road-bed and track, so as to afford a suitable support for and secure a vertical position for the mast of the derrick or crane. When a derrick or crane is employed, it is desirable that the central mast should stand vertically and be held rigidly, or otherwise, when a heavy weight is brought upon one side of the crane or derrick, the latter is tilted toward the said weight, so that great force is required to swing the weight thus raised and suspended upon the derrick around to the point where it is desired to deposit it.

My invention consists, essentially, in providing the sill or main frame-work of the car-body with a series of grapples, to be securely clamped upon the rails of the track, the said grapples being shown as fastened to the car-body vertically above the said rails. The shanks of the said grapples are made adjustable in length by right and left threaded screws, and a nut or turn-buckle movement, which enables either side of the car-body to be drawn down toward the rail, and the car-platform to thus be adjusted to an exactly horizontal position, or to any slight inclination from such horizontal position as may be desirable. The car-body is also provided with a series of jack-screws, adapted to be interposed between the said car-body and a bed block or beam mounted on the sleepers outside of the rails, they forming a support for the car-body, while the grapples tend to draw the latter down toward the rails. The car-body is preferably provided with a pair of grapples, one corresponding to each rail at each end, and one or more pairs at suitable intermediate points between its ends.

Figure 1 is a side elevation of a car provided with this invention, and Fig. 2 an end elevation thereof.

The car-body A, of suitable or usual construction, mounted on trucks B, is provided with a series of adjustable grapples, C, each consisting of a pair of jaws, *a*, adapted to embrace the head of the usual rails, E. The said jaws are loosely pivoted in a clevis or stirrup, *b*, and are provided with clamping-rings *c*, which, when slipped up near to the clevis *b*, permit the jaws *a* to be separated sufficiently to receive the head of the rail between them, and which, when slipped down, as shown in the drawings, securely lock the said jaws upon the rail. The clevis *b* is connected with an eye, *d*, having a threaded shank, *e*, secured in one end of a turn-buckle or right-and-left-threaded nut, *f*, the other end of which screws upon an oppositely-threaded shank, *g*, securely fastened to the sill or frame-work of the car vertically above the rails D. The two oppositely-threaded shanks *e g*, with the turn-table *f*, constitute means for adjusting the effective length of the grapples between the rail and car, so that either side of the said car may be drawn down toward the rail, it then rocking upon its point of support on the trucks B. In order to properly support the car-body upon the road-bed, it is provided with a series of jack-screws, E, properly located to rest upon bed blocks or beams *k*, resting on the sleepers F, outside of the rails D. Thus by properly adjusting the jack-screws E the car-body may be supported rigidly upon the road-bed independently of the trucks B, while the grapples C co-operate with the said jack-screws and road-bed, preventing it from rising when subjected to a lateral strain, as when the derrick or crane is lifting an object at the side of the car, and enabling the car-body to be adjusted to secure a rigid and plumb position for the mast. The jack-screws E are shown as pivoted upon the frame of the car, so that they may be turned up out of the way when the car is in motion on the track, the grapples at this time being disconnected from the car by unscrewing the turn-buckle from the shank *g*, or the jaws *a* being turned up from the track on the eyes *d* as a pivot.

The car-body or platform herein described will carry a turn-table, mast, and other de-

vices, all as shown and described in United States Patent No. 282,672, heretofore granted, to which reference may be had.

I claim—

1. In a construction or wrecking car, the combination, with the car-body, of a series of grapples, adapted to be locked upon the rail and fastened to the car-body above the rails, and means to adjust the length of the said grapples, as and for the purpose described.

2. The combination, with the car-body, of the grapples attached thereto, consisting of jaws to be locked upon the rail, a shank made in two oppositely-threaded portions, and a turn-buckle for adjusting the length of the said shank, substantially as described.

3. The car-body combined with a series of jack-screws and a series of longitudinally-adjustable grapples, adapted to be locked upon the rails, whereby the car-body may be supported in adjusted position upon the road-bed and track independently of the support of the trucks, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

LUTHER K. JEWETT.

Witnesses:
G. W. GREGORY,
FRED A. POWELL.