

SCIENTIFIC AMERICAN

[Entered at the Post Office of New York, N. Y., as Second Class Matter.]

A WEEKLY JOURNAL OF PRACTICAL INFORMATION, ART, SCIENCE, MECHANICS, CHEMISTRY, AND MANUFACTURES.

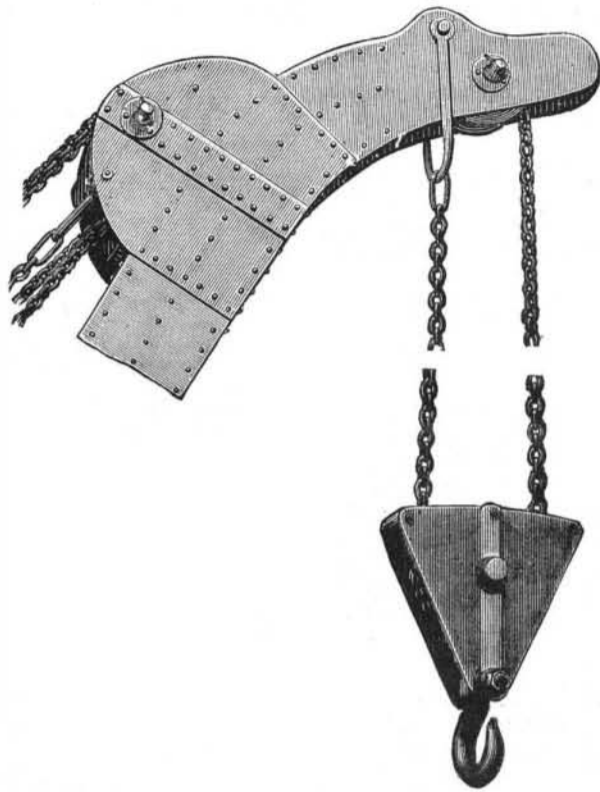
Vol. LII.—No. 9.
[NEW SERIES.]

NEW YORK, FEBRUARY 28, 1885.

[\$3.20 per Annum.
[POSTAGE PREPAID.]

IMPROVED LOCOMOTIVE STEAM CRANE.

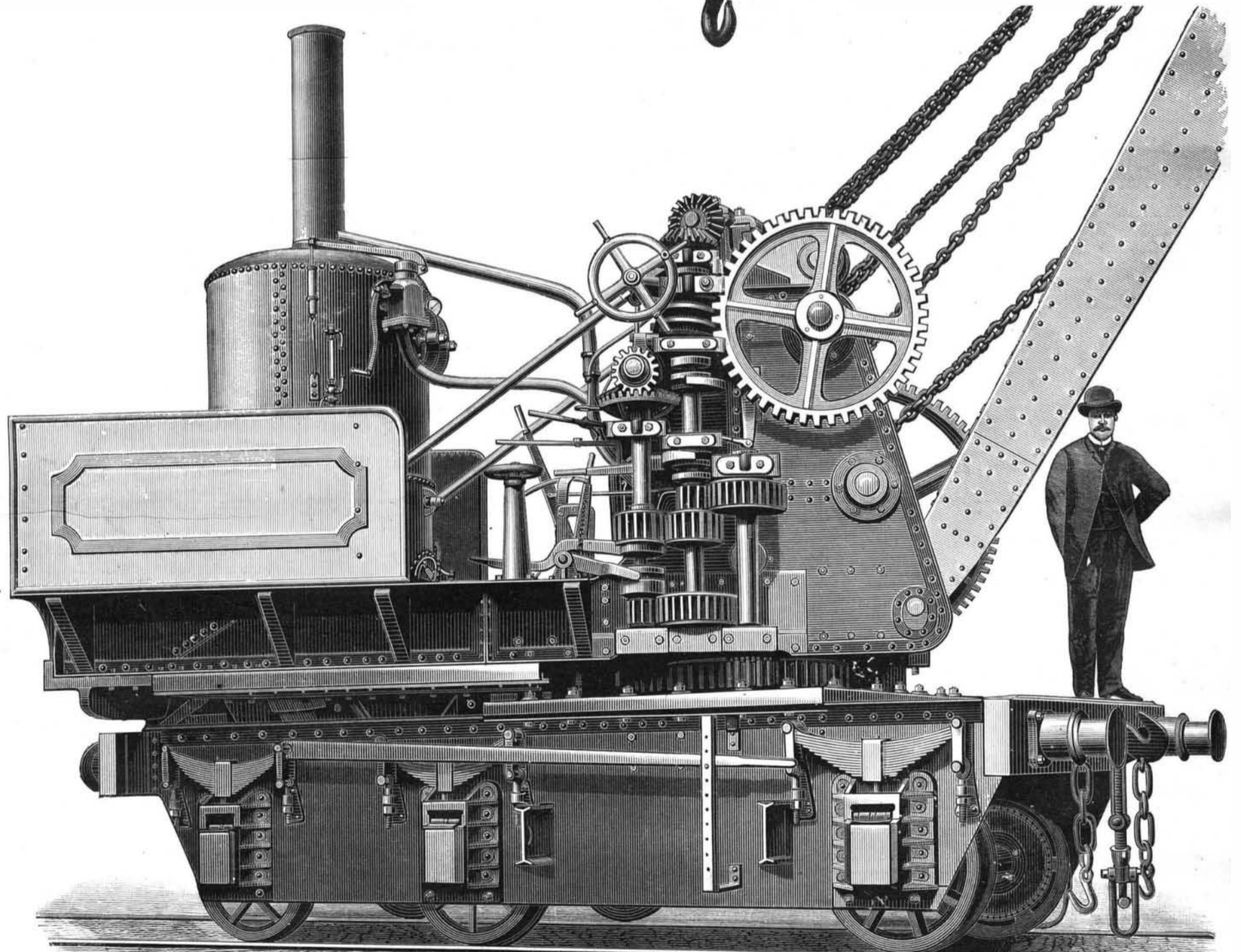
Our illustration shows a new English locomotive steam crane just constructed by Messrs. Chaplin for the Taff Vale Railway Company for railway break-down purposes, but available also for general work in the locomotive yards. The *Engineer*, from which we take our engraving, says: It is one of the most powerful cranes of the class yet made, being capable of lifting loads up to twenty tons at a radius of 12 feet, or up to twelve tons at a radius of 18 feet, the height of the jib above the rails being 20 feet at the latter radius. The hoisting gear is single and double purchase, being arranged thus for lifting lighter loads at increased speed. The full load is lifted by a return block and two falls of chain. The gearing for all the four motions of (1) hoisting or lowering the loads, (2) slewing entirely round in either direction, simultaneously with hoisting or lowering when desired, (3) adjusting or altering the radius of jib, (4) propelling the crane along the rails, is worked from the engine, which has a pair of cylinders 7 inches diameter, 12 inches stroke, with link motion reversing gear. The framing which carries the engine, gearing, and boiler is entirely built of wrought iron plates and angles, as is likewise the jib, which is curved to give more headroom in lifting bulky articles. The boiler is of the vertical class, having cross



tubes in the firebox, and tested to double the working steam pressure. The carriage is built of wrought iron, and fitted with six wheels and the usual standard permanent way draw gear, springs, and buffers.

The Capitol Building, Albany.

A resolution has been presented in the Assembly, asking an appropriation to provide for the removal of the boilers under the capitol, as it has been found that they may blow up at any moment and send the members flying above the dome. A contemporary observes that since the Legislature moved into the new capitol, in spite of its splendor, the members have hardly found life so pleasant as did their predecessors in the old building. They have been threatened from above and below. First there was the prospect of the stone roof falling on the heads of the members of the Lower House, and to avert that catastrophe the architect, at his own cost, undertook to repair the weakness. Now it is ascertained that the boilers may some day explode, and in their flight produce greater damage than dynamite did in the House of Commons. The new capitol is a very imposing edifice, but it has some features not calculated to tranquilize the nerves of timid persons who are forced to remain within it for hours at a stretch.



IMPROVED LOCOMOTIVE STEAM CRANE.