J. Wheelock.

Floating Dock.

No. 22,759. Patented Jan. 25, 1859.

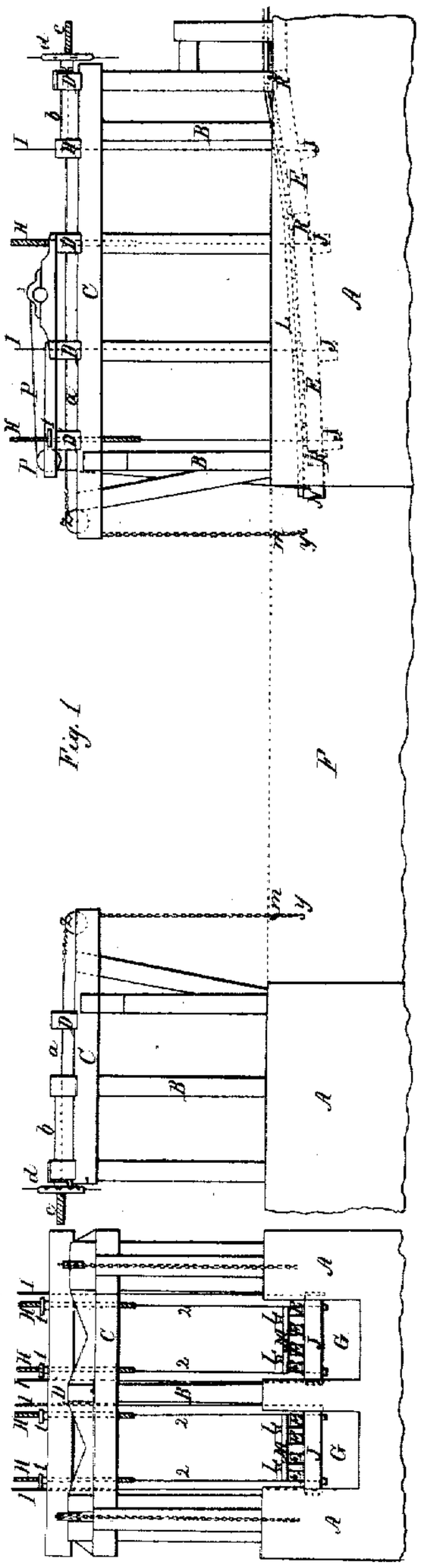

Fig. 1

Fig. 2

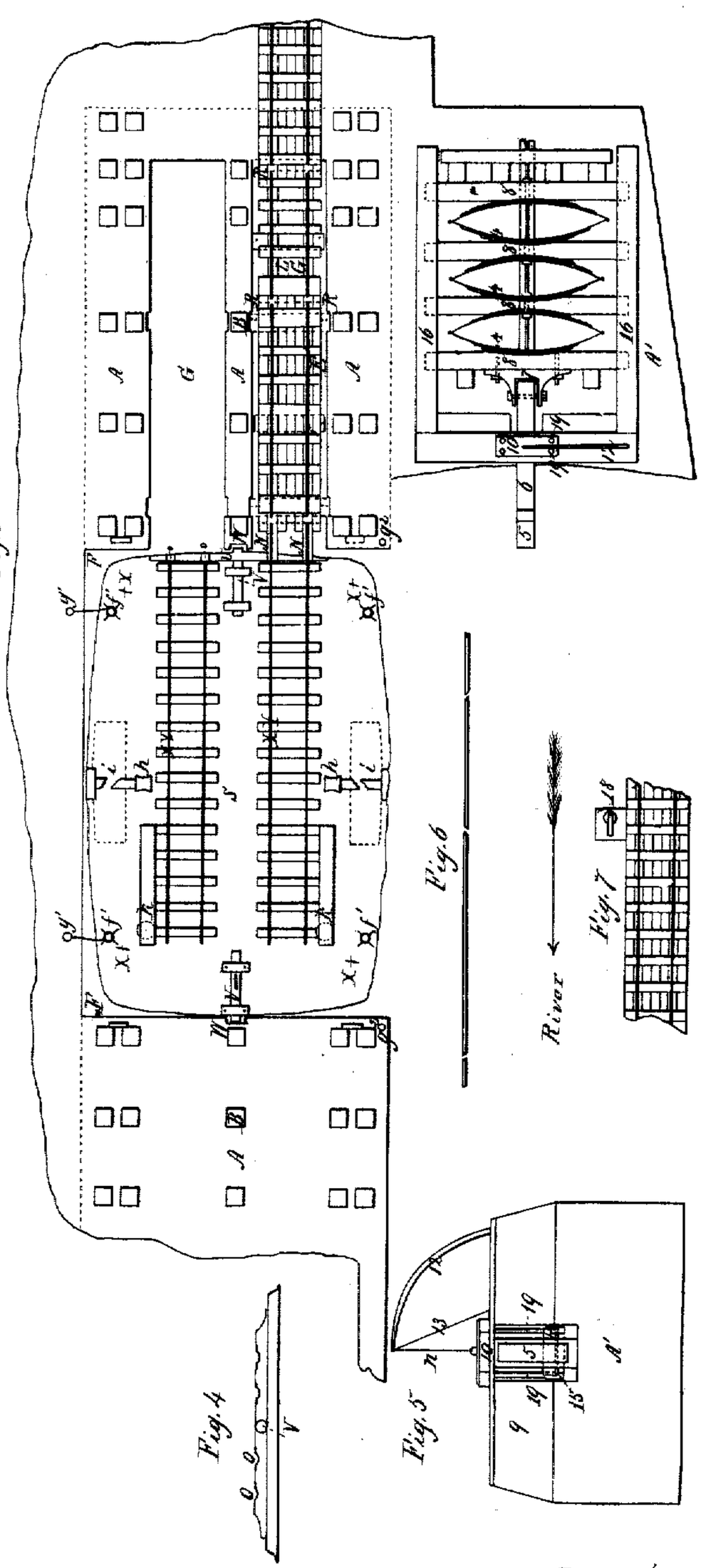

Fig. 3

Fig. 4

Fig. 5

Fig. 6

Fig. 7

Inventor
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UNITED STATES PATENT OFFICE.

JESSE WHEELOCK, OF LANCASTER, NEW YORK.

BOAT FOR TRANSPORTING RAILROAD-CARS.

Specification of Letters Patent No. 22,759, dated January 25, 1859.

To all whom it may concern:

Be it known that I, JESSE WHEELOCK, of the town of Lancaster, county of Erie, in the State of New York, have invented a new and Improved Mode of Conveying Railroad-Cars from Docks onto Boats and from Boats onto Docks; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon.

The nature of my invention relates to the several specific improvements as hereinafter claimed.

To enable others skilled in the art to make and use my invention I will proceed to describe its construction and operation reference being had to the accompanying drawing making a part of this specification in which—

Figure 1, is a side elevation of my improved dock and apparatus for loading and unloading cars from boats. Fig. 2, is an end elevation of the same. Fig. 3, is a ground plan of the same in connection with a bumper dock. Fig. 4, is a side elevation of the sockets at the bows of the boat which receive and steady the suspended tracks. Fig. 5, is an end elevation of the bumper beam and dock. Fig. 6, is a side elevation of the rails on the suspended track showing the form of the ends thereof. Fig. 7, is a plan of a portion of the track outside of the suspended track.

Letters of like name and kind refer to like parts in each of the figures.

A is the dock on which the machinery for raising and adjusting the track and holding and steadying the boat is erected, and forms a slip (F) of sufficient size to receive the boat used and of such a form that both bow and stern of the boat will be inclosed by the dock.

B, are upright timbers set in the dock at each end of the slip and which support the cross beams (D) and the extended timbers (C). E, jointed beams on which the ties are laid which support the rails (E′) making an adjustable track which may be raised or lowered as the difference in the level of the water may require.

G, G, are two narrow slips opening into the large boat slip. They are of the proper size to allow the suspended tracks to move freely. H, iron rods on which the tracks are suspended. The lower ends of these rods are fastened to the cross beams (J, J.) The jointed beams (E′) rest on these cross beams. The upper end of the rods pass through the cross beams (D) and are each furnished with a nut and screw at their ends by means of which they are made to hold the tracks suspended and furnish the means for adjusting the track to the height desired.

I,I, are flat iron bars which at their lower ends are fastened to the cross beams (J, J,) and which pass through the cross beams (D) the same as the rods (H). A series of holes are made in them near their upper ends through which bolts may be passed which resting on the beams (D) will cause the bars to sustain part of the weight which would otherwise fall upon the rods H. N, N, timbers which support short portions of the tracks which are hinged to the main parts of the suspended tracks and forms the connections to the tracks on the boat. These timbers are jointed to the beams (E) by means of the rods (R), the ends of the timbers (N) and beams (E) passing by each other far enough to allow the rods (R) pass through their contiguous ends thus, holding them together and forming a joint. Joints are formed in the beams (E,) at R′ and R²) in the same manner. This short portion of the track is raised or lowered by means of ropes or chains passing over the pulley (P) to the windlass (3). O, are metal sockets arranged on the bow of the boat in such a manner that the short portions of the tracks will rest in them so that the track will be held steady while the cars are being loaded or unloaded on to or from the boat. V, V, sliding bolts on each end of the boat which fit in the perpendicular grooves (W,) in the dock and bring the tracks on the boat on a line with the suspended tracks. Two tracks (X, Y,) are laid on the boat running nearly the whole length of it which correspond and come in line with the suspended tracks 4, 4, a series of elliptic springs arranged on the dock (A′). These springs are placed between the timbers (8, 8,) the ends of which slide in grooves in timbers (16.)

(6,) is a bumper beam hinged at one end to the front timber (8) and resting on a roller (14,) hung in a frame (19,) which moves in guides on dock (A′) and is raised or lowered and adjusted to the proper height at which the boat will strike it, by means of the rope (13,) and spring (12.) The

boat is constructed of any length desired and wide enough to hold two rows of cars. The slip (F,) is made of the proper size to receive the boat.

X, are rings in each side of the bow and stern of the boat.

Y, are ropes or chains which may be hooked into the rings (X). They pass over the pulley (Z,) arranged directly over the rings in the four corners of the boat when the boat is in the slip on the framework on the dock and connect with the iron rods (a,) which pass near the sides of the framework through or over the beams (D). These rods (a,) have screws and wheel nuts on their ends by means of which the ropes (Y,) may be drawn taut so as to hold the boat steady while loading or unloading cars.

f' are capstans arranged on each side of the bow and stern of the boat.

g' are posts on the dock ropes being passed from the capstans (f',) to the posts by working the capstans the boat will be drawn into the slip (F,).

The boat having crossed the river comes opposite the slip (F,) and against the bumper beam (6,) which stops its headway. It is then drawn into the slip by the capstans (f',) as before described. The bolts (V, V,) are then slid into the grooves (W,) and the ropes (Y,) are hooked into the rings (X,) and drawn taut by means of the wheel nuts (d) as before described. The portions (N,) of the tracks are then raised by means of the rope (p,) and windlass (3,) until they rest in the sockets (O,) in the bow of the boat. The rest of the suspended tracks are then raised by means of the rods (H,) the bars (I,) being made to sustain part of the weight as before described. Two drums (h,) are placed near the inner end of the paddle wheel shafts each wheel having a separate engine.

When it is wished to draw a car on to the boat a rope is passed from the drum around the pulley (k,) near the stern of the boat and carried forward to the cars which may be standing near the suspended track ready to be drawn on to the boat the drums being put in motion the cars will be drawn on to the boat. When the cars are to be drawn off the boat the rope from the drum is carried around a pulley (18,) Fig. 7, placed at the proper position on the track outside of the suspended track. The rope as it winds up on the drum it will necessarily draw the cars off the boat.

Ropes are passed from the capstans (f',) to the post (g^2,) at the outside corners of the dock when it is wished to draw the boat out of the slip.

I claim—

1. The arrangement of the ropes or chains (Y) pulleys (Z,) and timbers (C,) when applied to each end of a boat for the purpose of holding the boat steady at the bow and stern, while the cars are being transferred to or from the boat, the whole constructed and operated substantially as herein set forth.

2. I claim the arrangement of the bumper dock (A',) relatively to the dock (A,) and slip (F,) for the purpose of arresting the headway of the boat and allowing it to be drawn sidewise into the slip (F,) so that the track which runs lengthwise of the boat may be brought into line with the suspended track as described.

3. I claim the combination of the suspended track with or without the short portion (N,) with the track in the boat, for the purpose of conveniently transferring the cars to or from the boat at whatever height the boat may stand in the water, substantially as herein described.

JESSE WHEELOCK.

Witnesses:
B. J. Bowman,
Theo. G. Lewis.