E. M. Deey,

Marine Railway.

No. 94,721. Patented Sep. 14. 1869.

Fig 1.

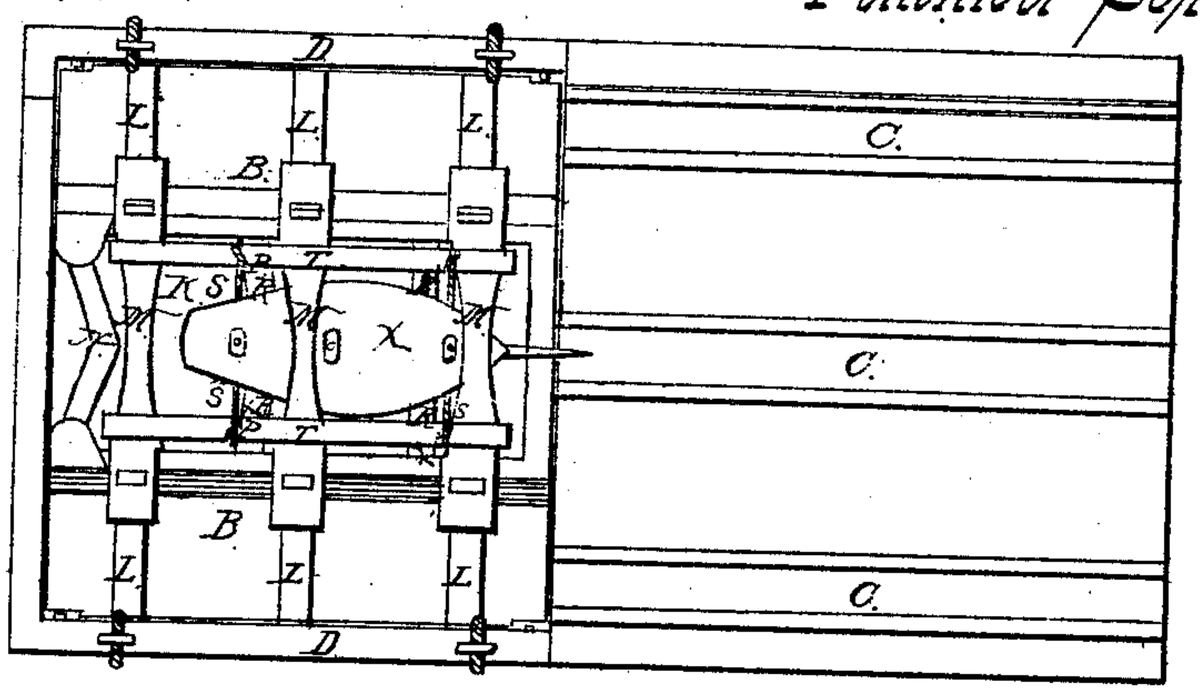


Fig 2.

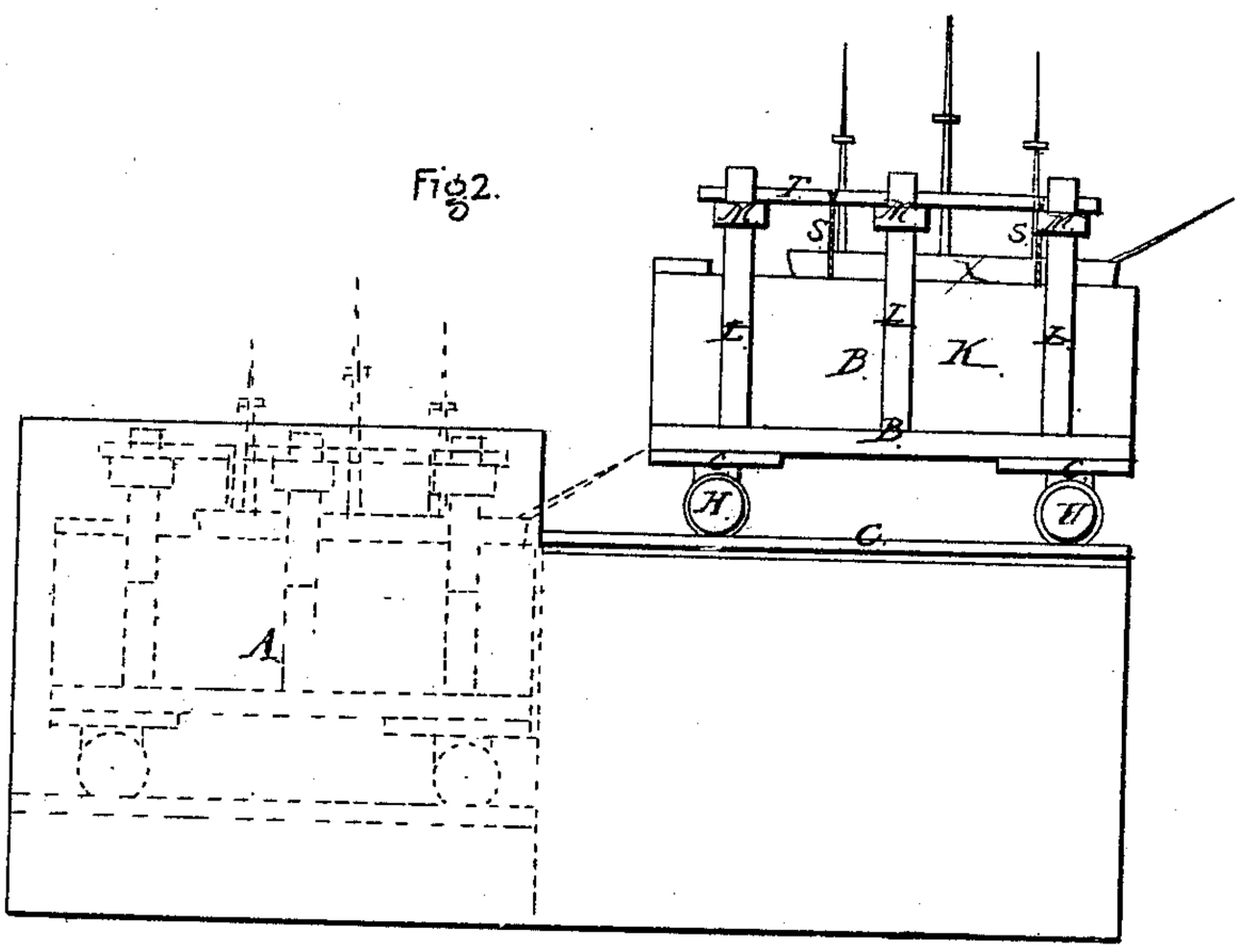


Fig 4.

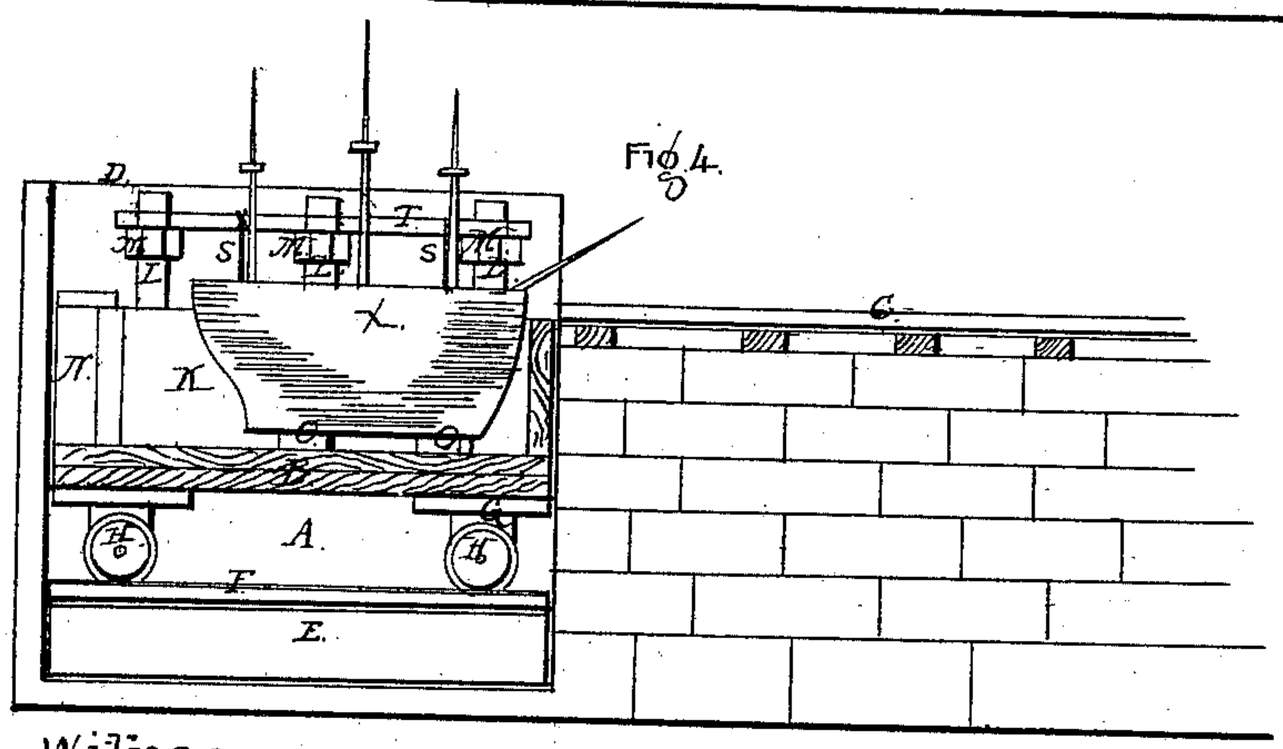
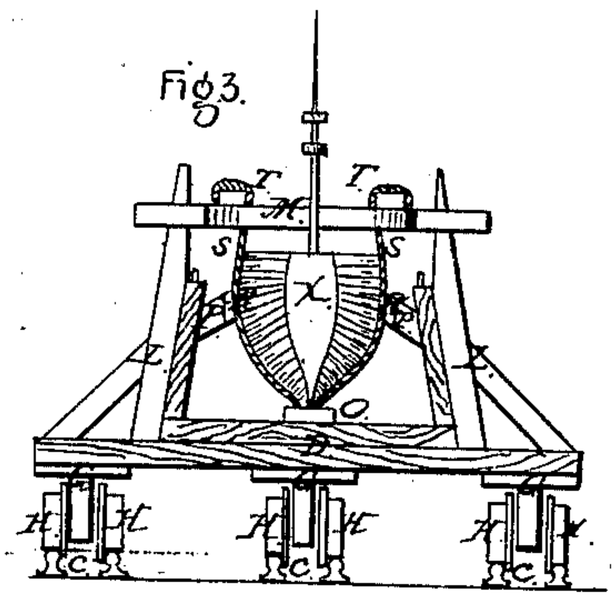


Fig 3.



Witnesses:

C. H. Sanford

A. Nice

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E. MORTIMER DEEY, OF NEW YORK, N. Y.

Letters Patent No. 94,721, *dated September* 14, 1869.

IMPROVED MODE OF TRANSPORTING SHIPS OVER LAND.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, E. MORTIMER DEEY, of the city, county, and State of New York, have invented certain new and useful Improvements in the Mode of Transporting Ships and other Marine Vessels Overland from one sea or river to another; and do hereby declare that the following is a general description thereof, reference being had to the accompanying drawings, making part of this specification.

Figure 1 is a top view of my invention, showing the ship-carriage submerged in the dock;

Figure 2, a side elevation, showing ship-carriage on the railroad;

Figure 3, a transverse section of the same; and

Figure 4, a longitudinal section through dock, ship-carriage, and railroad.

In the said figures—

A indicates the dock;

B the ship-car; and

C the ship-railroad.

The dock A is constructed in the ordinary manner, with walls, D D, &c.

Within this dock is the railed platform E, having rails, F F, to correspond with the truck-wheels of the ship-carriage.

This railed platform, which may be submerged or raised by rack and pinion, or by any other proper and well-known device, receives the ship-carriage B, which is fastened to the platform during the operations of raising or submerging the same.

The ship-carriage B consists of a truck, G, having the proper number of wheels, H, to suit the rails F of the platform E and railroad C, said truck being surmounted by a tank, K, which is secured to and supported on the truck by posts and braces, L, and cross-ties M.

The tank is provided with a gate, N, at its stern end, and there may be a similar gate at the forward end, so that the ship may enter at one gate and pass out at the other, if preferred. This gate opens inward, and closes at an angle, for the purpose of resisting the pressure of the water in the tank against the gate, as shown in fig. 1.

Furthermore, the tank is provided with rubber spring-seats O, on which the keel of the ship rests, and braces P, mounted with rubber springs R, for steadying and holding the ship X in position.

S S are chains or ropes, which pass under the ship and, drawn taut on the stretchers T T, aid the water in the tank in sustaining the weight of the ship, and with the seats and braces before mentioned, sustain the ship in the event of the water escaping from the tank by leakage or evaporation; and

C is the ship-railroad, constructed in the ordinary manner, and with any desired number of rails.

To transport a ship overland from one sea or river to another, by means of my device, I place the ship-carriage B on the railed platform E, and fasten both together.

I next submerge the platform and carriage in the dock A, open the gate N of the tank K, and permit the ship X to float into the tank.

I now place the ship on her springs and braces O P, put on the cross-ties M, attach the chains S to the stretchers T, close the gate N, and raise the railed platform E, which sustains the ship-carriage, to the level of the railroad C. I next attach a locomotive or other power to the ship-carriage, and draw the same on the railroad to the terminus, and on to a turn-table, (said turn-table being only requisite in the absence of the second tank-gate,) by means of which, I get the ship-carriage, with its ship stern foremost. The terminus of the railroad being provided with a railed platform and dock similar to those before described, I place the ship-carriage on the platform, and submerge the platform and carriage in the dock. I remove the cross-ties, stretchers, and chains, open the tank-gate, and permit the ship to float out and pursue her course.

What I claim as my invention, and desire to secure by Letters Patent, is—

Supporting the ship or vessel in the tank K, by the sustaining ropes or chains S S, attached to stretchers T T or their equivalent, and acting together with the elastic braces P P, in connection with the water in the tank, or in its stead, in case of its leakage or evaporation therefrom, substantially as herein specified.

Also the spring-seats O O, on which the keel of the ship or vessel rests in the tank, for the purpose specified.

In testimony whereof, I have hereunto set my signature, this 29th day of March, A. D. 1869.

E. MORTIMER DEEY.

Witnesses:

C. H. SOUTHARD,

A. NEILL.