

E. W. HALLIDAY.

Improvement in Wharf-Boats.

No. 115,729.

Fig: 1.

Patented June 6, 1871.

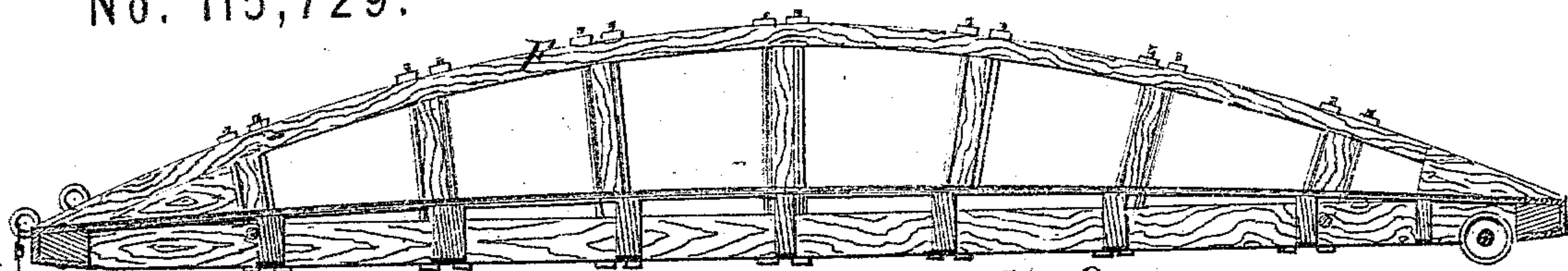
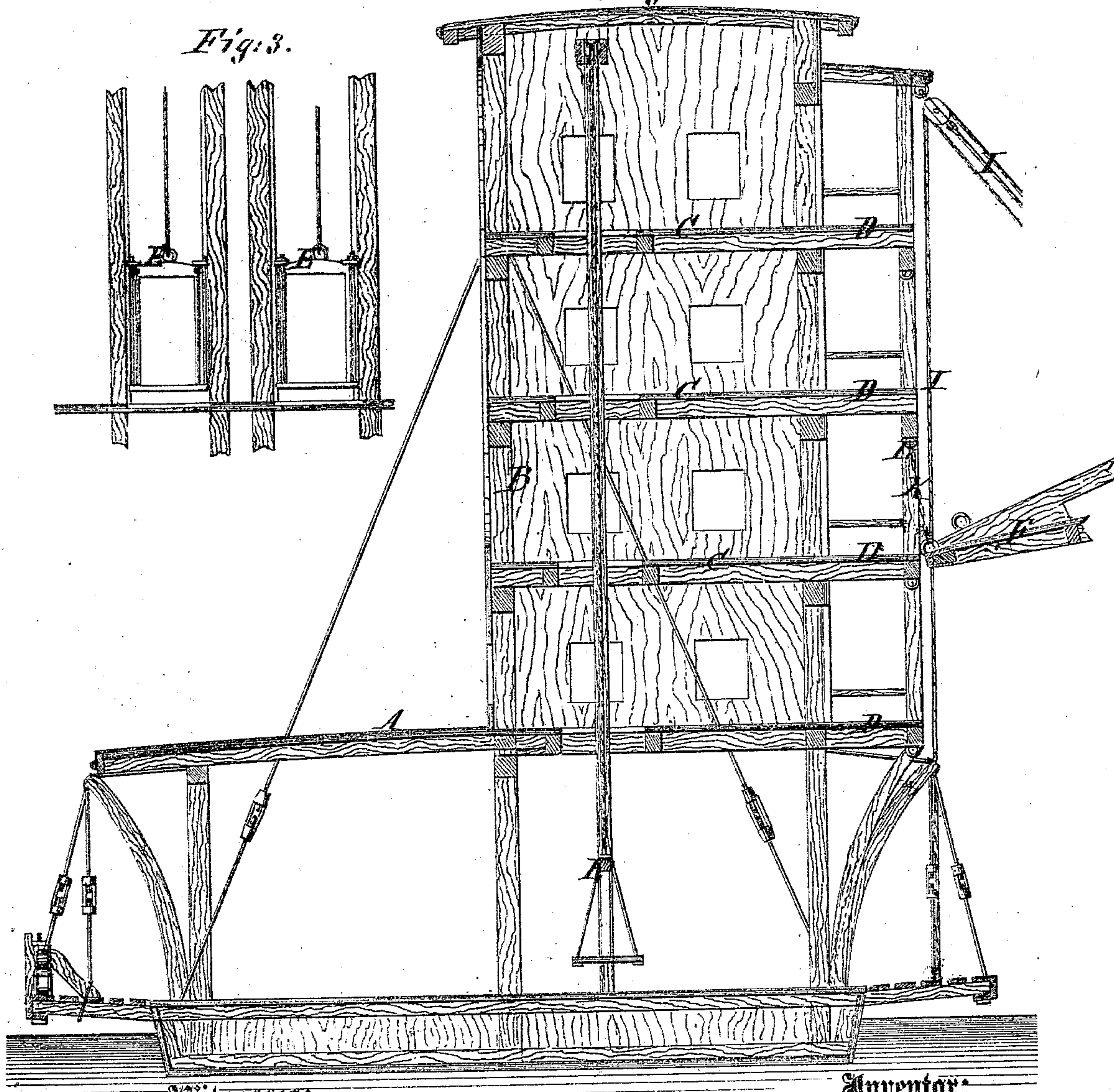
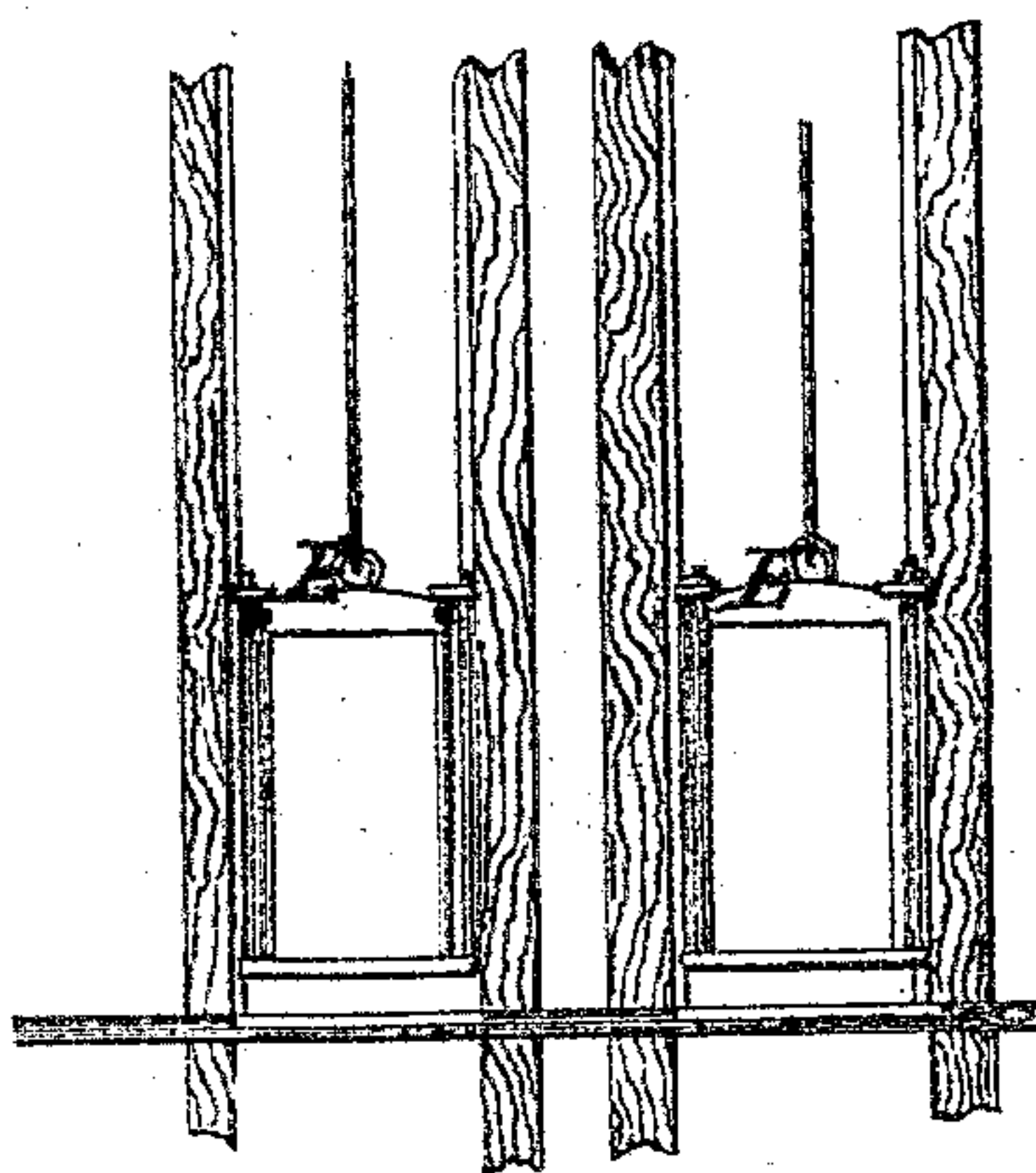


Fig: 2.

Fig: 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

EDWIN W. HALLIDAY, OF COLUMBUS, KENTUCKY.

IMPROVEMENT IN WHARF-BOATS.

Specification forming part of Letters Patent No. 115,729, dated June 6, 1871.

To all whom it may concern:

Be it known that I, EDWIN W. HALLIDAY, of Columbus, in the county of Hickman and State of Kentucky, have invented a new and useful Improvement in Floating-Dock Apparatus; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

This invention relates to improvements in apparatus for use in transferring freight to or from vessels where the river banks are changeable and the water is subject to irregular and considerable risings and fallings. The invention consists in a movable bridge extending from the top of the bank, or the end of a trestle-way thereon, to a tower rising from the deck of a wharf-boat, having numerous platforms on one side, one above another, and floors within corresponding with them, on which platforms the end of the bridge may be suspended, and may be shifted from one to another, as the water changes, to maintain it in the level position, or nearly so; the said tower also having suitable hoisting and lowering gear for transferring the freight from the boat to the bridge, and vice versa, all as hereinafter fully described.

Figure 1 is a longitudinal sectional elevation of a bridge such as I propose to use. Fig. 2 is a sectional elevation of the wharf-boat and the tower, the section being in the transverse direction of the boat; and Fig. 3 is a sectional detail, showing the hoisting apparatus.

Similar letters of reference indicate corresponding parts.

A is the wharf-boat or floating-dock, which may be of any approved construction; and B is the tower erected upon it, preferably near the center, and having as many floors, C, as

may be required by the nature of the case; also having a platform, D, on the level of each floor, or an extension of each floor at the side fronting the shore, as shown; and also having a hoisting and lowering apparatus, E, of any kind, for conveying freight from the deck of the boat to the platforms, or vice versa. F is a bridge, which I propose to connect by one end to this tower, the other end resting on the shore or a trestle or platform thereon, for conveying freight to and from the shore. The end connecting with the tower is to rest on or be connected with one of the platforms in any way, detachably, so as to be shifted readily from one to the other, as the water rises or falls, to maintain the bridge as nearly level as possible. It may have chains K for suspending it from the floor above by hooking eyes L therein. The bridge may be shifted from one platform to another by a rope, I, and pulleys, or in any other way. This apparatus is well calculated for use on the western rivers, where the banks are changeable by the action of the water and permanent apparatus cannot well be maintained.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The wharf-boat or floating-dock, provided with a tower, B, having one or more floors, C, and platforms D, and a bridge, F, connecting with the tower or a platform thereon and the shore, or a platform or trestle thereon, the said bridge being detachably connected to the tower or platform thereon, and arranged for shifting from one to the other of the platforms or floors, all substantially as specified.

EDWIN W. HALLIDAY.

Witnesses:

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