

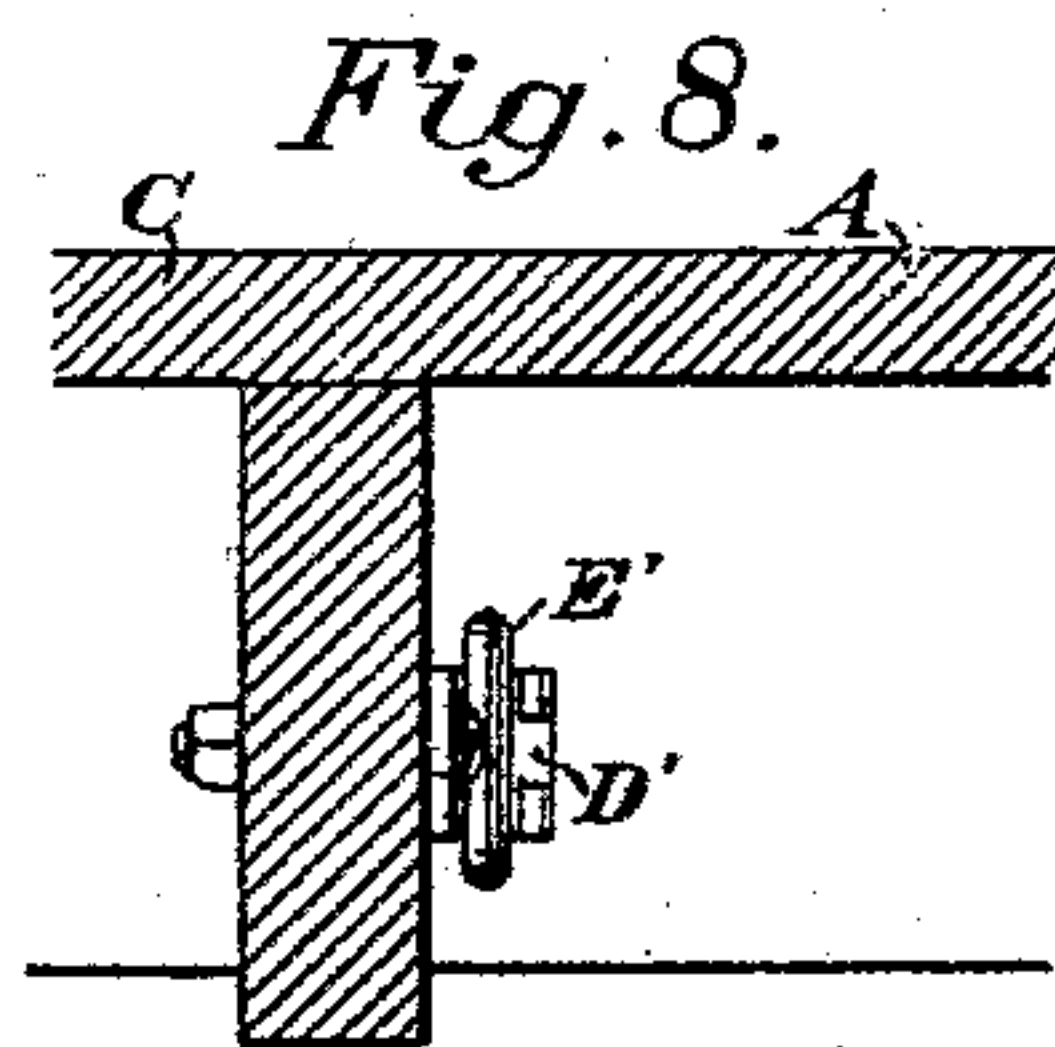
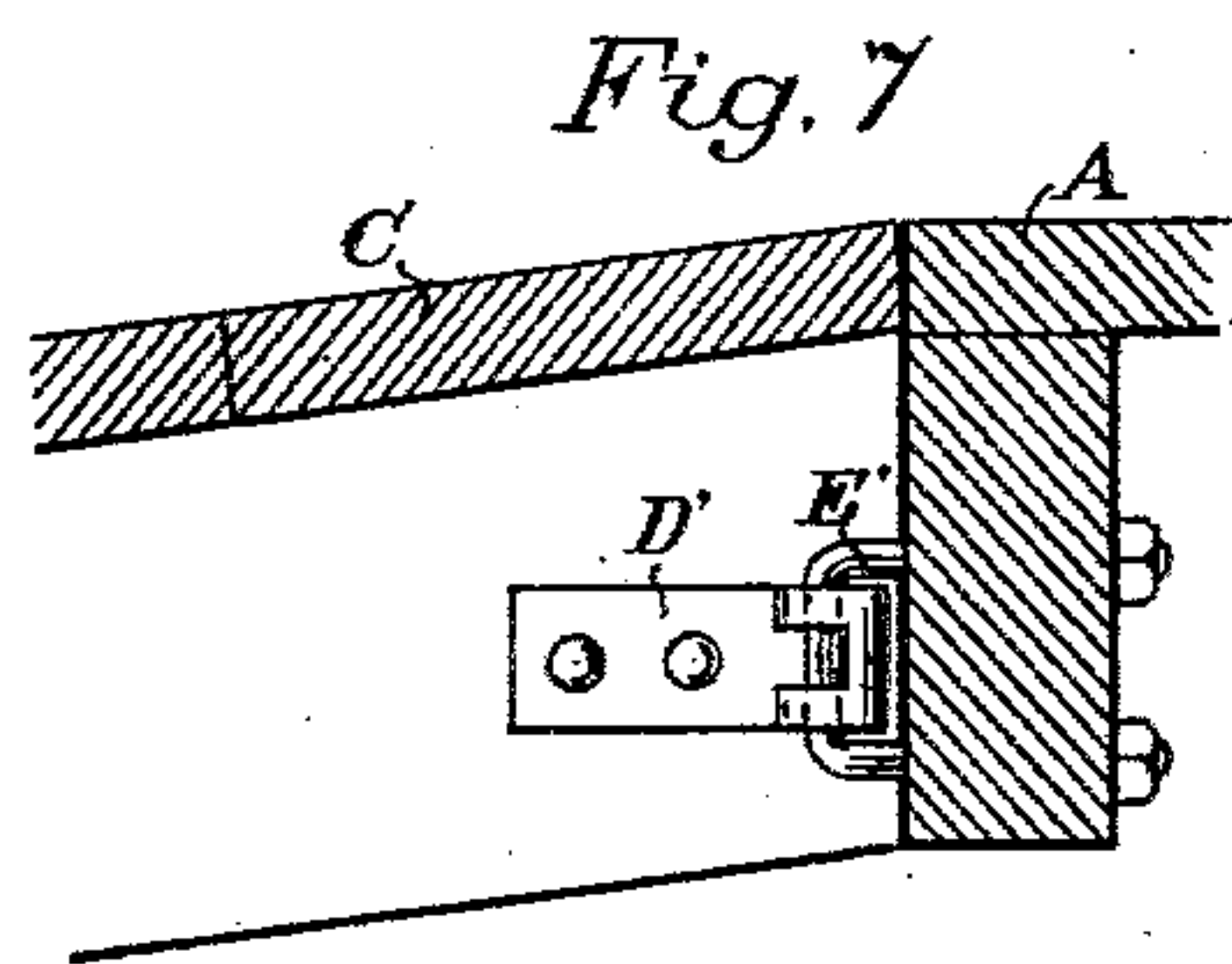
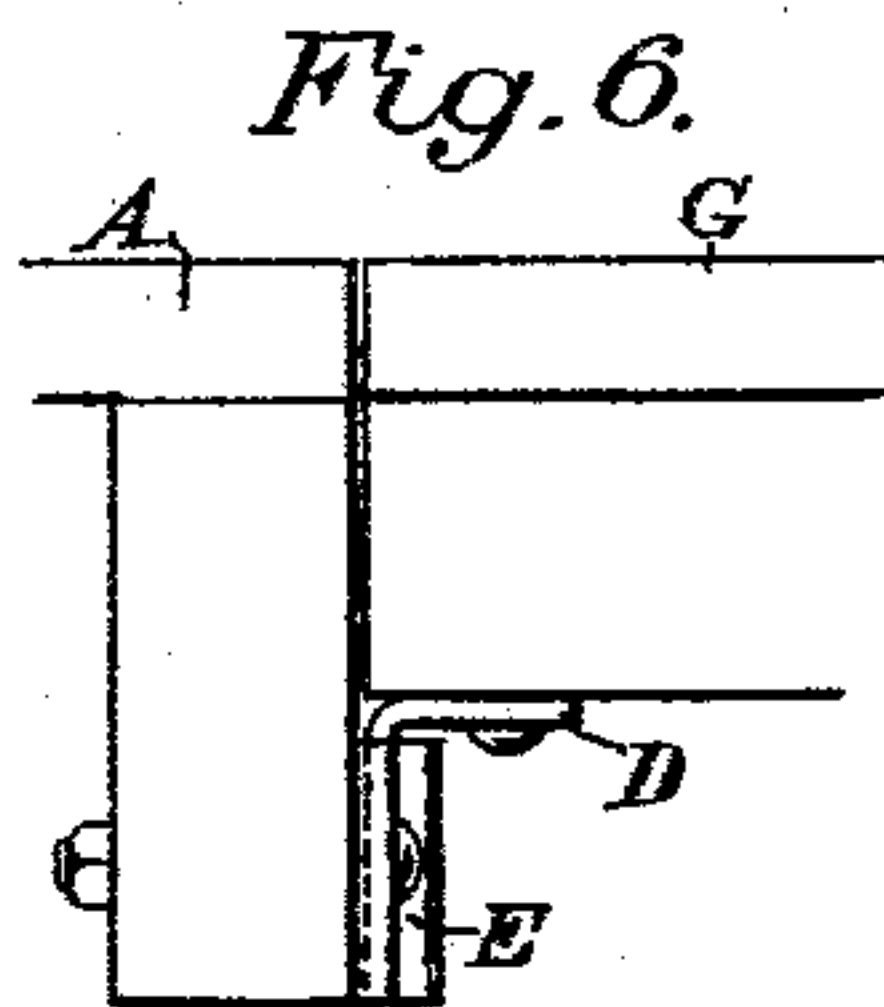
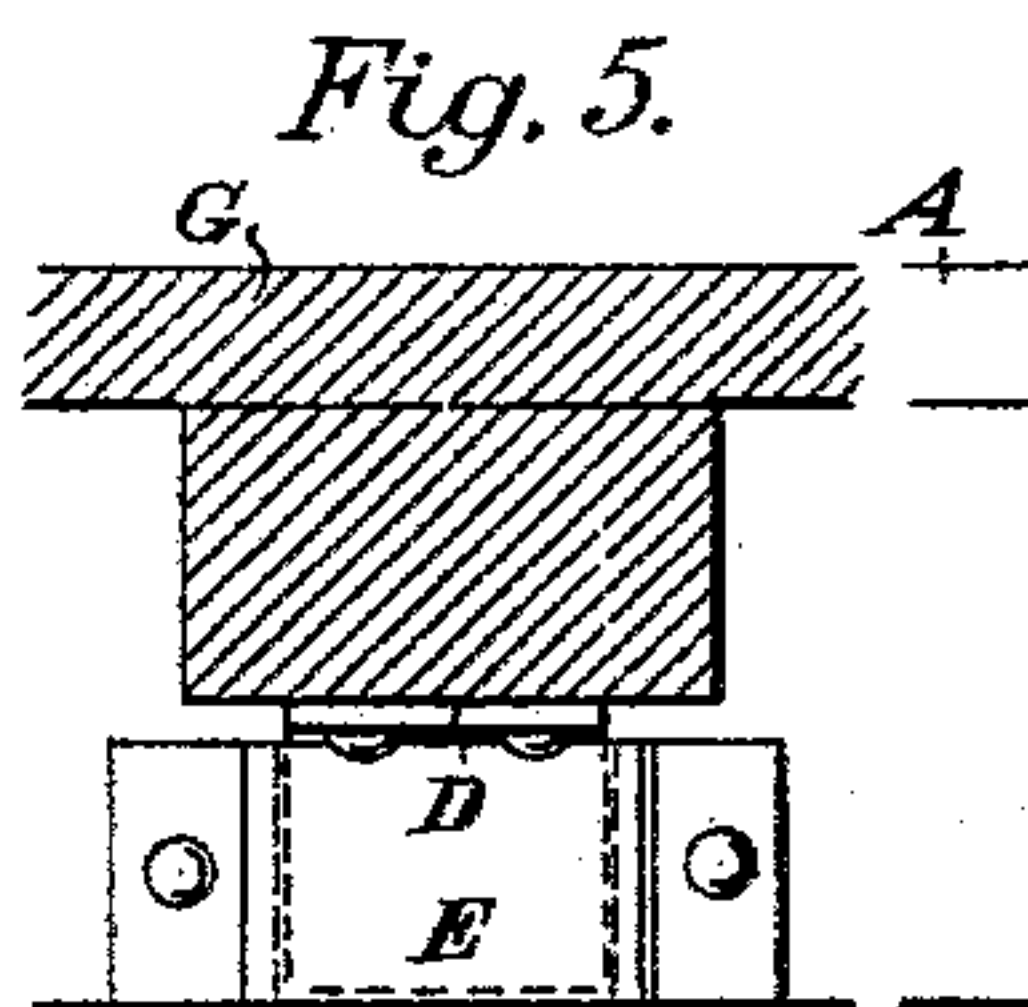
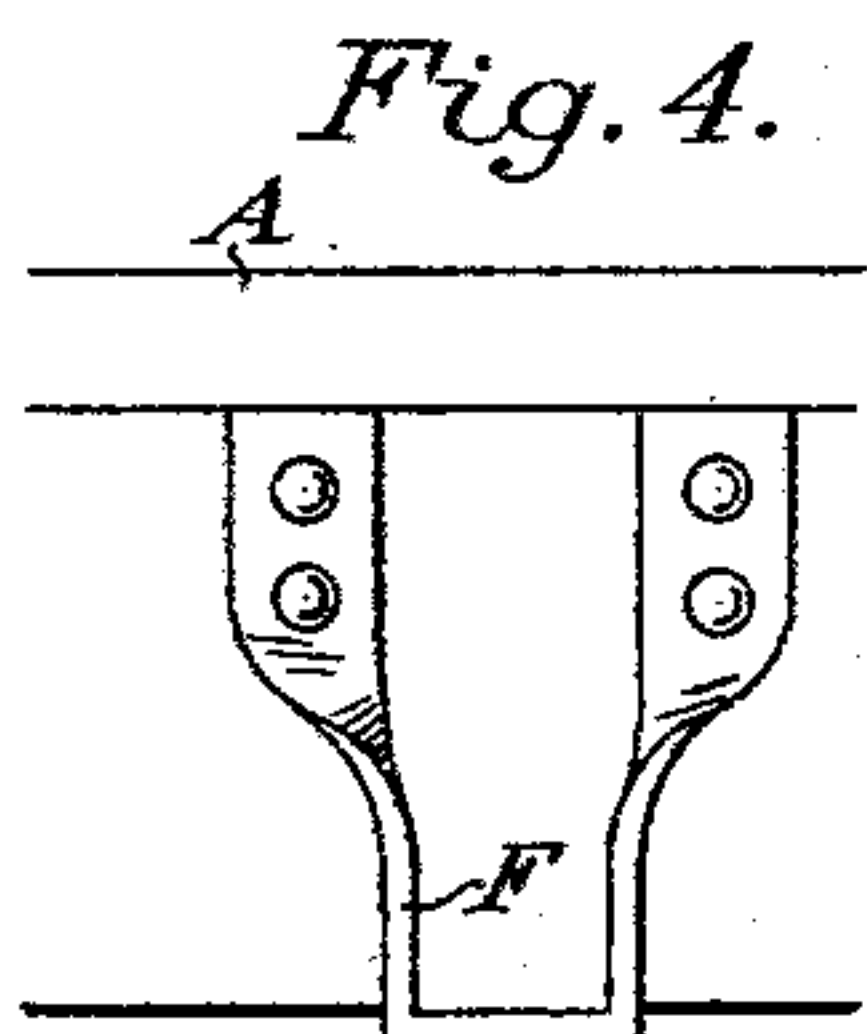
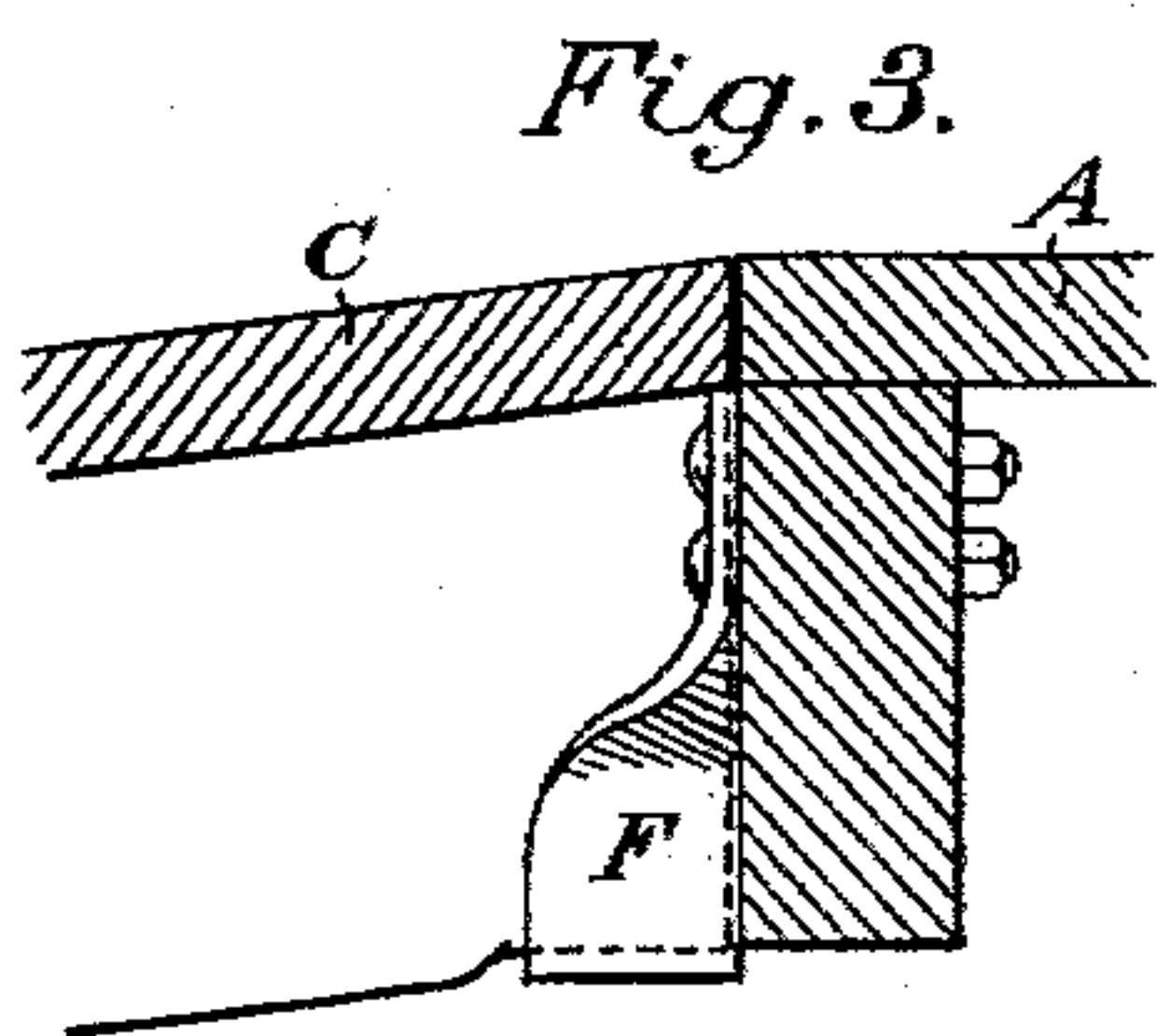
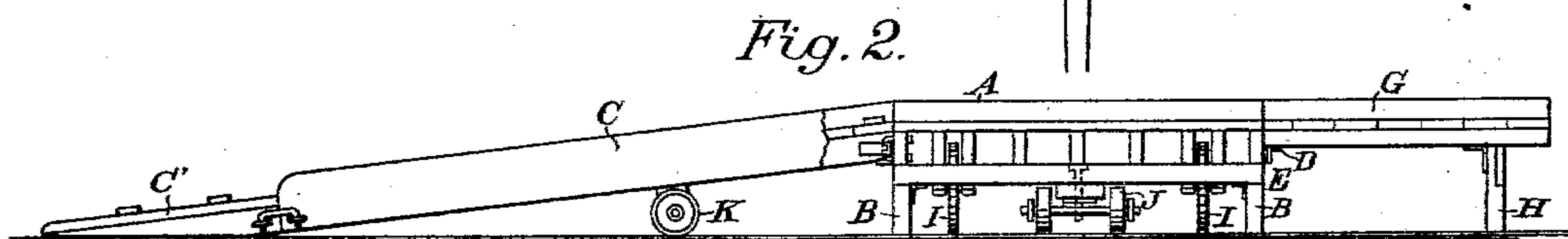
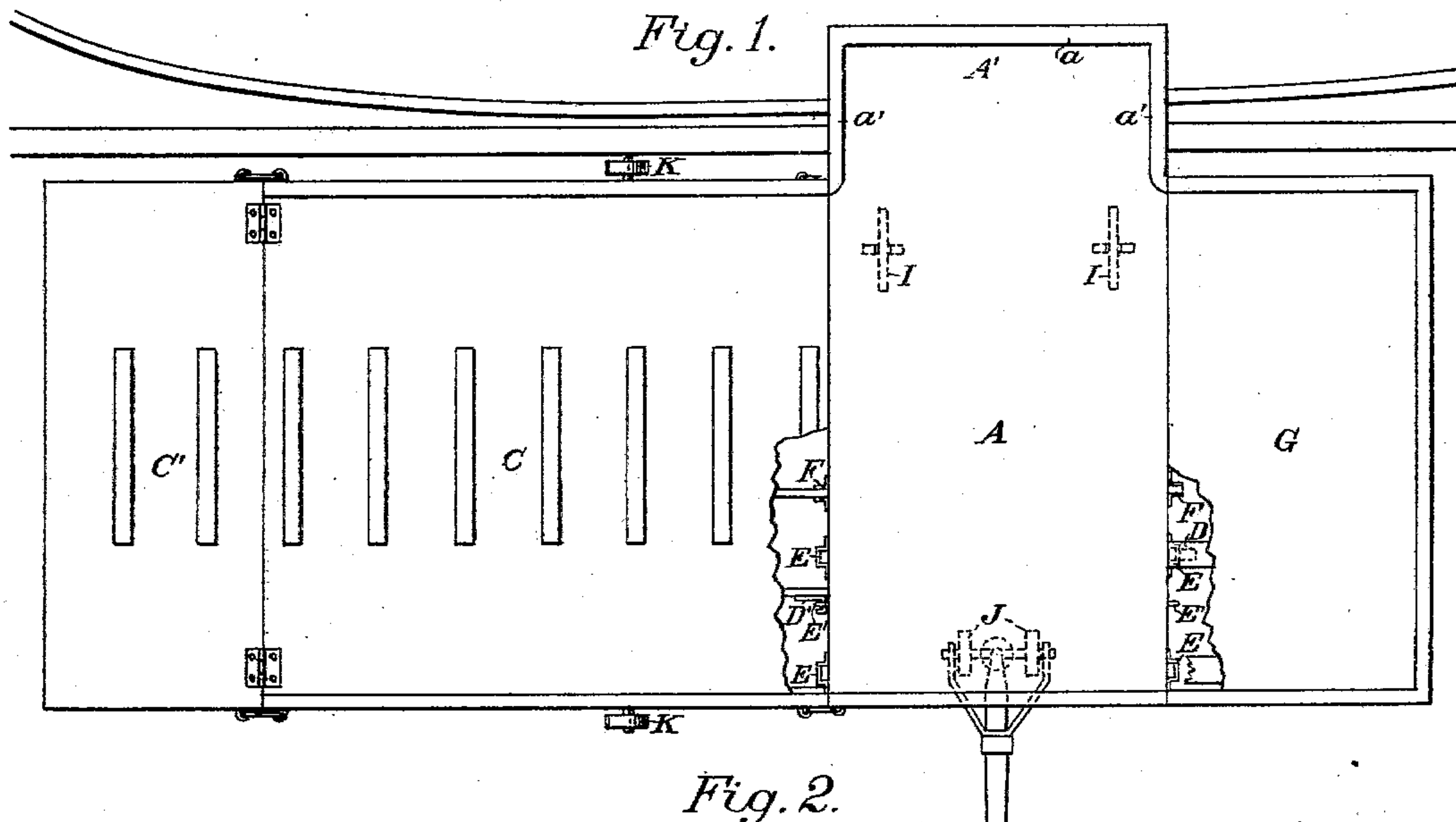
No. 629,975.

Patented Aug. 1, 1899.

C. R. ALLEN.
PORTABLE VESSEL LOADING PLATFORM.

(Application filed Nov. 9, 1898.)

(No Model.)



Witnesses,

Ed. Brandau

Inventor,

Charles R. Allen
By *Dwight Strong & Co.* atty.

UNITED STATES PATENT OFFICE.

CHARLES R. ALLEN, OF SAN FRANCISCO, CALIFORNIA.

PORTABLE VESSEL-LOADING PLATFORM.

SPECIFICATION forming part of Letters Patent No. 629,975, dated August 1, 1899.

Application filed November 9, 1898. Serial No. 695,956. (No model.)

To all whom it may concern:

Be it known that I, CHARLES R. ALLEN, a citizen of the United States, residing in the city and county of San Francisco, State of California, have invented an Improvement in Portable Vessel-Loading Platforms; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to a device which is especially designed for the loading of vessels from wharves, and is particularly adapted for the purpose of discharging from wagons directly upon the vessel's deck or into the hold.

It consists in the parts and the constructions and combinations of parts hereinafter described and claimed.

Referring to the accompanying drawings, Figure 1 is a plan. Fig. 2 is a side elevation. Fig. 3 shows the method of securing the inclined portion C to the part A. Fig. 4 is a front view of the strap F. Fig. 5 shows the method of securing the part G to the part A. Fig. 6 is a side view of same. Fig. 7 shows the method of fastening the inclined part C to the part A. Fig. 8 is a transverse section through the part C.

In the loading of vessels with coal or anything which is brought in bulk in carts or other vehicles, it is difficult to discharge the load upon the vessel without some intervening hoisting-chute or other contrivance, because, when the vessel is as close as possible to the wharf, there is always the intervening space, in addition to which the heavy stringers employed to guard the edges of most wharves will prevent a cart from approaching as near to the vessel as desirable, or from being properly dumped. The object of my invention is to overcome these difficulties by providing a portable platform raised above the level of the stringer, having an inclined driveway, so that a horse and cart can be driven upon the platform, a guarded extension projecting over the vessel's side, so that the cart may be backed upon this extension and dumped or discharged directly upon the vessel's deck or into the hold, after which the horse may be turned and driven down the inclined way upon the wharf.

The device may be made in various ways, the essential feature of which is a main platform A, having suitable supports or posts B,

which are fixed beneath it when it is in use, with their lower ends resting upon the wharf and the platform at an elevation above the stringers, which are usually placed upon the edges of the wharves. This platform A may be set as closely as convenient to the stringer or edge of the wharf, and the end A' projects sufficiently beyond the edge of the wharf to discharge directly upon the vessel which may be brought to that point for loading.

Access is had to the platform by an inclined way composed of the jointed foldable sections C C'. The section C' is hinged and foldable upon the part C and forms the first approach up which the team may be driven, the section C extending upward to the edge of the platform A, to which it is connected by means of bent arms D and sockets E, similar to those shown in the enlarged details, Figs. 5 and 6, as connecting the opposite side of the platform with the extension G, hereinafter mentioned.

The main timbers of the incline C may be supported upon heavy straps F, which are fixed to the side of the platform A, and by hooks and sockets shown at D' E' the parts may be united so as to prevent their slipping apart or being otherwise separated from each other. Upon the opposite side of the platform A is another extension G, which is connected with the side of A by bent arms D and socket-pieces E, and the outer edges of this platform are supported by legs H, which are insertible and removable at pleasure. In this condition it is easy to drive the team up the incline C C' upon the platform A, the horse going far enough upon the part G so that he can turn and be backed in upon the extension A' until the wheels of the cart strike the protecting-stringer a, which is preferably fixed to the extreme end of the extension A'. Other protecting-stringers a' are fixed upon the sides of this extension, which is wide enough to allow ample room for any cart or wagon to be backed in upon it. In this position it is ready to be discharged and its load delivered directly upon the deck or into the hold of a vessel, as may be desired, by the use of any simple directing-chute, or in some cases if the hatchways are large no chute will be needed. After the load has been thus dumped the horse may be driven forward,

turning toward the inclined way C, so that he can be driven directly off the platform, the object being to have it sufficiently large to allow the horse and cart to be driven directly on, then backed upon the extension to discharge the load, and then driven forward to the right and down the inclined way.

The part A has bearing-wheels I and a steering-wheel J, with any suitable connection, by which it may be hauled from place to place. In order to reduce the bulk of the apparatus for this purpose, the part G is disengaged from the part A, and the part C is also disengaged from the opposite side C' and folded upon it, and the supporting-legs B are removed or disengaged, so as to allow the platform A to rest upon its wheels, and the other parts of the platform may be placed upon the part A or otherwise connected with it.

In the present case I have shown wheels K beneath the part C, which may be too bulky to be conveniently mounted upon A, in which case it can be connected with the rear end of the part A' and will then be hauled along by the same power until a new station is reached.

The apparatus is exceedingly convenient for the purposes described and materially assists in the loading of vessels which lie below the level of the wharf and at a slight distance away from the edge of it.

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

1. A vessel-loading device comprising a platform and means whereby it is supported above the level of a wharf, and an inclined driveway disposed substantially at right angles to the platform and detachably connected to one side of the latter, said platform having a forward unobstructed extension beyond the plane of the sides of the driveway and adapted to project beyond the edge of the wharf.

2. A portable device for loading vessels

consisting of a main platform having supports by which it is raised above the level of the wharf-stringer, an extension outwardly beyond the edge of the wharf, an inclined way removably connected with one edge of the platform and a corresponding removable extension secured to the opposite side of the platform.

3. A device for loading vessels from wharves consisting of a platform mounted upon wheels having supplemental posts by which it is raised above the top of the wharf-stringer and supported, an extension of said platform outwardly beyond the edge of the wharf, a horizontal extension of one side of the platform having supporting-posts under its outer edge and hooks and sockets by which it is connected with the edge of the main platform, an inclined way extending from the wharf up to the opposite edge of the main platform having sockets and hooks for rigid connection therewith, substantially as described.

4. In an apparatus of the character described, a main platform and extension having supporting-posts and bearing and steering wheels, a platform extension having hooks and socket-pieces by which it is connected with the edge of the main platform and supporting-posts for the outer edge, an inclined runway having wheels beneath its central portion so journaled that one edge of the platform will rest upon the wharf and the other edge connecting directly with the edge of the main platform, steps upon which the timbers of the incline are supported, and hooks and brackets by which the parts are united and prevented from separation.

In witness whereof I have hereunto set my hand.

CHARLES R. ALLEN.

Witnesses:

S. J. COWARY,
W. T. KENNEDY.