No. 813,046. PATENTED FEB. 20, 1906.

A. JANSSENS.

WHARF OR LANDING STAGE.

APPLICATION FILED OCT. 26, 1905.

Fig. 1.

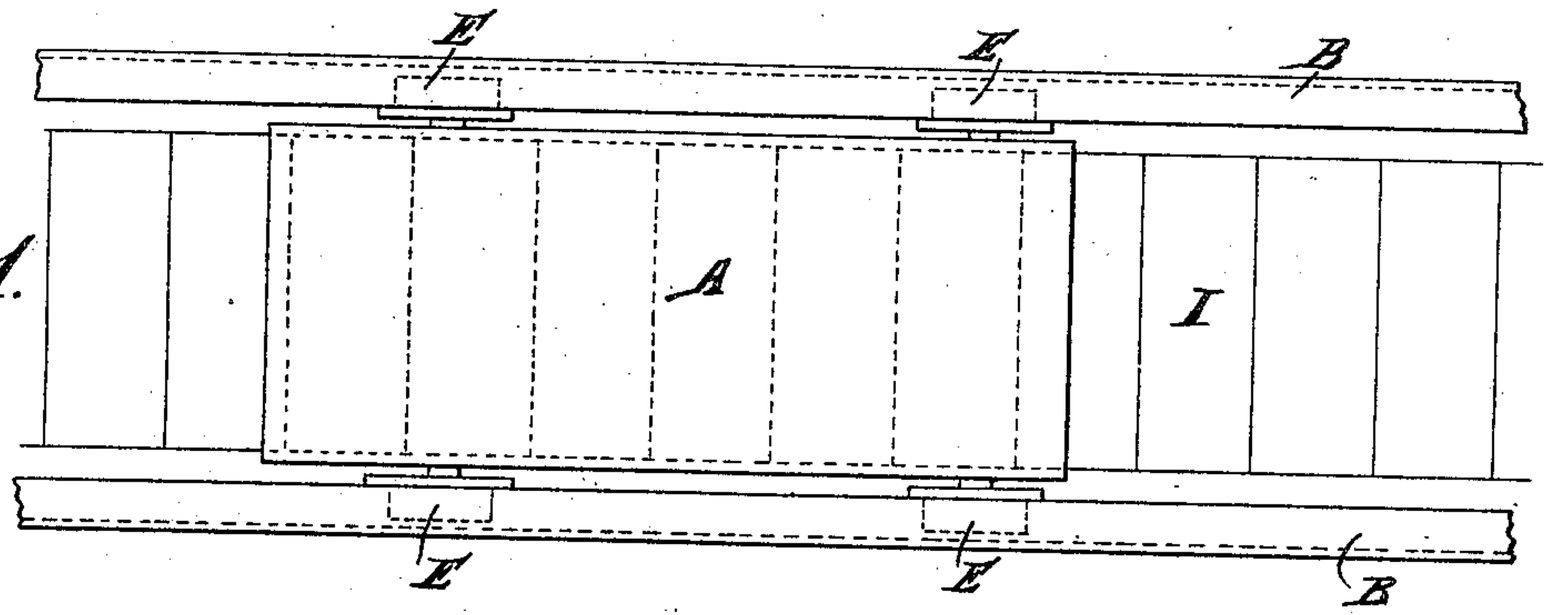


Fig. 2.

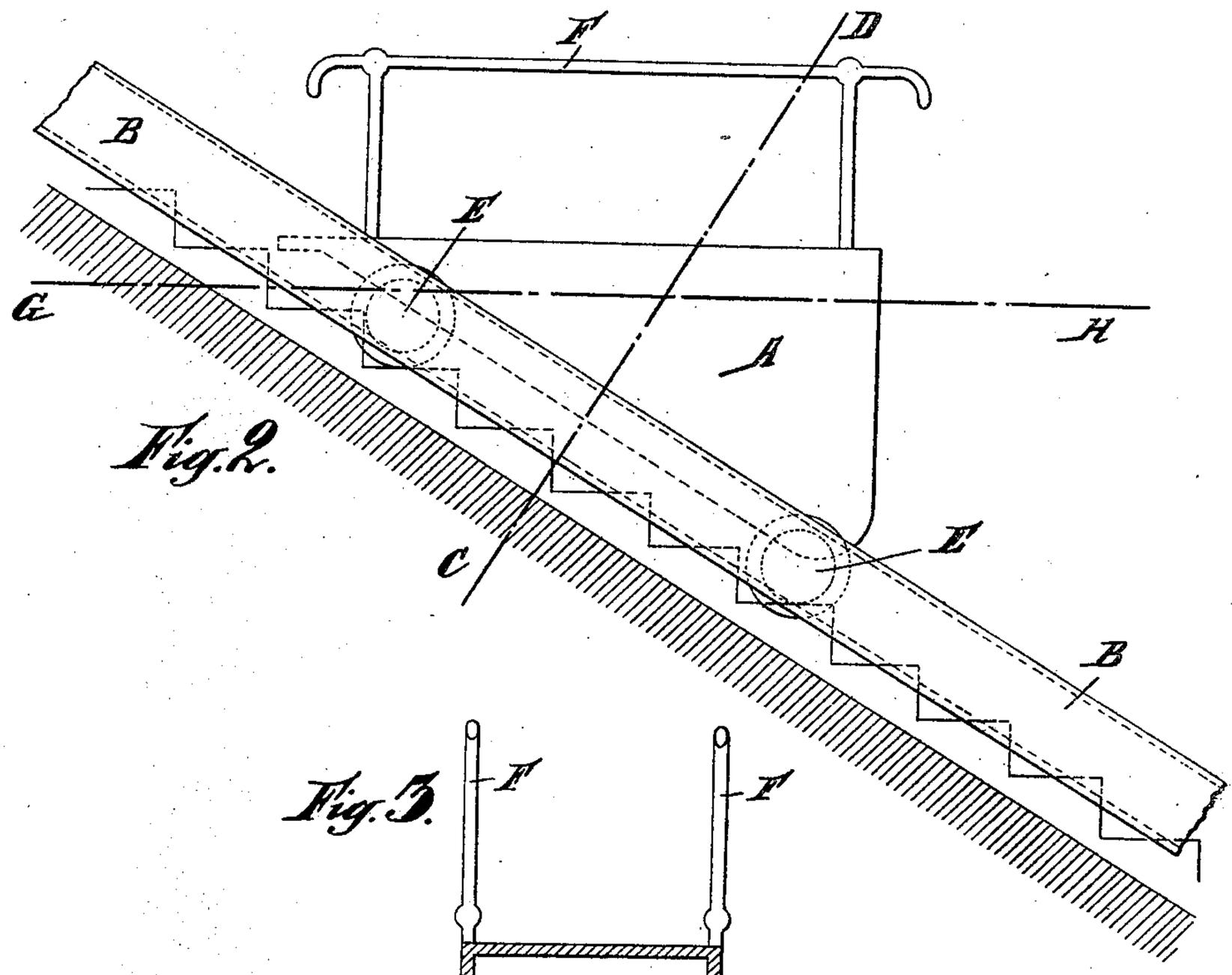
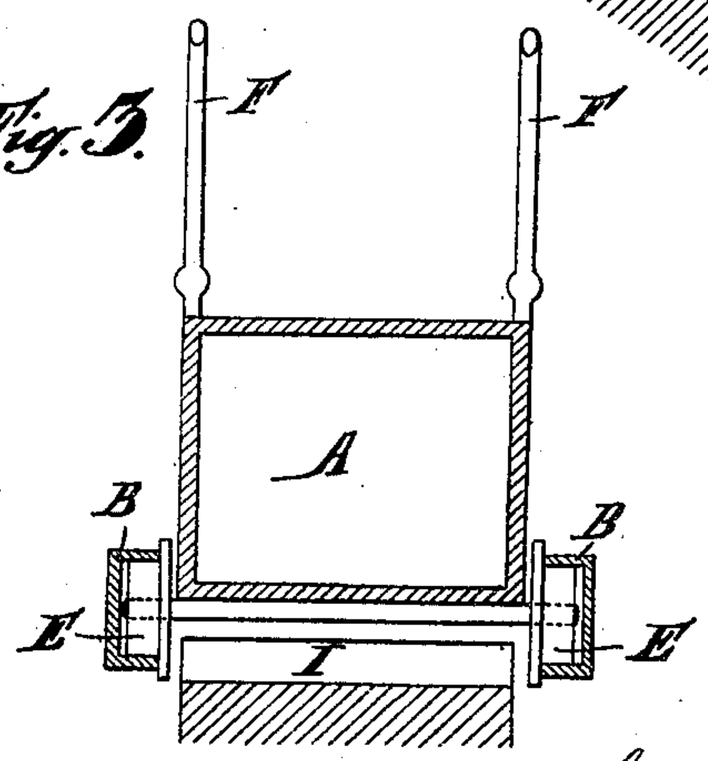


Fig. 3.



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UNITED STATES PATENT OFFICE.

ANTOINE JANSSENS, OF ST. NICOLAS, BELGIUM.

WHARF OR LANDING-STAGE.

No. 813,046. Specification of Letters Patent. Patented Feb. 20, 1906.

Application filed October 26, 1905. Serial No. 284,458.

To all whom it may concern:

Be it known that I, ANTOINE JANSSENS, a subject of the King of Belgium, residing at St. Nicolas, in the Kingdom of Belgium, have invented new and useful Improvements in Wharves or Landing-Stages, of which the following is a specification.

This invention relates to a new or improved wharf or landing-stage adapted to be subjected to the influence of the tides.

The invention is illustrated in the annexed drawings, in which—

Figure 1 is a plan view; Fig. 2, a side view, and Fig. 3 a section on the line C D of Fig. 2.

The construction of the improved wharf or landing-stage is as follows:

A is a closed caisson or pontoon forming a float supported by the water—for instance, at the level H—and provided with rollers E, adapted to bear on inclined supports B, which, as in the case illustrated, may consist of two iron rails of U-shaped section. These supports or double rails B are fixed in any suitable manner against or into the bank so that the upper part is above high-water mark and that the lower part is in the water at low water. By means of these supports the float is caused to move along an inclined plane instead of merely moving in a vertical direction, as is the case when it merely obeys the free action of gravity and water-pressure, as in the case of the pontoons hitherto used.

F F are hand-rails fixed to the pontoon A.

It is obvious that when the water-level falls the pontoon A automatically descends along the inclined supports or rails B in order to remain floating on or in the water. On the other hand, when the water rises the pontoon is lifted and ascends the bank guided by said rails. Steps I between the rails give access to the pontoon at all times.

The arrangement described has the advantage that a pier or stage is always available at the water-level and against the bank, so that expensive piles and gangways or bridges which interfere with navigation are dispensed with.

I claim as my invention—

1. In a wharf the combination of a float or pontoon, means for permitting said float to be automatically displaced in a horizontal and vertical direction by the action of the variations of the water-level, and means for giving access to the float in its different positions substantially as described.

2. In a wharf the combination of a float or pontoon, rolling devices carried by said float, inclined paths for said rolling devices between which the float is automatically displaced in a horizontal and vertical direction and means between the roller-paths for giving access to the float, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ANTOINE JANSSENS.

Witnesses:

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