C. J. ATKINS.

Ferry-Bridges.

No. 141,911. Patented August 19, 1873.

Fig: 1.

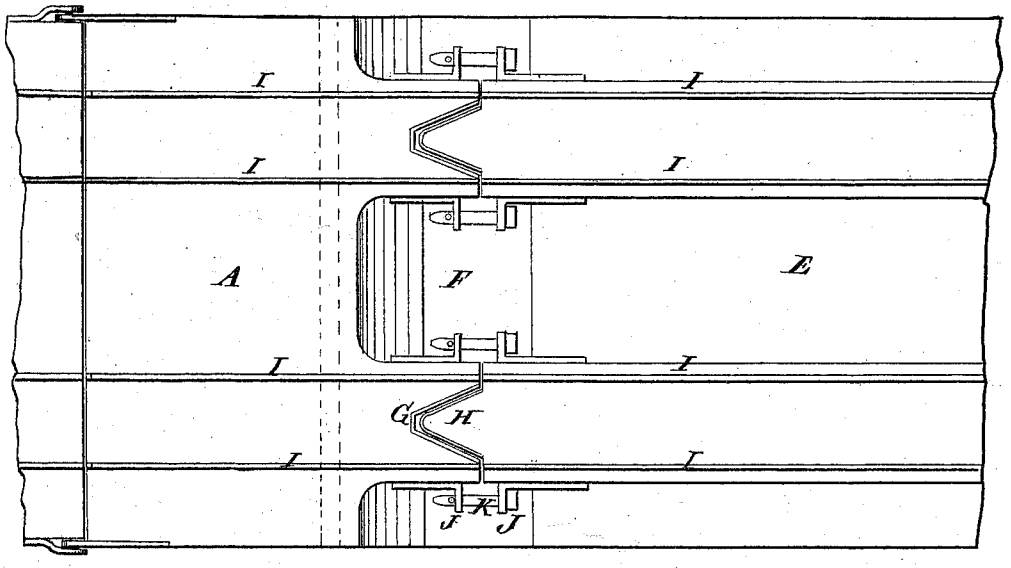
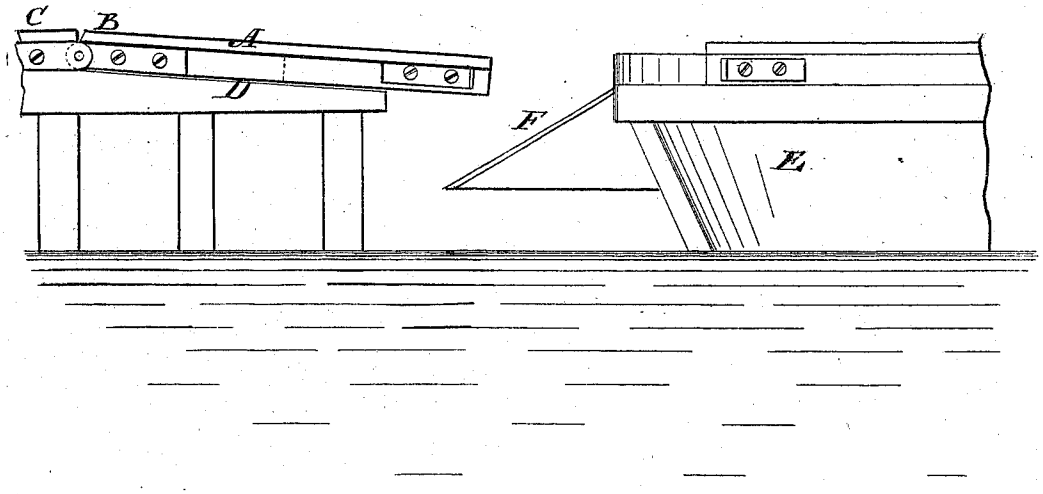


Fig: 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

CARROLL J. ATKINS, OF LOUISIANA, MISSOURI.

IMPROVEMENT IN FERRY-BRIDGES.

Specification forming part of Letters Patent No. **141,911**, dated August 19, 1873; application filed July 19, 1873.

To all whom it may concern:

Be it known that I, CARROLL J. ATKINS, of Louisiana, in the county of Pike and State of Missouri, have invented a new and Improved Ferry-Bridge, of which the following is a specification:

My invention consists of a bridge or platform for ferry-boats arranged to swing down, without obstruction, as low as needed to be level with the boat-deck at low water; and an incline in the bow of the boat to run under the projecting end of the bridge and raise it to the level of the boat-deck, whether the water be high or low. My invention also consists of large V-shaped notches in the edge of the platform or bridge, and corresponding projections on the boat to enter them, and thus bring the boat and bridge into alignment. This part is more particularly designed for railroad ferry boats and bridges, to insure the alignment of the tracks for running the cars from one to the other.

Figure 1 is a plan view of a ferry boat and bridge arranged according to my invention, and Fig. 2 is a side elevation.

A represents the movable bridge or platform. It is hinged at B to the permanent structure C, which is sloped from the joint B to the front end, as shown at D, sufficiently to allow the bridge to swing down at the front as much as needed to be level with the boat at low water. E is the boat, and F the incline on the bow for running under the front edge of the bridge and raising it up to the level of the boat's deck when the water is above low-water mark. This incline will be extended sufficiently to run under the bridge at low water. By this arrangement the floats, weighted chains, pulleys, levers, and other contrivances, and the attendance now employed to regulate these bridges, will be dispensed with. G represents the V-shaped notches in the bridge, and H the counterpart projections on the boat to enter the said notches to align the railway tracks I at the same time they come together to be fastened. J are the clips, and K the bolts for fastening the bridge and the boat together.

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

1. The combination of an incline, F, on the bow of a ferry-boat with a bridge, A, arranged to swing down at the front edge as low as the deck of the boat at low water, substantially as specified.

2. The combination of projections H on the boat, and counterpart notches G on the bridge, to align the rails on the boat and the bridge automatically when they come together, substantially as specified.

CARROLL J. ATKINS.

Witnesses:
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