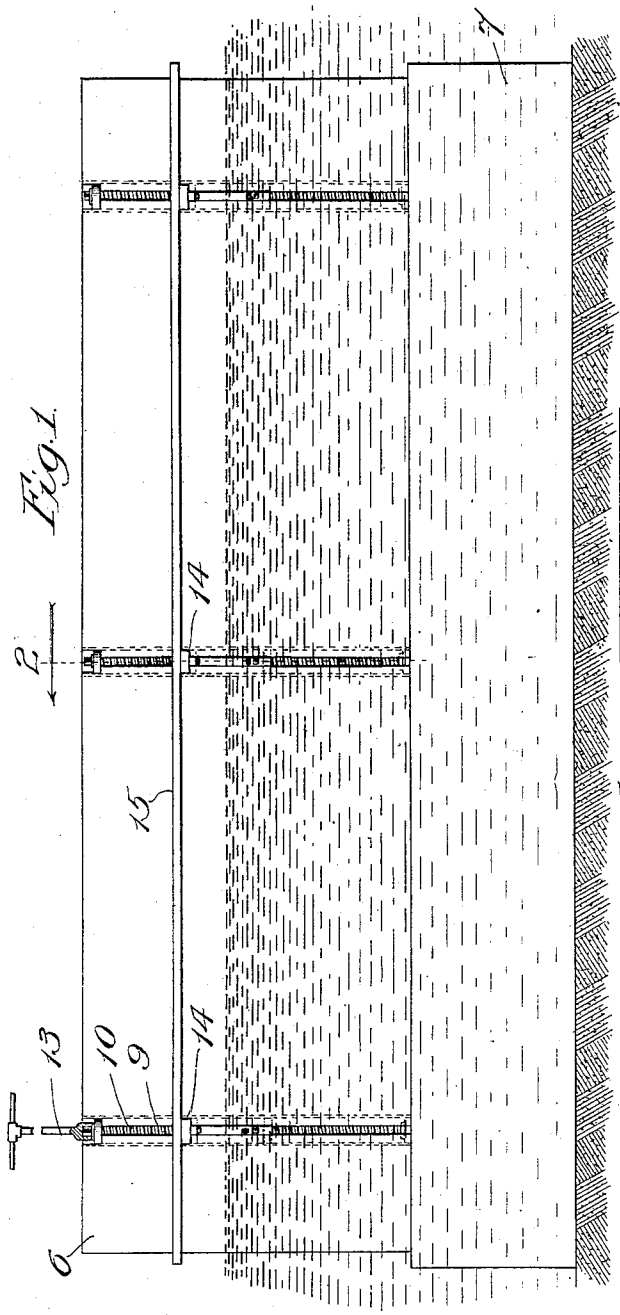
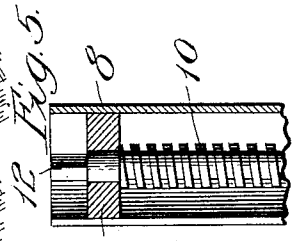
H. W. SAUBER.

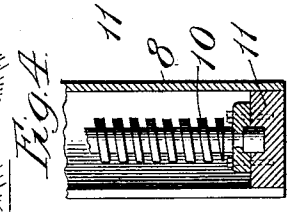
ADJUSTABLE BOAT LANDING.

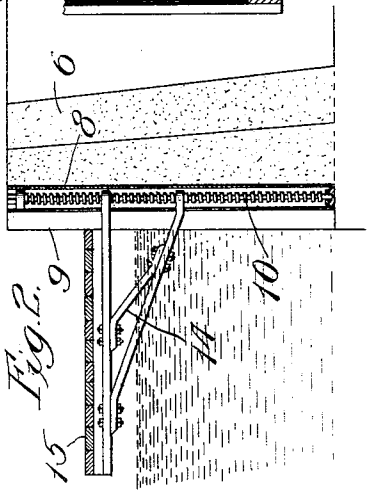
APPLICATION FILED SEPT. 4, 1908.

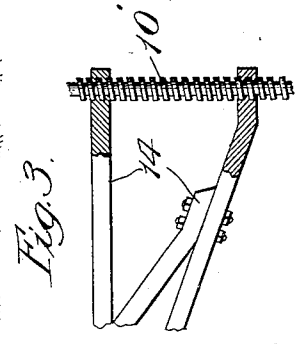
907,645. Patented Dec. 22, 1908.











Witnesses:
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THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

HERBERT W. SAUBER, OF LEMONT, ILLINOIS.

ADJUSTABLE BOAT-LANDING.

No. 907,645. Specification of Letters Patent. Patented Dec. 22, 1908.

Application filed September 4, 1908. Serial No. 451,658.

To all whom it may concern:

Be it known that I, HERBERT W. SAUBER, a citizen of the United States, residing at Lemont, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Adjustable Boat-Landings, of which the following is a specification.

My invention relates more especially to an improvement in the construction of landings, for small craft, as row-boats, motor-boats and the like, such as are usually provided at pleasure-resorts and similar places.

My object is to provide such a boat-landing of improved construction equipped with a platform having means for readily adjusting it bodily with reference to the level of the water.

Referring to the accompanying drawing, Figure 1 is a front elevation of a boat-landing equipped with my improvement; Fig. 2, a section taken on line 2 in Fig. 1; Fig. 3, an enlarged broken detail view of an adjusting screw and platform-supporting bracket; and Figs. 4 and 5, enlarged broken sectional views respectively of the lower and upper end-portions of a platform-adjusting screw and its housing.

6 is a concrete wharf-abutment or quay constructed upon a foundation 7 at the water edge. Embedded in the concrete near the front of the abutment are vertical tubes or pockets 8 provided with vertical slots registering with similar vertical guide-slots 9 extending through to the abutment face. Mounted in the tubes 8 are vertical screw-shafts 10 journaled at their upper and lower ends in collars 11 which fit loosely in the tubes. The tops of the screw-shafts are squared, as indicated at 12, to receive an operating key 13. Working upon each of the screws 10 is a traveler or bracket 14 which may be constructed as shown. The brackets extend through the slots 9 and carry a platform 15 extending along the face of the abutment.

To adjust the platform with reference to the level of the water, as or when the latter changes materially, the screws are turned by means of the key 13 to raise or lower the platform-supporting brackets and consequently the platform. As the screws may ascend and descend in the tubes 8 adjustment may be effected at the screws in succession.

The construction shown and described is strong and safe, and the raising or lowering of the platform may be quickly and easily effected when desired.

At ferry landings and the like it is usual to provide a hinged adjustable platform which is raised and lowered only along its outer end-portion. In my construction the platform may always extend in a horizontal plane, thus rendering it safer and more desirable. In the event that the water should rise to the platform before the latter is raised the platform itself may be sufficiently buoyant to raise the screws in the tubes and float. This will prevent the platform becoming submerged at any time.

While I prefer to construct my improvements throughout as shown and described, obviously they may be modified in the matter of details without departing from the spirit of my invention as defined by the claims.

What I claim as new and desire to secure by Letters Patent is—

1. The combination with a wharf-abutment, of a landing-platform projecting from the face thereof, and means upon the abutment for supporting the platform and bodily raising and lowering it upon said face.

2. The combination with a wharf-abutment, of a landing-platform projecting from the face thereof, supporting brackets for the platform, vertical guides on the abutment for the brackets, and means for raising and lowering said brackets bodily with the platform along the said guides.

3. The combination with a wharf-abutment, of screw-housings therein formed with guide-slots extending to the face of the abutment, a landing-platform projecting from said face and means for raising and lowering the platform comprising upright rotary screws journaled in said housings, and platform-supporting travelers on the screws movable in said guide-slots.

4. The combination of a concrete wharf-abutment, a platform projecting from the face thereof, vertical screw-housings formed in the abutment having guide-slots extending to the face of the abutment, rotary screws mounted in said housings, and platform-supporting travelers on the screws extending through said guide-slots.

5. The combination with a wharf-abut-

ment, of screw-housings therein formed with guide-slots extending to the face of the abutment, a buoyant landing-platform projecting from said face and means for raising and lowering the platform comprising upright rotary screws journaled in said housings and free to move longitudinally therein, and platform-supporting travelers on the screws movable in said guide-slots, as and for the purpose set forth.

HERBERT W. SAUBER.

In presence of—
JOSEPH L. DOW,
MICHAEL J. RAY.