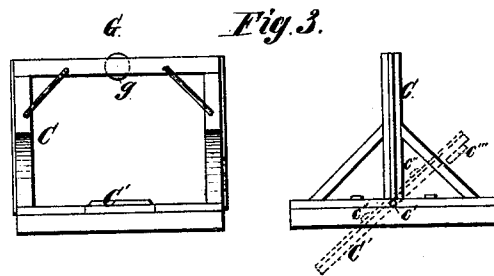
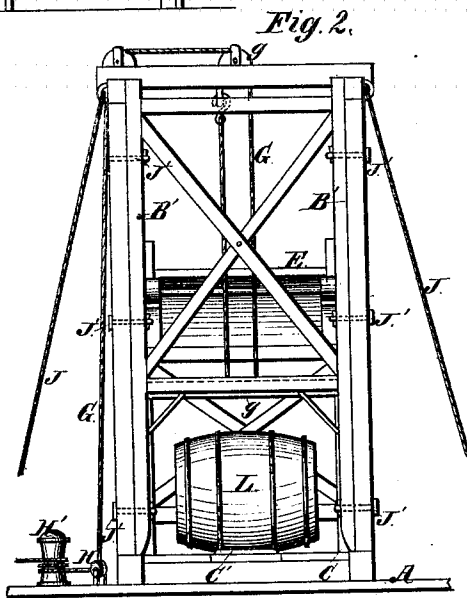
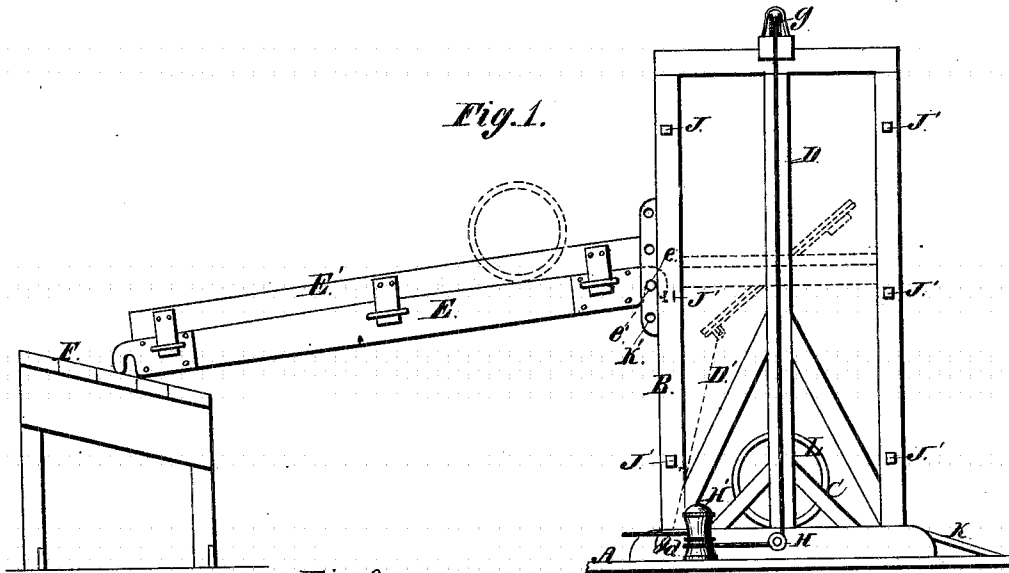


PORTABLE ELEVATOR.

Patented March 21, 1876.



Witnesses.

Francis W De Coppete.

Albert Andry

Inventor.

Victor Anany.

UNITED STATES PATENT OFFICE.

VICTOR ANDRY, OF NEW ORLEANS, LOUISIANA.

IMPROVEMENT IN PORTABLE ELEVATORS.

Specification forming part of Letters Patent No. **175,002**, dated March 21, 1876; application filed August 17, 1875.

To all whom it may concern:

Be it known that I, VICTOR ANDRY, of the city of New Orleans, in the parish of Orleans and State of Louisiana, have invented a certain new and useful Improvement in Portable Elevators, for use on steamboats, &c.; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the following specification, with the annexed drawing, in which—

Figure 1 is a side elevation of my apparatus as erected on the main deck of a steamboat. Fig. 2 is an end view of the same. Fig. 3 is a detached view of the carriage or elevator-platform.

Corresponding parts in all the figures are designated by like letters.

The invention relates to a certain improvement in portable elevators, adaptable to steamboats or barges plying on western rivers; the object of which is to provide a simple and efficient contrivance by means of which steamboats running in a low stage of water shall be enabled to load or unload rolling or other freight at the wharf or landings with dispatch and economy. By the use of this simple mechanism I am enabled to accomplish this object with my device in half the time required by others with more cumbersome devices.

In order to enable others skilled in the arts to make and use my invention, I will proceed to describe it.

In the annexed drawing, A represents the main deck of a steamboat, on which the apparatus is erected, and secured by suitable bolts or pins. B is the outer frame of the elevator, which I make of wood, and about eighteen feet high by six or eight feet wide, and made with the inner frame B' in section, so that when not required it can be taken to pieces readily and stowed away. C represents the carriage or platform. This platform is constructed with slides, which work in the grooves made in the vertical standards D. C' is a tilting plank, pivoted at c', and fitted with lugs c'' and a weight, c''', so as to keep it in a horizontal position. D' is a rope or guy, by means of which the working of the tilting plank is adjusted so as to push the freight off of the platform onto the stage-plank. E is the stage-plank, fitted with the sides or guides E'. F repre-

sents the wharf or landing, on which the plank E is resting when unloading freight, and on which the freight is finally landed and received, or from which it is taken on board. G is the hoisting-rope, running upon the pulleys or sheaves g g. H is a snatch-block, upon which the rope G passes, and is guided on the steam-capstan H' and wound two or three times, so as to obtain a good hold. J are guys, which may be fastened to any part of the boat, so as to maintain the frame in its position. J' are lock-bolts, fitted with keys, the object of which is to fasten the frames B and B' together, and to take them apart upon their removal. K is an inclined plane, and K' are metallic side pieces, bolted to the frame B, and fitted with holes, through which passes the pin e. The end of the stage-plank bears a metal plate, properly fastened. This plate has a notch, e', cut into it, so as to engage the pin e easily, and upon which it rests while unloading freight. The height of the plank can be adjusted so as to suit the bank or wharf. When the boat is moving, the plank is disengaged from the pin e and fastened on the sides of frame B. L is a hogshead or barrel.

To operate my elevator I proceed as follows: The frame B having been placed in position upon the deck A, the guys J are made fast. The adjustable ropes D' are next fastened upon the cleat d, so as to cause the tilting plank C' to oscillate when the platform is opposite and in line with the end of the plank E. The rope G is then wound upon the capstan H'; and the stage-plank E being placed in its position, and the barrel or hogshead L being rolled upon the platform, then I start the steam-capstan, and, by hauling the rope G tight, the platform C will rise with the freight until it has assumed the position shown in dotted lines, when the tilting plank C', being actuated by the guys or ropes D', will shove the barrel onto the platform E, when it will roll ashore by gravity. By slacking the rope G the platform will descend to the deck A, and be ready to receive or discharge rolling freight as fast as it can be brought from the different parts of the boat.

Having now fully explained the object and purpose of my invention, together with its operation, what I claim as new and useful, and

for which I desire to secure Letters Patent, is—

1. The combination of the sectional frames B and B', lock-bolts J', hoisting-rope G, guys D', and cleat d, substantially in the manner shown and described, and for the purpose set forth.
2. The combination of frames B and B' with stage-plank E, provided with notch e', pin e, and side pieces K', constructed substantially as and for the purpose set forth.
3. The carriage or hoisting-platform C, as constructed and fitted with a tilting plank, C', pivoted at c', lugs c'' c'', and weight c''', in combination with steam or other capstan H' and snatch-block H, substantially in the manner shown and described, and for the purpose set forth.

VICTOR ANDRY.

Witnesses:

FRANCIS VT. DE COPPET,
ALBERT ANDRY.