

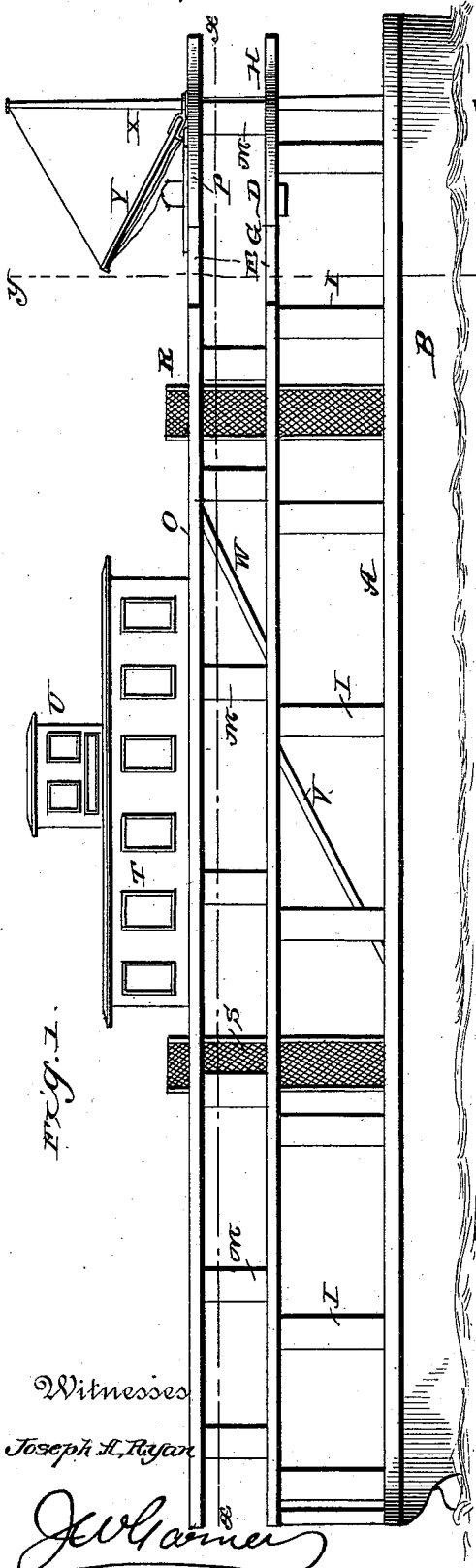
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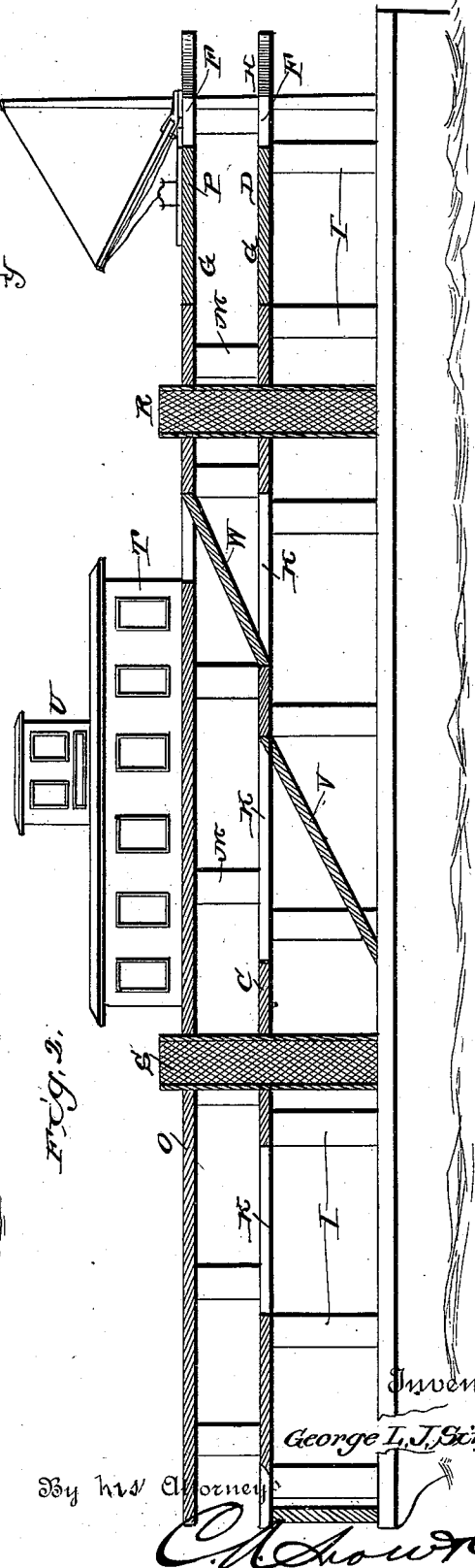
# G. L. J. SIMPSON. RIVER STEAMBOAT.

No. 374,635.

Patented Dec. 13, 1887.



*Fig. 1.*



*Fig. 2.*

Witnesses  
Joseph A. Ryan

*J. Warner*

Inventor  
George L. J. Simpson.

By his Attorney

*C. Howland*

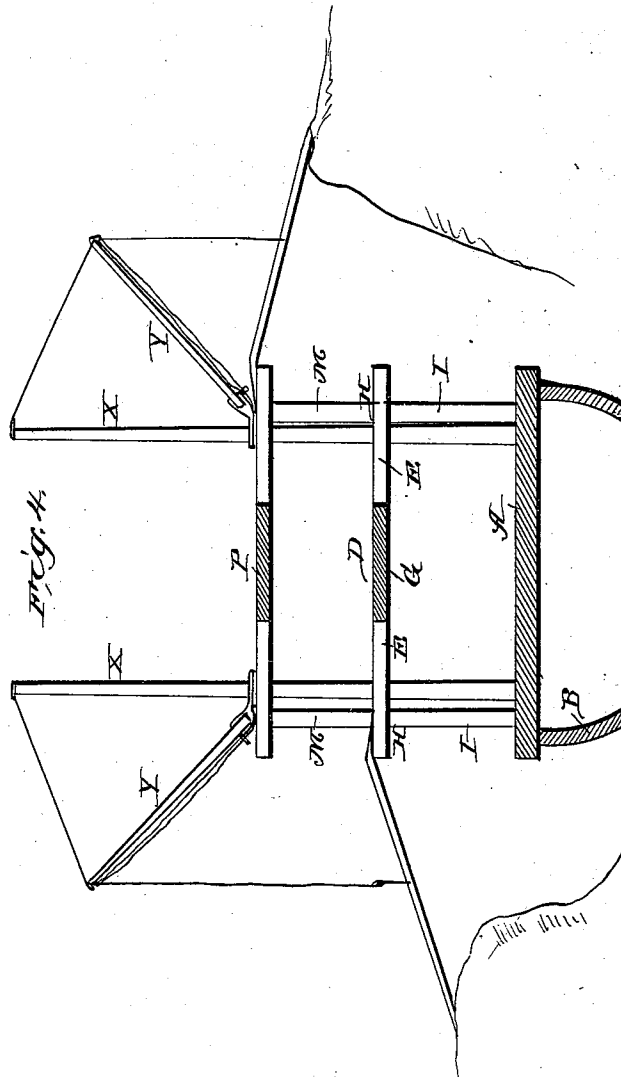
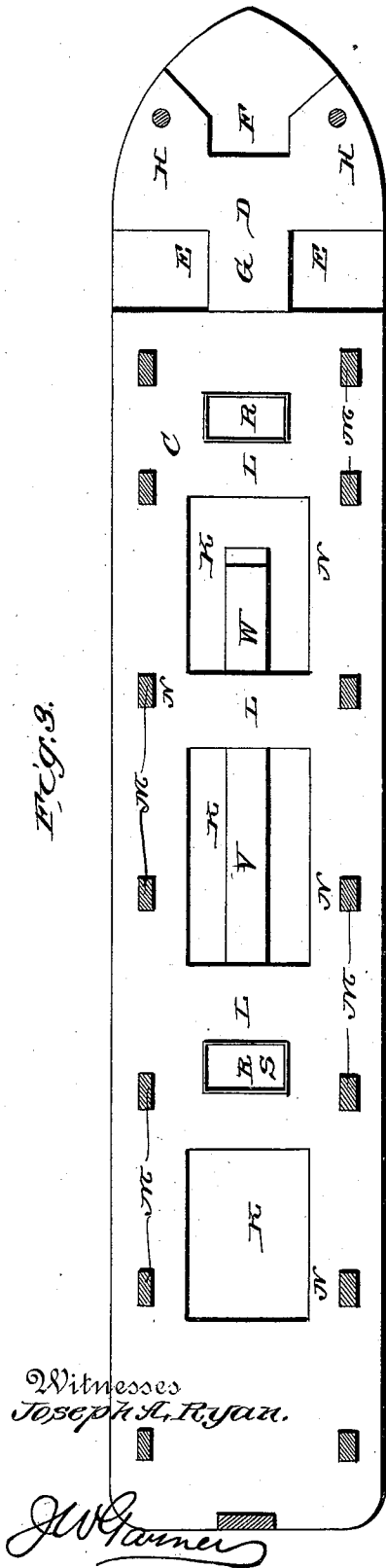
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Inventor  
George L. J. Simpson.

By his Attorneys

*C. A. Snow & Co.*

# UNITED STATES PATENT OFFICE.

GEORGE LOUIS JAMES SIMPSON, OF QUANAH, TEXAS, ASSIGNOR TO NANNIE HOCKER SIMPSON, OF SAME PLACE.

## RIVER STEAMBOAT.

SPECIFICATION forming part of Letters Patent No. 374,635, dated December 13, 1887.

Application filed June 25, 1887. Serial No. 242,517. (No model.)

### *To all whom it may concern:*

Be it known that I, GEORGE LOUIS JAMES SIMPSON, a citizen of the United States, residing at Quanah, in the county of Hardeman and State of Texas, have invented a new and useful Improvement in River Steamboats, of which the following is a specification.

My invention relates to an improvement in passenger and freight river steamboats; and it consists in the peculiar construction and arrangement of parts, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the drawings, Figure 1 is an elevation of a steamboat embodying my improvements. Fig. 2 is a vertical longitudinal central sectional view of the same. Fig. 3 is a horizontal sectional view of the same, taken on the line *xx* of Fig. 1. Fig. 4 is a cross-section on the line *yy* of Fig. 1.

A represents the main deck, which is secured on the hull B in the usual manner, and projects beyond the sides and ends thereof.

C represents the second deck, which is arranged at a suitable height above the main deck and extends from the stern of the vessel to within a suitable distance of the bow thereof. This second deck is provided with a forward extension, D, which extends over the bows of the main deck, and has rectangular recesses or cut-away portions E in its sides and a similar recess or cut-away portion, F, in its front end, the said recess F being beveled outwardly on opposite sides, as shown in Fig. 3. This forms a central bridge, G, which connects the rear side of the extension with the front portion of the second deck, and forward-extending platforms H, which extend laterally from the front portion of the bridge, the said platforms and bridge being arranged substantially in the form of the letter T.

The sides of the second deck project beyond the stanchions or supports I, which connect it to the main deck, thereby making the width of the second deck equal to the width of the main deck. The said second deck has its central portion entirely cut away to form an opening, K, above the main deck, and across the said opening, at suitable distances apart, are arranged transverse bridges L. The stan-

chions M, which rise from the second deck, are arranged in the same vertical planes with the stanchions I, and the spaces on the sides of the central opening, K, in the second deck, and between the same and the stanchions M, form truckways N.

O represents the third deck, which is supported on the stanchions M and is similar in length and width to the second deck. The said third deck is provided at its front end with an extension, P, which is similar to the extension D of the second deck, and is arranged over the same and extends forward over the bows of the main deck.

R represents a vertical elevator-way which extends from the main deck upward to the third deck, and is adapted to direct an elevator cage or car of the usual construction adapted to hoist freight from the first deck to the second and third decks. S represents a similar elevator-way which extends from the main deck to the third deck at a suitable distance of the stern of the vessel.

On the third deck is erected the cabin or "texas" T. On the upper side of the texas is the pilot-box U.

V represents an inclined stage or gangway which extends from the main deck to one of the bridges L of the second deck, and W represents a similar inclined stage or gangway which extends from the opposite side of the said bridge L to the third deck near the front end thereof.

At each side of the bows of the boat is a mast or pole, X, which extends from the main deck up through the front portion of the platforms H of the extensions of the second and third decks. To each mast or pole, at a suitable distance from the upper end thereof, is connected the inner end of a swinging boom, Y, the outer end of which is connected to the upper end of the mast or pole by a stay in the usual manner. The said masts and booms constitute the derricks which are employed to manipulate the stage-planks. The openings E in the sides of the extensions of the second and third decks enable the stage-plank to be raised or lowered to either the main, second, or third deck, as may be desired, according to the height of the bank at which the

boat touches. The openings F in the front ends of the extensions are made for the purpose of lightening the said extensions, and thereby avoid overloading the bows.

5 Heretofore, so far as I am aware, the second and third decks of river steamboats have not been extended over the bows of the main deck, and, inasmuch as such steamboats load and unload from their bows, it has been heretofore  
10 impracticable to extend the stage-plank from the second or third deck, and has thus entailed the necessity of carrying the freight to and from the shore directly onto the main deck. It frequently happens that the banks  
15 of landings are much higher than the main deck of a steamboat, particularly if at the time of making the landing the tide happens to be low. In such cases the stage-plank, if extended from the main deck, must necessarily  
20 be inclined at a greater or less angle, and thereby render the task of trucking the freight from the boat to the shore exceedingly difficult and arduous.

By providing the second and third decks of  
25 a steamboat with the forward extensions hereinbefore described and adapting the stage-plank to be hoisted to either of the said extensions the stage-plank may be lowered from the second or third deck to the bank of the  
30 landing where freight is to be discharged from the boat, and thus cause the stage-plank to be inclined downward from the vessel to the shore, and thereby greatly facilitate the operation of trucking the freight over the  
35 stage-plank, and enabling a man to handle a much greater amount of freight than it would be possible to do if he had to wheel the truck up a stage-plank from the boat to the shore. These forward extensions of the second  
40 and third decks also serve an exceedingly useful purpose when lading freight, as after the main deck becomes loaded the freight may be wheeled in over the stage-plank onto the second deck, and from thence piled on  
45 the load on the main deck by reason of the central opening, K, which is formed in the second deck. The inclined stages or gangways which connect the decks adapt freight to be wheeled down them from one deck to another; but when the freight is to be hoisted  
50 from a lower deck to a higher one the elevators hereinbefore described are employed. This arrangement of the second deck will be found especially useful in steamboats which are employed in carrying bales of cotton. The  
55 first tier of cotton-bales may be wheeled directly in upon the main deck and arranged in position under the opening K, and the superincumbent tiers of cotton-bales will be wheeled  
60 in on the second deck and discharged from the truck-rails N and bridges L onto the cotton on

the main deck and arranged thereon in the proper order, and thus adapt the vessel to be loaded with cotton-bales from the main deck to the third deck uninterruptedly, and consequently greatly adding to the capacity of the  
65 boat.

Having thus described my invention, I claim—

1. A steamboat having the second and third  
70 decks provided with forward extensions arranged over the bows of the main deck, said extensions having the recesses F in their front ends and the recesses E in their sides, for the purpose set forth, substantially as described. 75

2. A steamboat having the second and third  
decks provided at their front ends with extensions arranged over the bows of the main deck, the said extensions being provided in their sides with the openings E, through which  
80 the stage-plank may be raised or lowered, substantially as described.

3. A steamboat having the second and third  
decks provided at their front ends with extensions arranged over the bows of the main  
85 deck, the said extensions having the openings or recesses F in their front ends to lighten the bows, substantially as described.

4. A steamboat having the second deck provided with the central opening, K, and the  
90 bridges L, arranged transversely over the said opening, for the purpose set forth, substantially as described.

5. A steamboat having the main, second,  
and third decks, the second deck being provided with the opening K, the truckways on  
95 the sides of the said opening, and the transverse bridges extending across the said opening, substantially as described.

6. A steamboat having the main, second,  
100 and third decks, the second deck being provided with the central opening, K, the bridges L, extending across the said opening, and the inclined gangways V and W, connecting the second deck with the main and third decks,  
105 substantially as described.

7. A steamboat having the second and third  
decks provided with forward extensions which project over the bows of the main deck, the  
110 said extensions being provided with swinging derricks on the third deck, and openings E in the second and third decks, whereby the gang or stage planks may be raised or lowered through the openings E by means of the derricks, as set forth. 115

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

GEORGE LOUIS JAMES SIMPSON.

Witnesses:

T. I. RODGERS,  
ROBT. SAWYER.