

H. O. HAUGHTON.
PIER FOR OCEAN TRAFFIC.

No. 175,281.

Patented March 28, 1876.

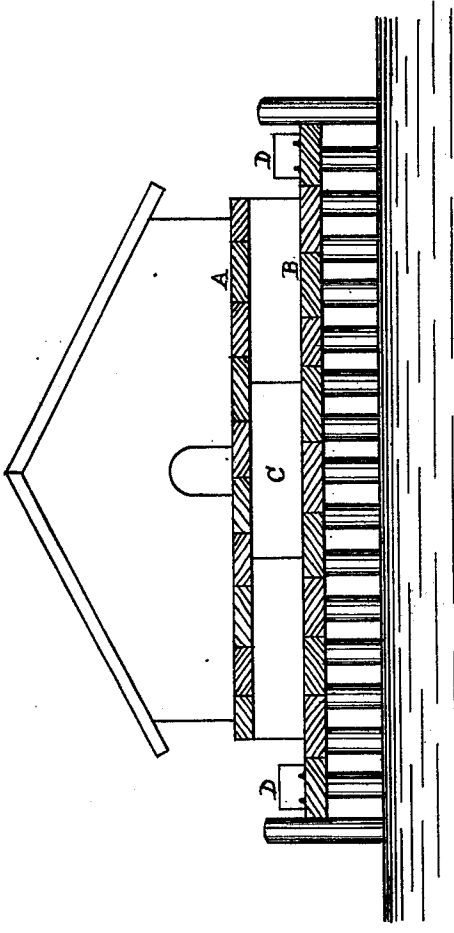


Fig. 1.

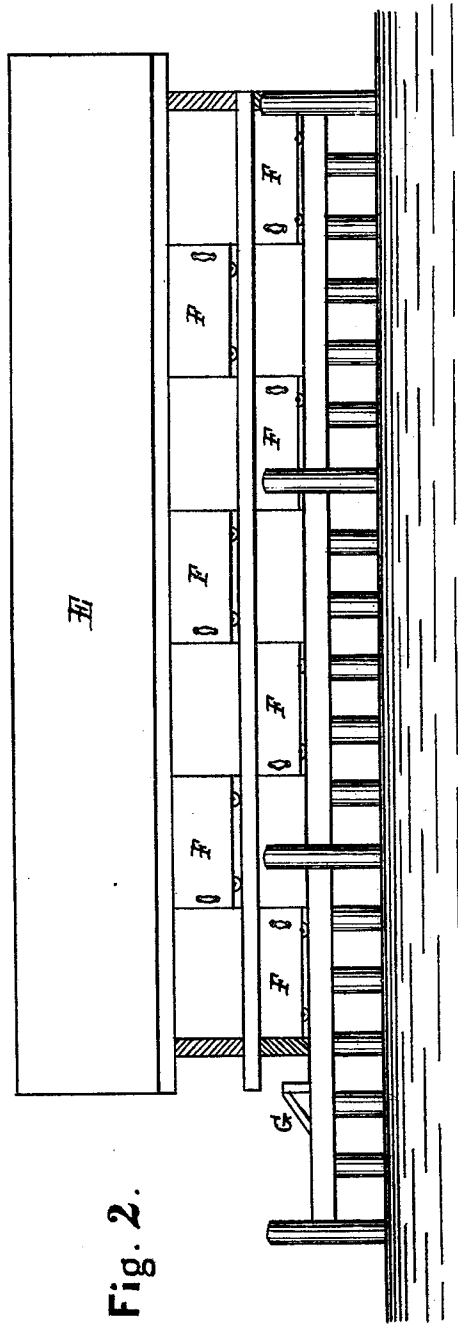


Fig. 2.

Attest:

Wm. M. P. Graham
Wm. R. Wilding

Inventor:

Henry O. Haughton

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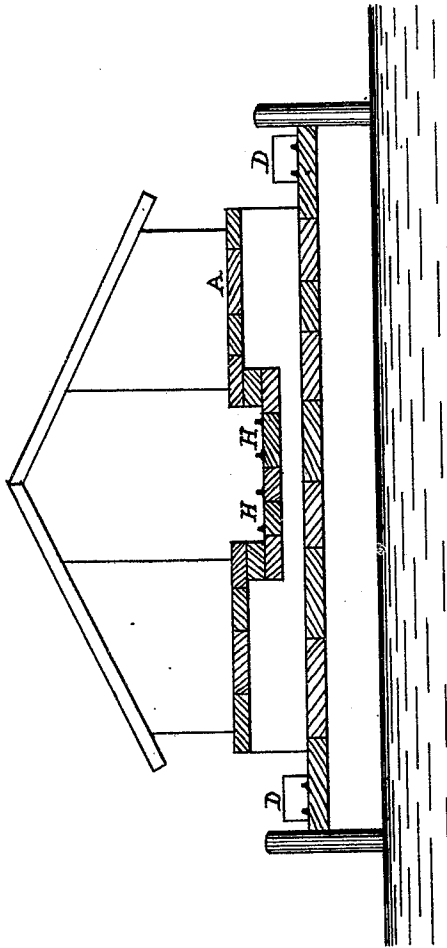


Fig. 3.

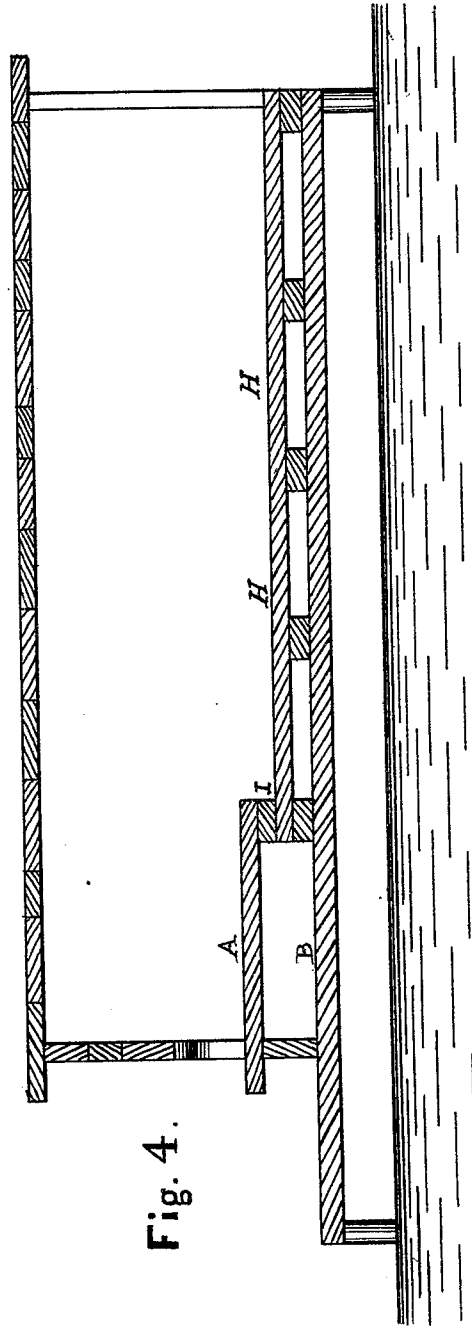


Fig. 4.

Attest:
Wm. W. Pegg
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Inventor:
Henry O. Haughton

UNITED STATES PATENT OFFICE.

HENRY O. HAUGHTON, OF BALTIMORE, MARYLAND.

IMPROVEMENT IN PIERS FOR OCEAN TRAFFIC.

Specification forming part of Letters Patent No. **175,281**, dated March 28, 1876; application filed September 15, 1875.

To all whom it may concern:

Be it known that I, HENRY O. HAUGHTON, of the city of Baltimore and State of Maryland, have invented a new and useful Improvement in Ocean-Steamship Piers or Docks, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

Figure 1 represents a front end view of roofed pier or dock, A being the upper working or transit floor, as now in general use; B, the lower floor; and C, a warehouse, between the floors A and B, for the storage of merchandise. D D represent outside railroad-tracks, with cars in position.

Fig. 2 represents a side view of the pier or dock, E being the roof of ordinary description. F F F represent sliding doors, of which the whole walls, so to speak, of the transit floor and warehouse are composed, thereby providing a direct outlet or entrance at any point that may be required. G represents a bumper on each outer extremity of the side tracks.

Fig. 3 represents a rear end view of the pier or dock, showing D D, railroad-tracks, with cars in position, and A the upper or transit floors, as in Fig. 1. H H represent double lowered tracks running down the center of the floor A, already in use.

Fig. 4 represents a longitudinal section of the pier or dock from apex of roof to water-line, A being the extremity of upper or transit floor, as in Fig. 1, with inner double-lowered tracks H H running down the center and stopping at I. B represents the lower or warehouse floor, as in Fig. 1.

The advantages to be derived from this im-

provement are as follows: First, the combination of an ocean and coasting pier or dock, warehouse, railroad, freight, and passenger depot in one, by a method of arrangement affording the shortest possible interval of space and time, and the most economical disposition in the warehousing or transfer from one mode of transportation to the other, as well as a secure place for the safe keeping of merchandise or products, the local or distant destination of which shall not have been determined; second, the facilities afforded of unloading, loading, and coaling simultaneously at the lowest possible cost and labor, and the transferring of through-freight directly from steamer or vessel to car, or vice versa, with expedition.

The dimensions must be varied according to circumstances. It is, however, recommended for ocean purposes that the upper or transit floor be ten feet six inches above the lower or warehouse floor, thus placing steamers of the description now employed in Atlantic service, as regards their decks, about four feet above the transit-floor when empty, and the same distance below the same when loaded.

What I claim as my invention, and desire to secure by Letters Patent, is—

A pier or dock and storage warehouse, with sliding doors, combined with side railroad-tracks, placed substantially as described, and for the purposes set forth.

HENRY O. HAUGHTON.

Witnesses:

WM. H. PEGRAM,

WM. R. WILDING.