(No Model.) 3 Sheets—Sheet 1.

J. LOWE.

BUOYANT PROPELLER SHIP.

No. 271,203. Patented Jan. 23, 1883.

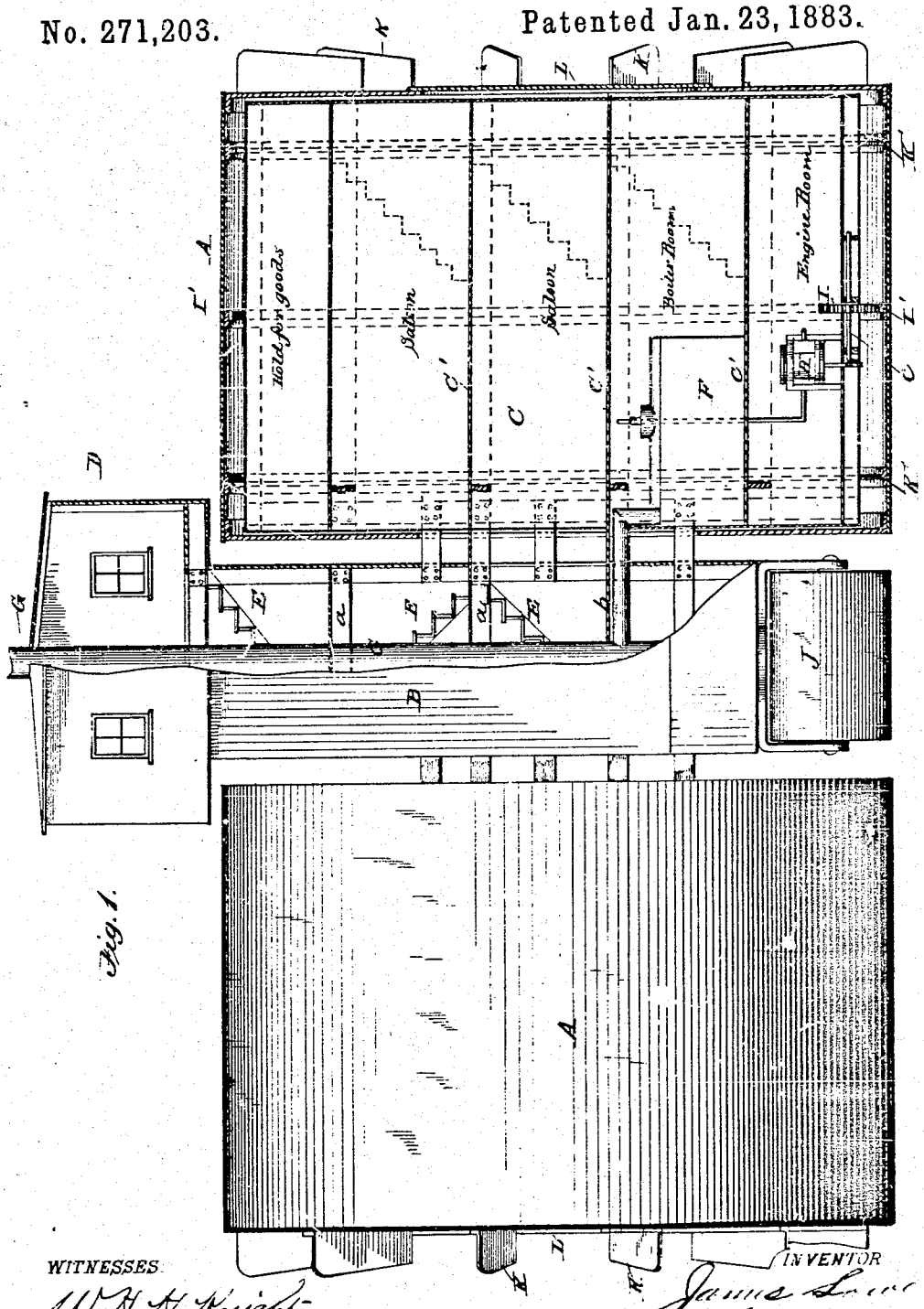


Fig. 1.

WITNESSES

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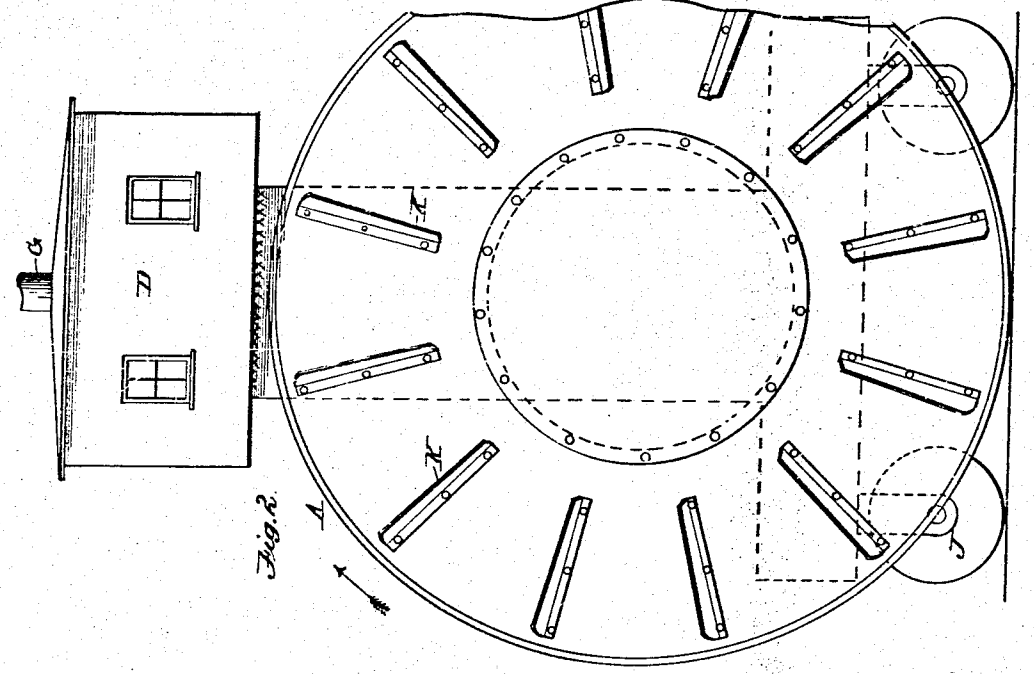


Fig. 2.

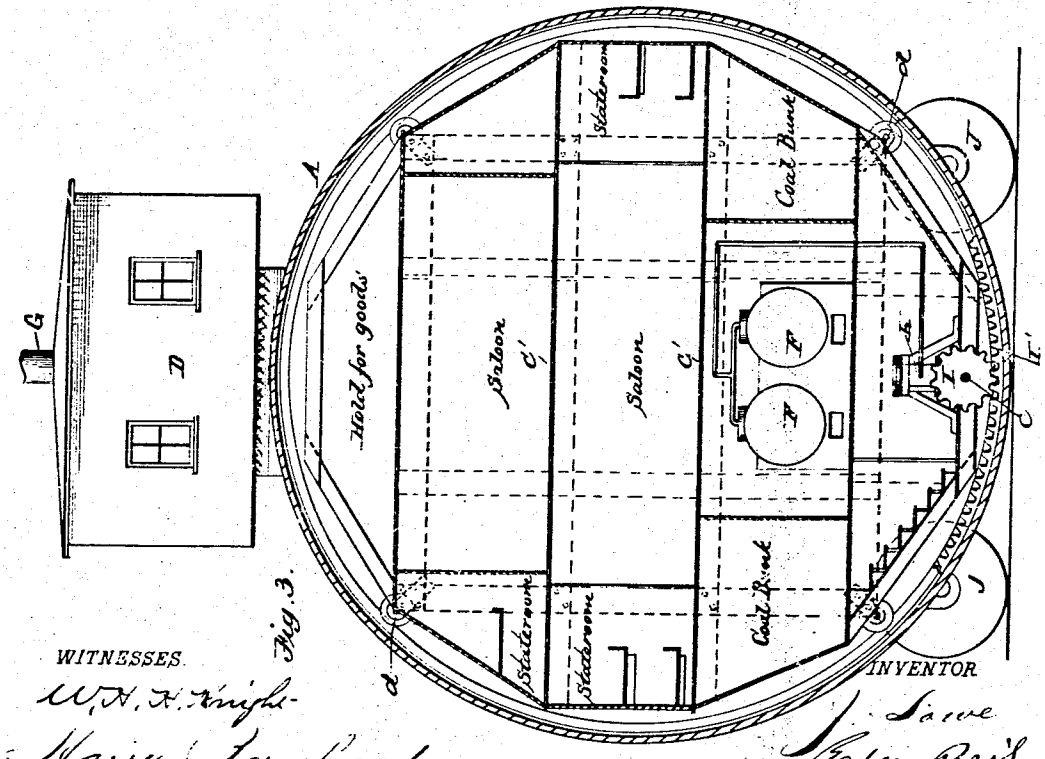


Fig. 3.

WITNESSES.

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(No Model.) 3 Sheets—Sheet 3.

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Fig. 4.

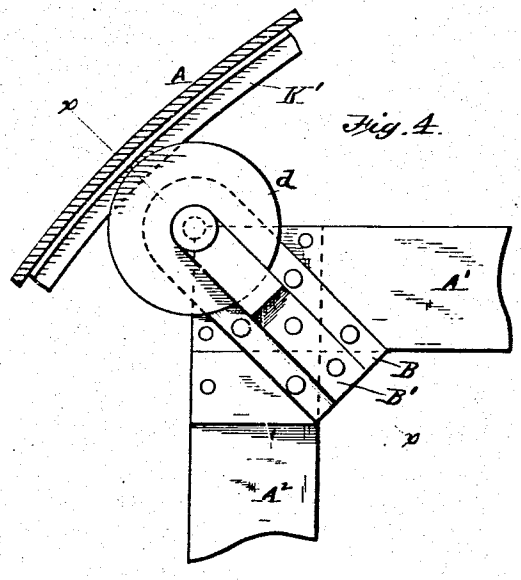


Fig. 5.

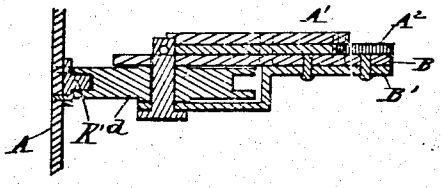


Fig. 6.

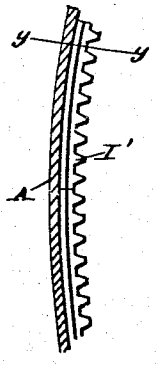


Fig. 7.

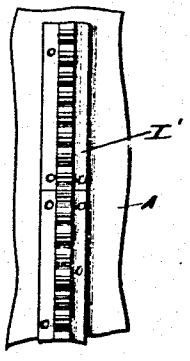
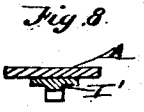


Fig. 8.



WITNESSES

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UNITED STATES PATENT OFFICE.

JAMES LOWE, OF MARLBOROUGH, MASSACHUSETTS.

BUOYANT PROPELLER-SHIP.

SPECIFICATION forming part of Letters Patent No. 271,203, dated January 23, 1883.

Application filed October 26, 1882. (No model.)

To all whom it may concern:

Be it known that I, JAMES LOWE, a citizen of the United States, residing at Marlborough, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Conveyances for Transit by Land and Water; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in steam conveyances or cars, &c.; and it consists in the employment of an inner structure adapted to occupy a fixed position within outer revolving cases or cylinders, mechanism being employed to cause the movement of the outer case or cylinder, and means to render the apparatus or conveyance capable of operation either on land or in water, substantially as hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a view, partly in side elevation and partly in sectional elevation, of my improved car or conveyance. Fig. 2 is an end elevation, and Fig. 3 is a view showing one of the cylinders in section and the pilot-house in side view. Figs. 4, 5, 6, 7, and 8 are details of my invention, Fig. 5 being a section on the line *x x* of Fig. 4, and Fig. 8 being a section on the line *y y* of Fig. 6.

In carrying out my invention I employ two cylinders, A, with broad treads or faces, which are suitably spaced apart to allow the arrangement between them of an upright casing or support, B, to which are rigidly connected by strong bars *a* inner apartments, C, within the cylinders. Upon the top of this support B is secured the pilot-house D. The inner apartments, C C, are floored off into several compartments or stories, as at C′, designed as saloons or parlors, boiler and engine room, and "hold" for the storage of goods. Access is had to the different compartments or floors of the apartments C and to the pilot-house D by means of stairs E, leading therefrom to the support or tower B, the entrance to the apparatus being by way of the tower. The boilers F are connected by pipes *b* to the smoke-stack G, passing up through the tower or case B. The engines H are suitably connected to the boilers, and their shafts *c* carry cog-wheels or pinions I, which travel in circular toothed or cogged tracks I′, secured to the inner circumferences of the cylinders. At two upper and two lower corners (more or less) of each of the inner apartments are disposed wheels or rolls *d d*, which lessen friction and bear upon rails fastened to the inner surface of the cylinders A, as presently more fully described, as the latter rotate around the inner apartments, and perform their traveling movement. The lower horizontal or oblong portion of the tower B is supported at the ends upon rolls J, which are swiveled thereto, and thus permit the ready turning of the apparatus, and being, together with its base or horizontal portion, hollow and light, serve to aid the floating of the apparatus as it passes in its route through streams or rivers or other bodies of water. To provide for the propulsion of the apparatus under the latter circumstances, the cylinders are provided with propeller-blades K, fastened to and projecting from their outer edges, as clearly seen in Fig. 1.

The rolls or wheels J are fastened in place in a strong and firm manner, and provided with peripheral grooves to receive raised flanges or webs on the circular ways K′, fastened to the inner circumference of the cylinders A, all as fully shown in Figs. 4 and 5.

By means of this invention continuous travel can be effected, regardless of an intermediate body or bodies of water, and without a bridge or bridges, it being adapted to travel on water as well as on land.

By slowing up one or the other of the engines the desired turn can be made to steer the apparatus in the required direction of travel.

The orifices or openings in the outer heads of the cylinders can be opened or closed at pleasure by moving the bulk heads in the required direction.

I claim and desire to secure by Letters Patent—

1. In a car or conveyance, the combination, with the outer cylinders having propeller-

blades, and the central tower with an oblong horizontal base supported upon wheels or rolls, said tower and its base being hollow, of the stationary structure within the cylinders, and its attachments, substantially as and for the purpose set forth.

2. In a car or conveyance, the combination of the outer revolving cylinders having internal circular racks or cogged tracks, the inner stationary apartments having partitions, and rigidly connected together, an intermediate tower, and mechanism adapted to engage with the said tracks of the cylinders to independently operate the cylinders, substantially as and for the purpose set forth.

3. In a car or conveyance, the combination of the outer revolving cylinders having side wings or propellers and internal circular racks or cogged tracks, the inner stationary apartments having partitions, and rigidly connected together, an intermediate tower, and mechanism adapted to engage with the said tracks of the cylinders to independently operate the cylinders, substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES LOWE.

Witnesses:
JOSEPH FORREST,
HARRY BERNHARD.