

J. H. Conley,

Ladder.

No. 112,552.

Patented Mar. 14. 1871.

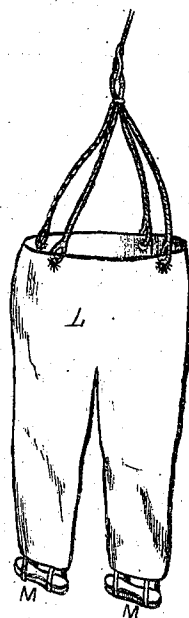
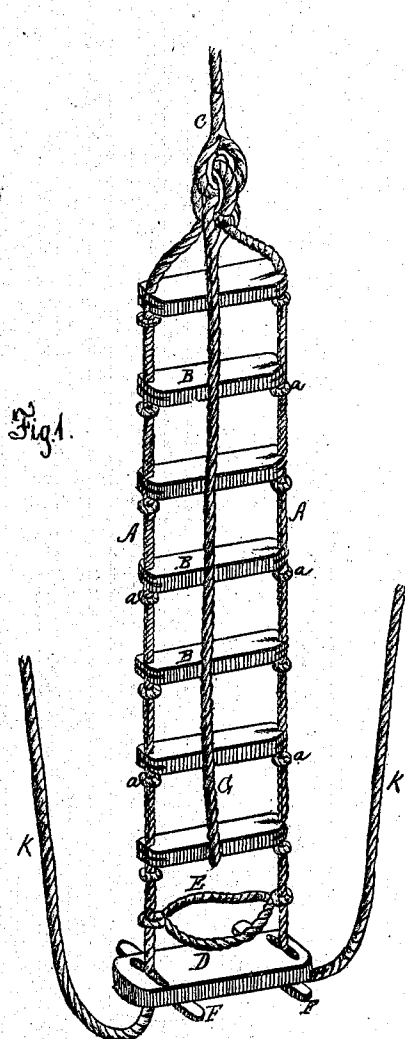
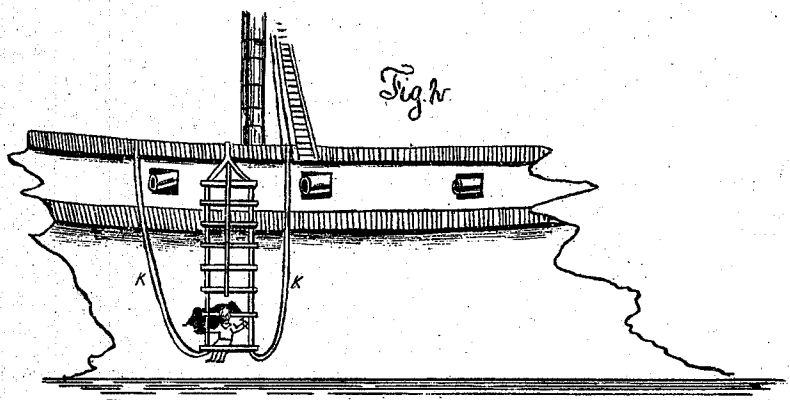
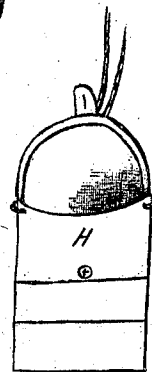


Fig. 3



Witnesses
Horace R. Hucap
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Inventor
James H. Conley
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his Attorney in fact

United States Patent Office.

JAMES H. CONLEY, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 112,552, dated March 14, 1871.

IMPROVEMENT IN LADDERS.

The Schedule referred to in these Letters Patent and making part of the same.

I, JAMES H. CONLEY, of the city and county of Philadelphia and State of Pennsylvania, have invented an Improved Ship-Carpenter's Ladder, of which the following is a description.

Nature and Object of the Invention.

The invention consists of a ladder composed of a suspension-rope, side ropes, steps and seat, man-rope, guys, breast-ropes, and outriggers. It is intended to be used for suspending a ship's carpenter while engaged in stopping holes made in a war-ship's side in action.

Description of the Accompanying Drawing.

Figure 1 is a view of the ladder.

Figure 2 shows it applied to a ship's side.

Figure 3 is a bag for holding tools, &c.

Figure 4 is a view showing the trousers formerly used for suspending a ship's carpenter while plugging or repairing a ship's side.

A, A, fig. 1, are the side ropes of the ladder, and B, the steps, which are slotted at their ends to take in the side ropes and thereby prevent them from getting out of place. They are, in this instance, carried on knots, *a*, of the said side ropes.

C is a suspension-rope, which is connected with the side ropes at their intersection. It is for carrying the ladder while over the side of the ship, and to that

end is made fast at any suitable point of the ship's deck.

The bottom step D forms a seat for the operator to sit on while working, as shown at fig. 2, he being supported in place by the breast-ropes or stays E, fig. 1.

Outriggers F keep the seat from contacting with the side of the ship.

While descending from the ship a man-rope, G, steadies and guides the carpenter, his tools being carried in a bag, H, fig. 3.

In case the ladder be not dropped in a vertical line with the break or opening, guy-ropes K are employed, to bear the seat either one way or another.

Heretofore the ship's carpenter has been suspended in trousers L, fig. 4, standing in the stirrups or straps M, attached to the legs of the same.

I claim as my invention—

The side ropes A, steps B, suspension-rope C, body-brace E, outriggers F, man-rope G, and the guys K, when combined and arranged as shown and described.

In testimony whereof I hereunto sign my name to this specification in presence of two subscribing witnesses.

JAMES H. CONLEY.

Witnesses:

FRANCIS D. PASTORIUS,
C. L. BOYD.