

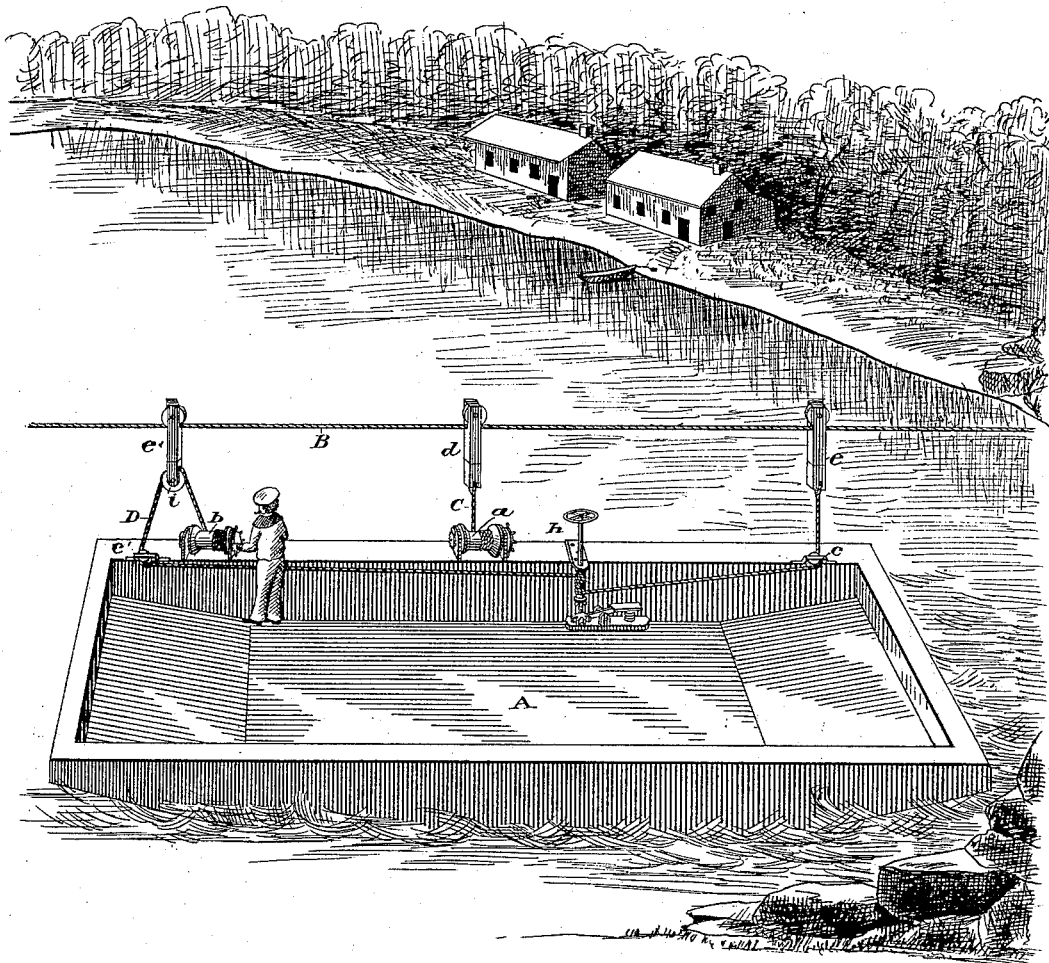
(No Model.)

T. R. PUCKETT & N. O. PYLES.

FERRY BOAT.

No. 306,175.

Patented Oct. 7, 1884.



Witnesses;

J. S. Johnston
A. Bunnell

Inventors.

Thos. R. Puckett,

Newton O. Pyles,
By Thos. M. Athman.
1884

UNITED STATES PATENT OFFICE.

THOMAS R. PUCKETT AND NEWTON O. PYLES, OF CORONACO, S. C.

FERRY-BOAT.

SPECIFICATION forming part of Letters Patent No. 306,175, dated October 7, 1884.

Application filed May 19, 1884. (No model.)

To all whom it may concern:

Be it known that we, THOMAS R. PUCKETT and NEWTON O. PYLES, of Coronaco, in the county of Abbeville and State of South Carolina, both citizens of the United States, have invented a new and useful Improvement in Ferry-Boats; and we do declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

The purpose of our invention is to provide a boat which shall be propelled by the current of the stream, and which may be controlled and operated by one person.

The annexed drawing is a correct representation of the various attachments and parts of the boat by which said purpose is to be accomplished.

A represents an ordinary flat-bottomed ferry-boat, made of any desired dimensions. B is a cable extending across the stream, upon which are three sheaves or runners, *d e e'*. C is a rope extending from the windlass *a* to the runner *d*, which rope carries the weight of the boat. D is a cord or rope for guiding the boat fastened to the runner *e*, from which it is carried over the roller *c* to a drum on the brake *h*, around which it passes two or three times; thence over the roller *c'*, and through the sheave *i* back to the windlass *b*, where it is fastened. The windlass *a* is securely fastened upon one side of the boat, in the center, and is for the purpose of making the rope C longer or shorter at will, by which the action of high water or low water in changing the landing place of the boat is overcome. This windlass is provided with a ratchet to hold it in any place desired. The windlass *b* shortens or lengthens the guide-cord D to correspond with the rope C, and is also provided with a ratchet to hold it in place. The rollers *c e'* at each end of the boat are to keep the guide-cord D in place and facilitate its movements. The center runner, *d*, carries the weight of the boat. The runners *e e'* are for the guide-cord D, and *e'* is connected with sheave *i*, over which the guide-cord between the roller *c'* and the windlass *b* passes. The brake *h* is fixed inside the boat near the center, and on its shaft just below the edge of the boat is a drum, around which the guide-cord D passes two or three times, so that the turn-

ing of the brake shortens the cord at one end of the boat and lengthens it at the other, throwing the boat diagonally across the stream. The current, thus turned round the lower end of the boat, forces it across with the end up stream foremost. By reversing the brake the lower end is turned up stream, and the boat is carried in an opposite direction. The foot of the brake is provided with a ratchet to keep it in place.

We claim as new and desire to secure by Letters Patent—

1. The combination, with the boat and cable, of a rope connecting the cable and boat to raise and lower the latter, and an additional rope connecting the cable and boat to swing the boat obliquely to the cable, substantially as described.

2. The combination of the cable, the boat, the runners suspended from the cable at or near opposite ends of the boat, a guiding-rope connected with said runners and the boat, the brake around which said rope passes to swing the boat obliquely to the cable in either of two directions, and the windlass having the said rope connected thereto to adjust the rope to the rise or fall of the boat, substantially as described.

3. The combination of the cable, the boat, the runner suspended from the cable, and the windlass attached to the boat and connected to said runner by a rope to raise and lower the boat, the runners suspended from the cable at or near opposite ends of the boat, the guiding-rope connected to said runners and the boat, the brake around which said rope passes for swinging either end of the boat obliquely to the cable, and the windlass having said rope connected thereto for adjusting its length as the boat rises or falls, substantially as described.

4. The combination of the boat, a windlass, a brake, a cable, and a rope to directly connect the cable, brake, and windlass, substantially as described.

THOS. R. PUCKETT.
NEWTON O. PYLES.

Witnesses as to Puckett:

J. R. BULLOCK,
R. P. PINSON.

Witnesses as to Pyles:

H. C. JONES,
JNO. WILKES.