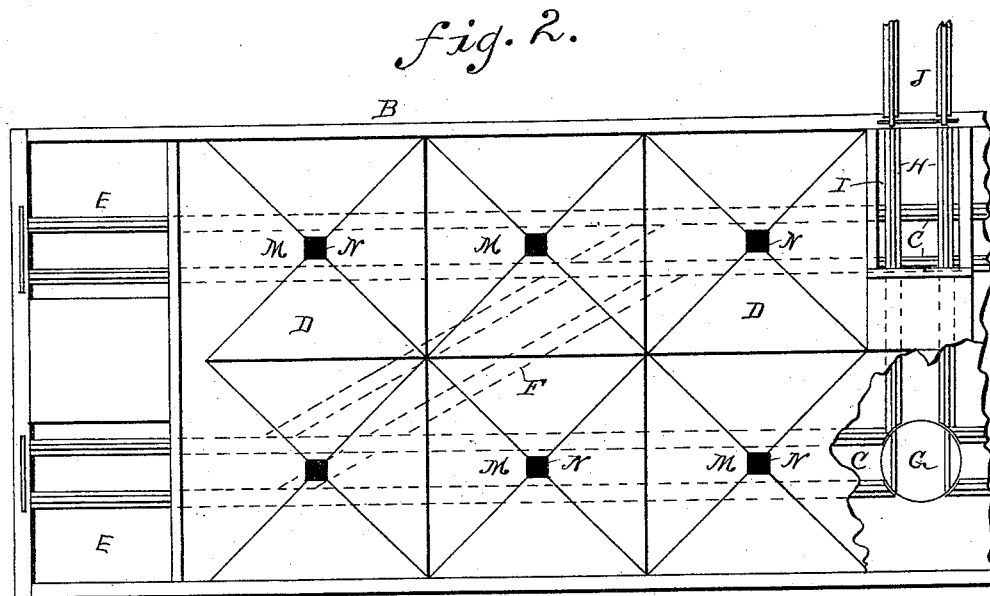
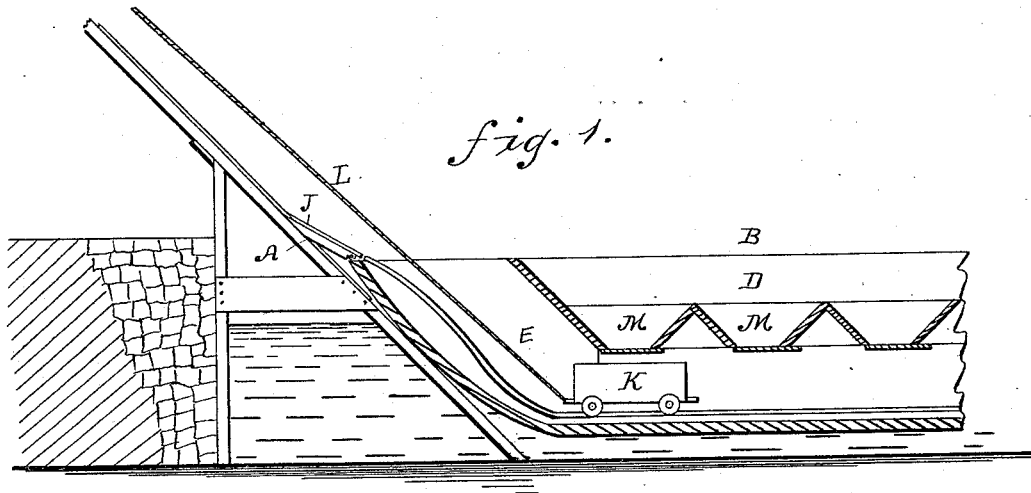


(No Model.)

J. H. TEUBERT.
DEVICE FOR UNLOADING VESSELS.

No. 304,581.

Patented Sept. 2, 1884.



WITNESSES:
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UNITED STATES PATENT OFFICE.

JAMES HENRY TEUBERT, OF COAL VALLEY, WEST VIRGINIA.

DEVICE FOR UNLOADING VESSELS.

SPECIFICATION forming part of Letters Patent No. 304,581, dated September 2, 1884.

Application filed July 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. TEUBERT, of Coal Valley, in the county of Fayette and State of West Virginia, have invented a new and useful Improvement in Unloading Vessels, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, forming part thereof.

This invention relates to means for unloading barges of coal, grain, &c., by means of cars and inclined tracks.

In the drawings, Figure 1 is an elevation showing part of a barge in section, the same illustrating my invention; and Fig. 2 is a plan view of the same.

A indicates a stationary inclined railway-track, which is supposed to be built on the bank of a river.

B is a barge, having two parallel railway-tracks, C, laid in its hull underneath the coal or grain receptacle D, and leading up the hatchways E at one or both ends of the vessel. The two tracks C are connected together by branch tracks F, by which cars may be moved from one side of the vessel to the other, in order to reach a turn-table, G, in one of the tracks. The turn-table connects with a branch track, H, leading up a hatchway, I, at one side of the vessel, to allow the cars to be drawn out and up the inclined track A at the side of the barge, instead of the end, when most convenient. The tracks C H of the barge are to connect with the track A by means of switches J, pivoted to the gunwale of the boat, and rest-

ing on or against the track A. The ends of the switches which rest on the track A are grooved to fit over the rails on track A, and thereby prevent displacement. The car K is to be moved up and down the railways by means of the cable L and suitable machinery (not shown) for operating the same.

The coal or grain receptacle D is formed with hopper-shaped sections M, having the discharge-openings N arranged directly over the tracks C, and provided with sliding gates for opening and closing said openings.

What I claim is—

1. The barge having connected tracks C C, turn-table G, elevated branch track H, and switch J, as shown.

2. The barge having hopper-shaped receptacles D, with gated openings in the bottom, and a subjacent space beneath the same provided with car-tracks, in combination with a car traveling on said tracks in said subjacent space.

3. The barge having hopper-shaped receptacles D, with gated openings at the bottom, and a subjacent space and communicating hatchways E, in combination with tracks extended up said hatchway, and a car adapted to run thereon, as and for the purpose described.

JAMES HENRY TEUBERT.

Witnesses:

CHARLES H. ROGERS,
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