

No. 695,758.

Patented Mar. 18, 1902.

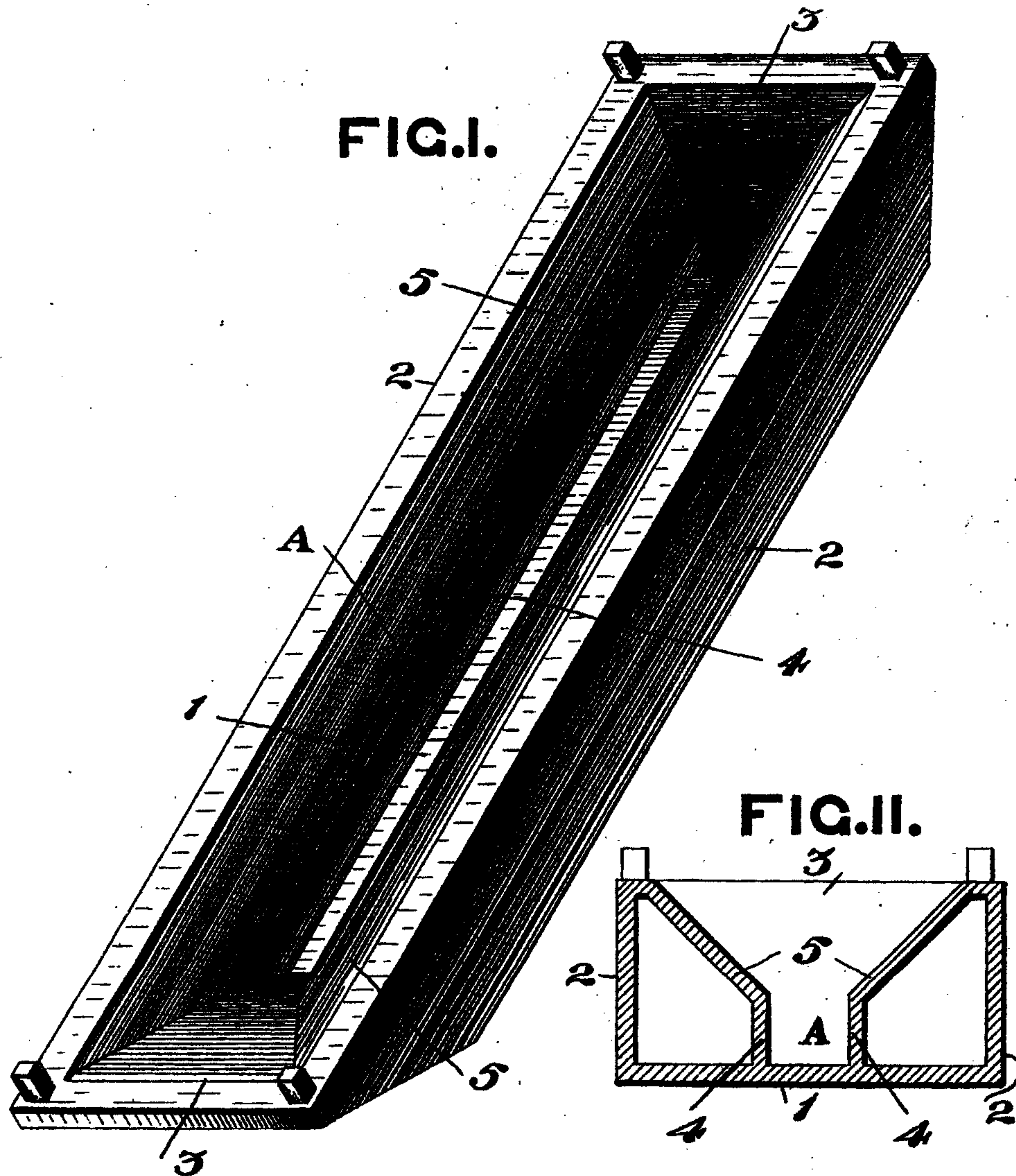
W. C. McELHENY.

BOAT.

(Application filed Dec. 4, 1901.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES:

J. E. Krepps.
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INVENTOR

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Richard S. Harrison.

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FIG. IV.

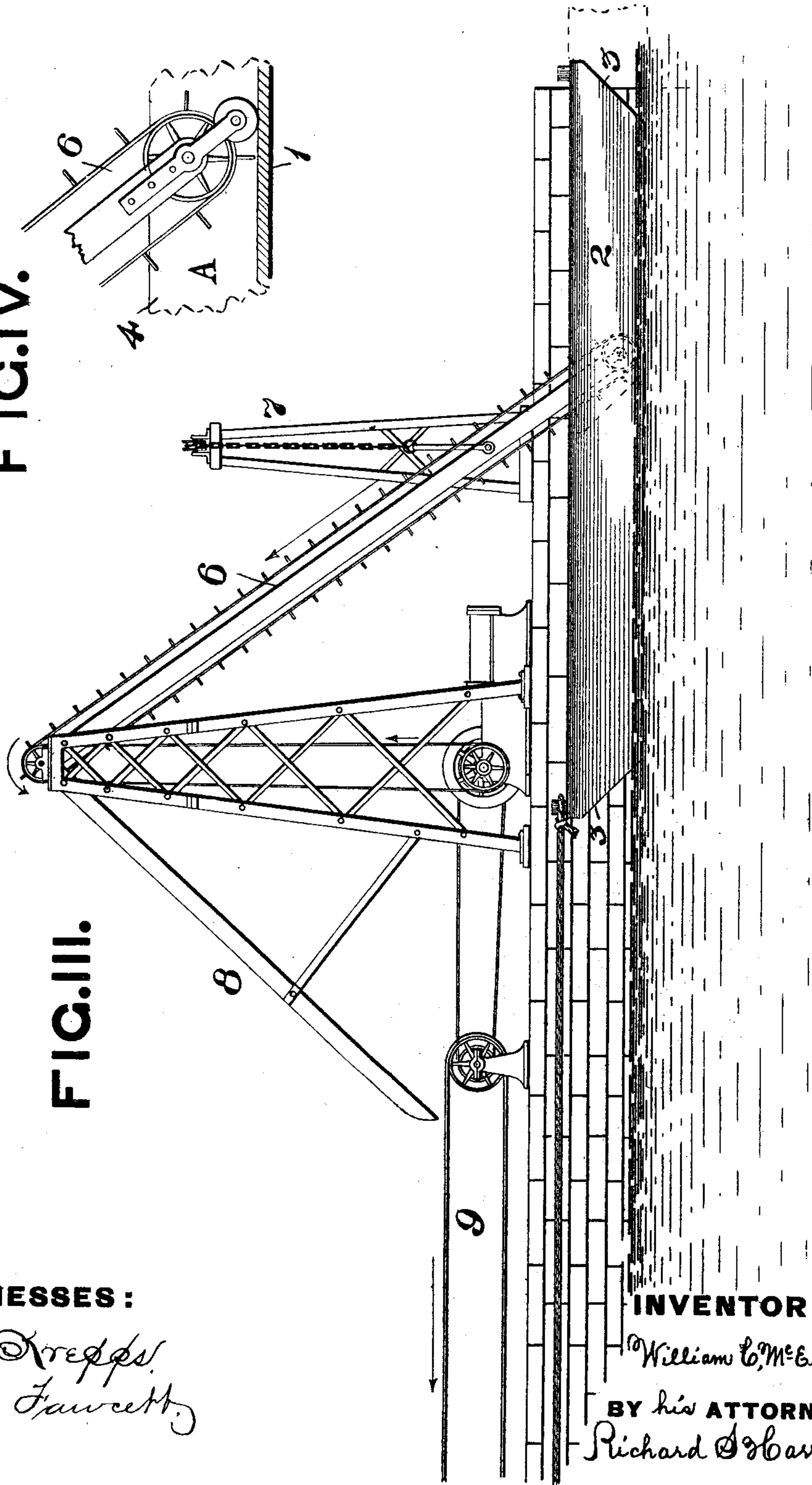


FIG. III.

WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM C. McELHENY, OF PITTSBURG, PENNSYLVANIA.

BOAT.

SPECIFICATION forming part of Letters Patent No. 695,758, dated March 18, 1902.

Application filed December 4, 1901. Serial No. 84,688. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM C. McELHENY, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Boats, of which improvement the following is a specification.

This invention relates to new and useful improvements in boats.

10 The invention relates particularly to that class of boats known as "scows" or "flat-boats," as employed to receive and transport sand, gravel, ores, coals, &c.; and the object thereof is to provide means therein which
15 will facilitate unloading thereof.

In the accompanying drawings I have illustrated a boat constructed in accordance to my invention and have for the purpose of fully presenting its advantages illustrated
20 the same as in the act of being unloaded, in which drawings—

Figure I is a perspective view of said boat. Fig. II is a transverse sectional view through said boat. Fig. III is a side view showing
25 the same in the act of being unloaded by a mechanical apparatus. Fig. IV is an enlarged end view of a portion of the unloading apparatus and boat.

Referring to said views, particularly Figs.
30 I and II, it will be observed that the boat-body proper is composed of the flat bottom 1, parallel sides 2, and inclined ends 3. The inner portion of the boat-body is provided with a central longitudinal passage-way A,
35 formed by the parallel side walls 4. From the upper portion of the boat side walls proper to the upper edges of said passage-way walls are formed the inclined walls 5, which walls in practice will be approximately
40 at an angle of forty-five degrees or at such angle as to insure the material freighted falling into said passage-way from said walls.

As the boat is particularly adapted for use in connection with mechanical unloading ap-
45 paratuses of floating or stationary character, I have at Figs. III and IV illustrated one of the latter character in the act of unloading the boat and is accomplished in the following manner: The loaded boat is secured along-

side of the unloading apparatus and the trav- 50
eling elevator-leg 6 lowered into one end thereof, as shown by dotted lines of boat at Fig. III, by means of a suitable hoist 7. As the material is elevated from the passage-
way to the chute 8 it is discharged from the 55
latter onto a traveling conveyer 9 or other apparatus to the point of delivery. As the unloading proceeds and the passage-way be-
comes cleared the material of its own gravity 60
falls down the inclined walls into said pas- sage-way, where it is gathered up by the ele-
vator, and as the clearing of such passage-
way proceeds the boat is drawn forward un-
til the unloading is completed.

With this construction of boat it will be 65
readily apparent that the material will of its own gravity be displaced or fall into the pas-
sage-way to the elevator as fast as the latter is capable of removing the same. It is also
apparent that the body of the boat may be of 70
other form than that shown and yet have its interior constructed in accordance to my in-
vention.

Having thus fully shown and described my invention, what I claim as new, and desire to 75
secure by Letters Patent, is—

1. The combination with an open flat-bot-
tomed boat having external vertical sides and
inclined ends, of supplemental internal side
walls inclining toward the bottom and thence 80
extending vertically to said bottom, said walls forming one continuous passage or receptacle from one end of the boat to the other.

2. The combination with an open flat-bot-
tomed boat having external vertical sides and 85
inclined ends, of supplemental internal side walls inclining from the upper edge toward the bottom and thence extending vertically to said bottom, said walls forming one con-
tinuous passage or receptacle from one end 90
of the boat to the other.

In testimony whereof I have hereunto signed my name in the presence of two sub-
scribing witnesses.

WILLIAM C. McELHENY.

In presence of—

RICHARD S. HARRISON,
CLARENCE A. WILLIAMS.