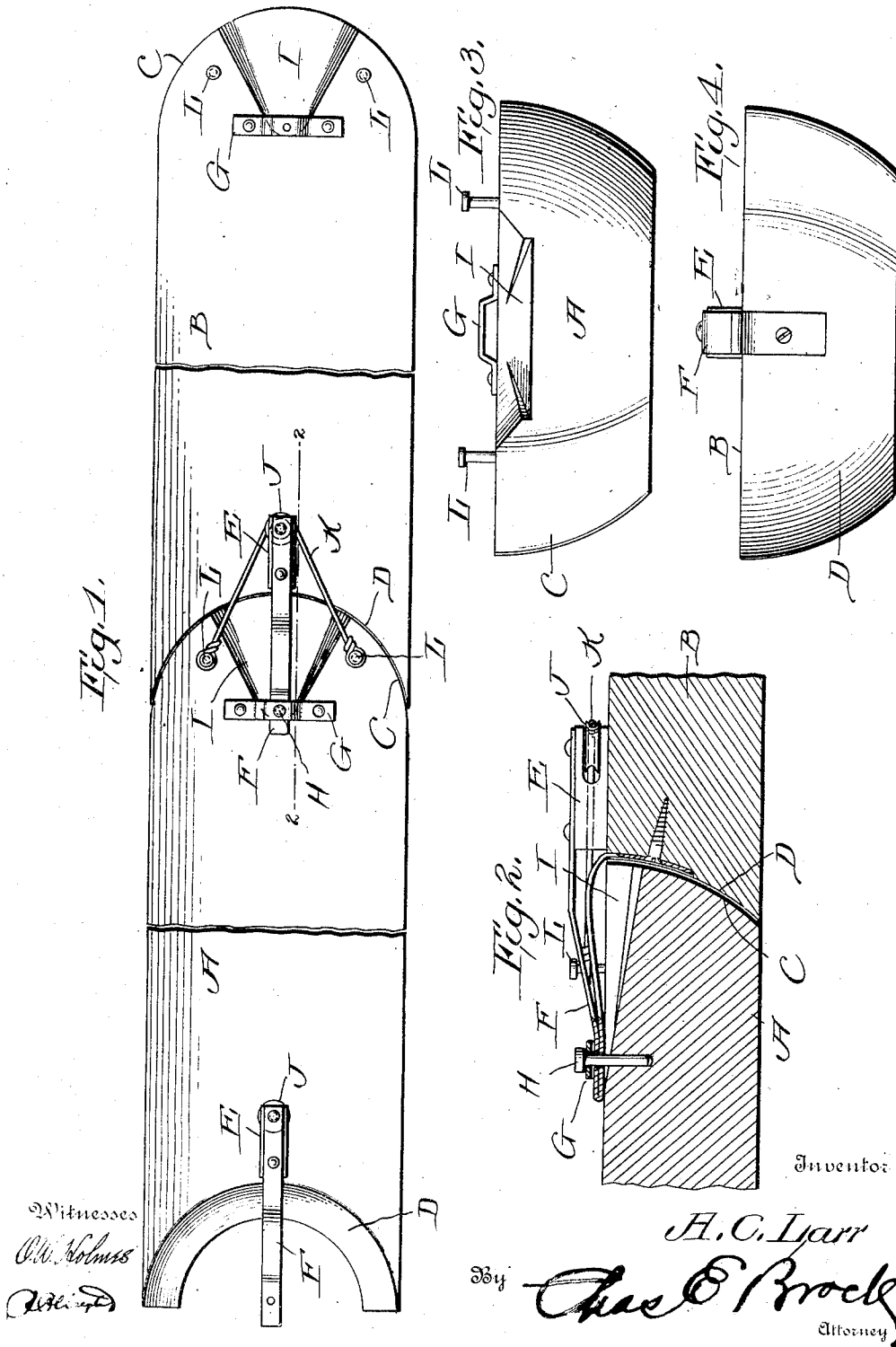


A. C. LARR.
BARGE.

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UNITED STATES PATENT OFFICE.

AUSTIN CONE LARR, OF LITTLE ROCK, ARKANSAS.

BARGE.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, AUSTIN C. LARR, a citizen of the United States, residing at Little Rock, in the county of Pulaski and State of Arkansas, have invented a new and useful Improvement in Barges, of which the following is a specification.

This invention relates to certain new and useful improvements in barges for train boats, the object being to provide a novel manner of connecting the meeting ends of the barges, whereby a coupling is formed which will allow the barges to move vertically and horizontally in respect to each other.

A still further object of my invention, is to provide a substantially ball and socket coupling, for the meeting ends of the barges, whereby the barges will be free to move in all directions, in order to allow the barges to move up and down when traveling in rough water, or to turn when rounding a curve.

Another object of my invention is to provide each barge of the train with a rounded prow, and a curved concave stern, in which the prow of the adjacent boat is adapted to fit, so as to form a joint which will allow the boats to move in any direction in respect to each other.

With these objects in view, this invention consists in the novel features of construction, hereinafter fully described and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1, is a top plan view of a pair of barges constructed in accordance with my invention. Fig. 2, is a longitudinal section. Fig. 3, is an end elevation of a prow. And Fig. 4, is an elevation of the stern.

In carrying out my improved invention, I employ two or more barges, A and B, the prow of each barge being rounded so as to form a convex surface C, and the stern of each barge is cut out on the arc of a circle, having a concave face D which is adapted to co-act with the concave prow of the adjacent barge, so as to form a substantially ball and socket joint between the barges, in order to allow the barges to move in any direction in respect to each other.

The stern of each barge carries a post E,

having rearwardly extending coupling member F, connected thereto, provided with an apertured end, which is adapted to extend under a member G, arranged on the prow which is also provided with an aperture adapted to register with the aperture of the coupling member F, and through which is adapted to extend a pivot pin H, for connecting the barges together. The prow of the barge is cut away, as shown at I, so as to allow the coupling member F, to swing freely when the barges are traveling over rough water, and it will be seen that by this construction of coupling, each barge moves independently.

For holding the barges in alinement with one another, I provide the post E, with a pulley J, over which passes a cable K, carried by posts L, extending backwardly from the prow to each side of the cut out portion.

From the foregoing description, it will be seen that I have provided a train of barges, the plow and sterns of which are so constructed that when a series of these barges are connected together, a substantial ball and socket joint will be formed between the respective barges which are held out of contact with each other by the coupling member, so that all danger of the barges pounding against one another in rough water is prevented.

I claim—

1. A barge having a rounded prow provided with a horizontal and vertical convex face, and a stern with a horizontal and vertical concave cut out portion adapted to receive the prow of the adjacent boat.

2. The combination with a pair of barges having rounded prows provided with horizontally and vertically convex faces, and cut out sterns with horizontally and vertically concave faces adapted to be nested together, and a coupling member for holding said barges slightly spaced apart.

3. A barge provided with a rounded prow, having a horizontally and vertically convex face provided with a cut out portion, said barge having a substantial semi-circular stern, provided with a horizontally and vertically concave face, and a coupling member carried by said stern for connecting the prow of the adjacent boat thereto.

4. The combination with two or more

barges, each having a rounded prow and a semi-circular cut out stern adapted to be nested together so as to form substantially ball and socket joints, of parts carried by
5 the sterns of said barges provided with coupling members and pulleys, means for connecting said coupling members said cables

carried by the prow of the barges passing over said pulleys.

AUSTIN CONE LARR.

Witnesses:

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IRA H. LARR.