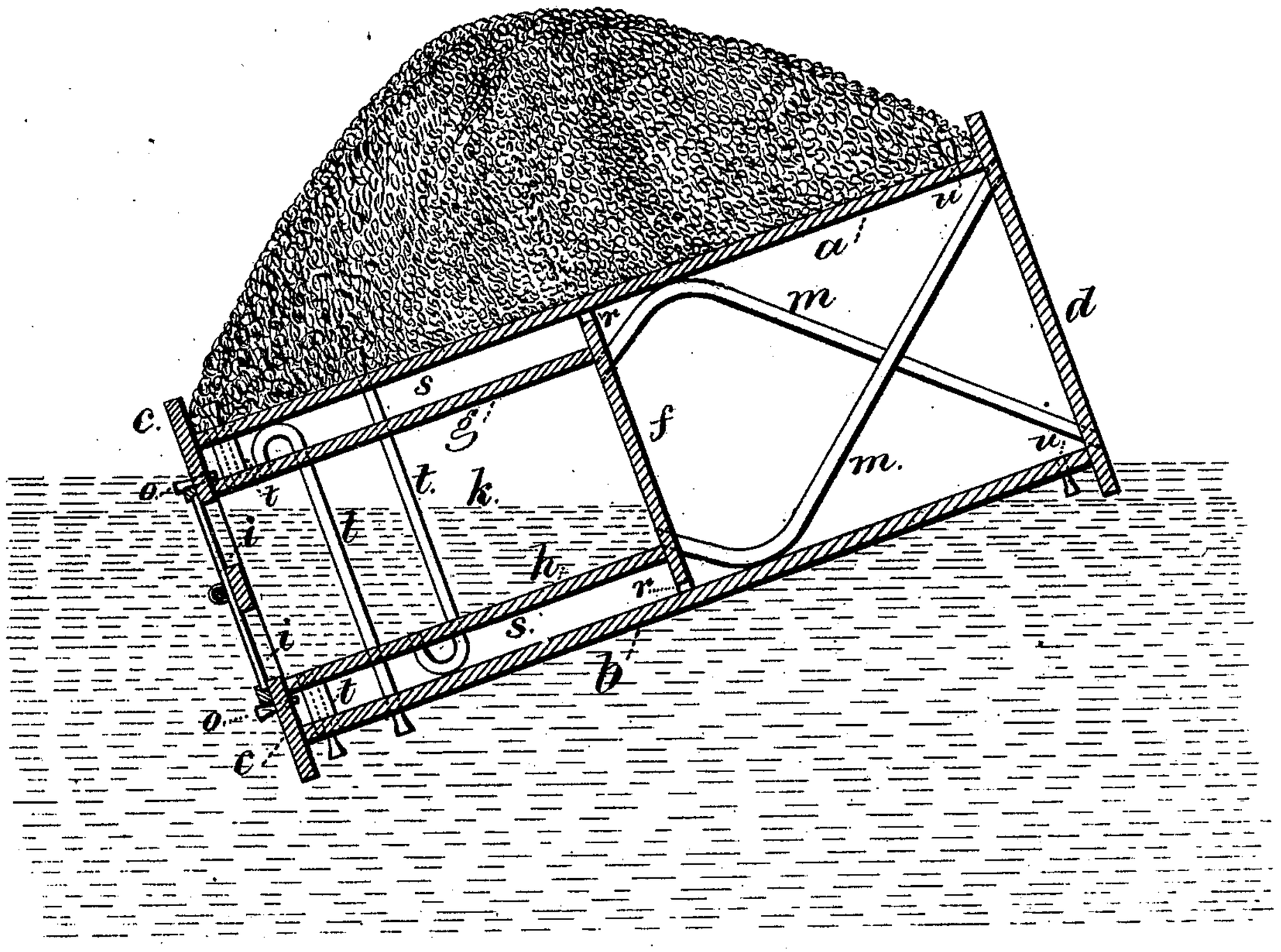
2 Sheets—Sheet 1.

M. P. WALSH.
Dumping-Scow.

No. 213,854. Patented April 1, 1879.

Fig. 1.



Witnesses

Chas. F. Smith

Geo. F. Pinckney

Inventor

Michael P. Walsh.

per Lemuel W. Serrell.

atty.

2 Sheets—Sheet 2.

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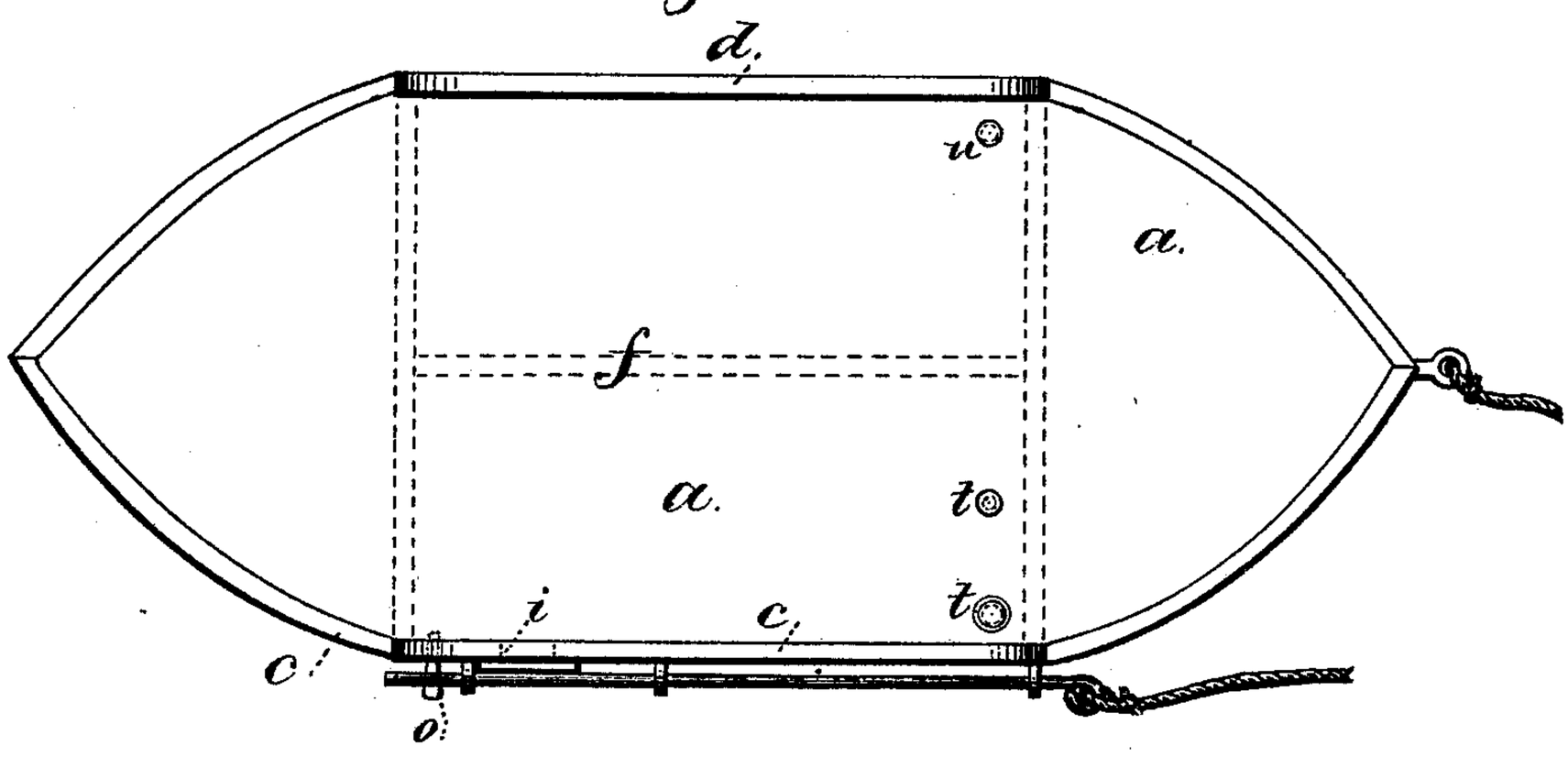
Fig. 2.



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Michael P. Walsh.
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Atty

UNITED STATES PATENT OFFICE.

MICHAEL P. WALSH, OF BROOKLYN, E. D., NEW YORK.

IMPROVEMENT IN DUMPING-SCOWS.

Specification forming part of Letters Patent No. **213,854**, dated April 1, 1879; application filed April 4, 1877.

To all whom it may concern:

Be it known that I, MICHAEL P. WALSH, of Brooklyn, E. D., in the county of Kings and State of New York, have invented an Improvement in Dumping-Scows, of which the following is a specification:

In Figure 1 of accompanying drawings the scow is represented sectionally as partially tipped and in the act of turning over to dump the load; and Fig. 2 is a plan view of said scow.

This scow is made to turn either side up, and the load of mud, ashes, or refuse material is held upon the deck, and delivered at the proper time by admitting water into compartments at one side of the vessel, to weigh down that side and cause the inversion of the scow.

The decks *a* and *b* are connected by the sides *c d*, to form a hollow float of suitable size, and it is preferable to have the ends tapering like the bow of a boat, as seen in Fig. 2. The sides *c d* extend above the decks sufficiently to retain the deck-load. There is a central longitudinal partition, *f*, and horizontal partitions *g* and *h*, forming water-tight compartments.

The scow is to be towed by a line to a steamboat or other vessel, and taken to the place where the load is to be dumped. This is effected as follows: The space *k* has side inlets at *i*, covered with any suitable valve, from which a line passes to the tow-boat. This line is pulled when the scow arrives at the place where the load is to be dumped, and by opening the valve the water is allowed to pass into the space *k*, and this side of the vessel commences to sink, and the air passes out of *k* through one of the pipes *m*, and so soon as the scow tips sufficiently it rolls entirely over, delivering the load, and coming with the other deck upward.

The water runs out of the chamber *k*, because the floating-line of the scow when empty is at or near the horizontal partition *h* or *g*, according to which deck, *a* or *b*, is uppermost.

There are scupper-holes and plugs at *o o*, that free the vessel from water; for if there is any leakage it will run through the holes *r* and accumulate at *s*, and then when the scow comes the other side up this water will be discharged by withdrawing the upper scupper-plugs, *o*. The valve at *i* is to be closed before the scow is again loaded.

Trunks or stationary pipes are introduced at *t*, with plugs or screw-stoppers, for inserting a pump into the chamber *k* to pump out any leakage that may pass into the chamber *k* while the scow is being floated to its place; and other plug-holes should be provided at *u*, for inserting a pump to the main chamber of the float.

The air-pipes *m*, being bent and crossing alternately from top to bottom, prevent the water running in while in use, and insure a free air-outlet as the scow rolls or tips over.

I claim as my invention—

1. The reversible scow with the chamber *k* partitioned off at one side, and a valve to admit water into the same, substantially as set forth.

2. The combination, with the scow and air-chambers, of the air-pipes *m*, that cross from the upper to the lower parts of the vessel, substantially as set forth.

3. The combination, with a scow having the central partitions, *f*, of the horizontal partitions *g* and *h*, that are placed at or near the floating-lines of the scow when unloaded, substantially as set forth.

4. The combination, with a scow having a rounded or tapering end, of air-chambers arranged within the scow, and two corresponding decks at the upper and under sides, as set forth.

5. The method herein specified of actuating the reversible scow by a valve at one side and a rope extending to the tug-boat, to admit water to cause the scow to careen and turn bottom up, as set forth.

Signed by me this 2d day of April, A. D. 1877.

MICHAEL P. WALSH.

Witnesses:

GEO. T. PINCKNEY,

CHAS. H. SMITH.