

(No Model.)

2 Sheets—Sheet 1.

D. DELEHANTY.
DUMPING SCOW.

No. 542,408.

Patented July 9, 1895.

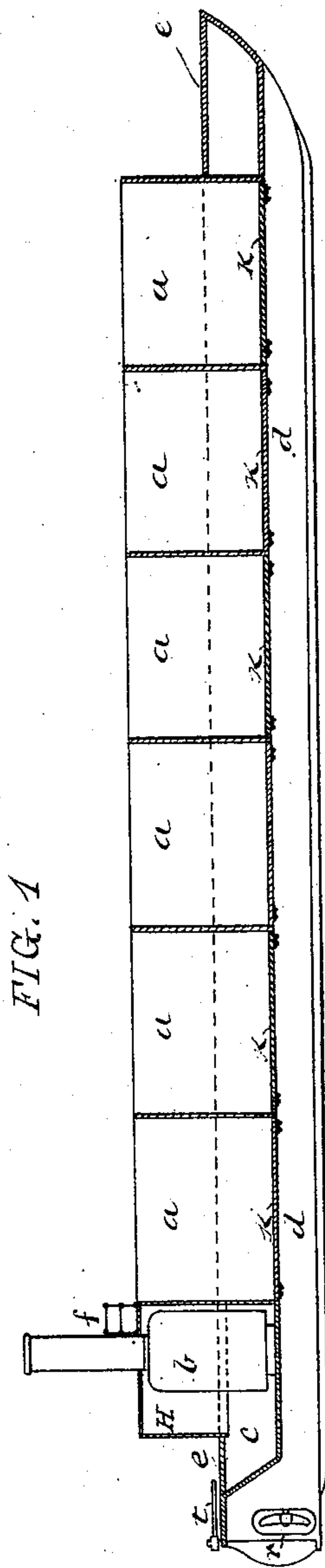


FIG. 1

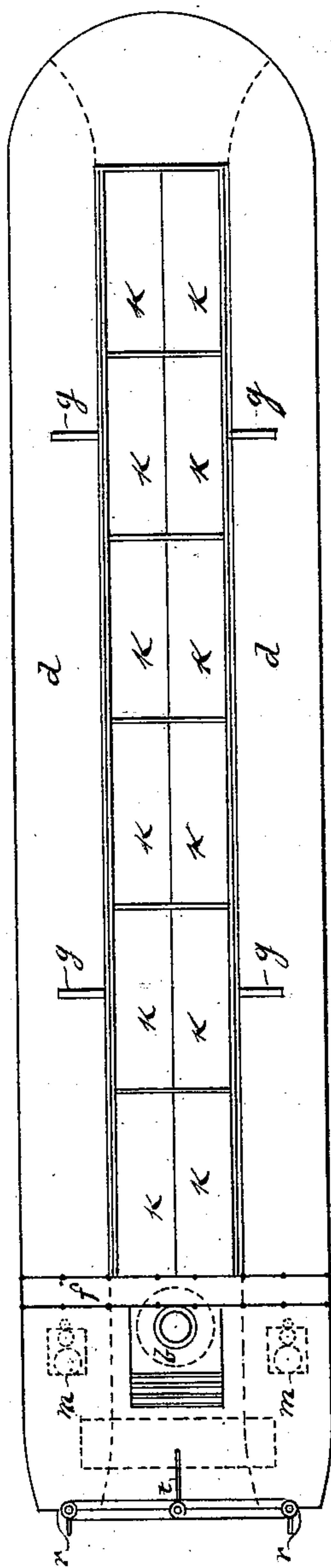


FIG. 2

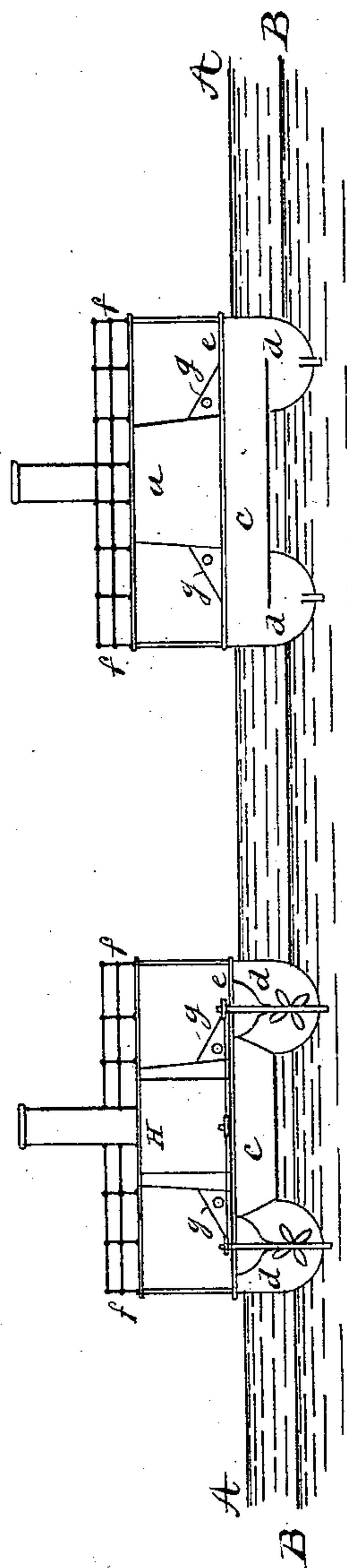


FIG. 4

FIG. 3

WITNESSES:

Pro. S. Kolamoor
L. C. Overman

INVENTOR.

INVENTOR
Daniel Delchanty

(No Model.)

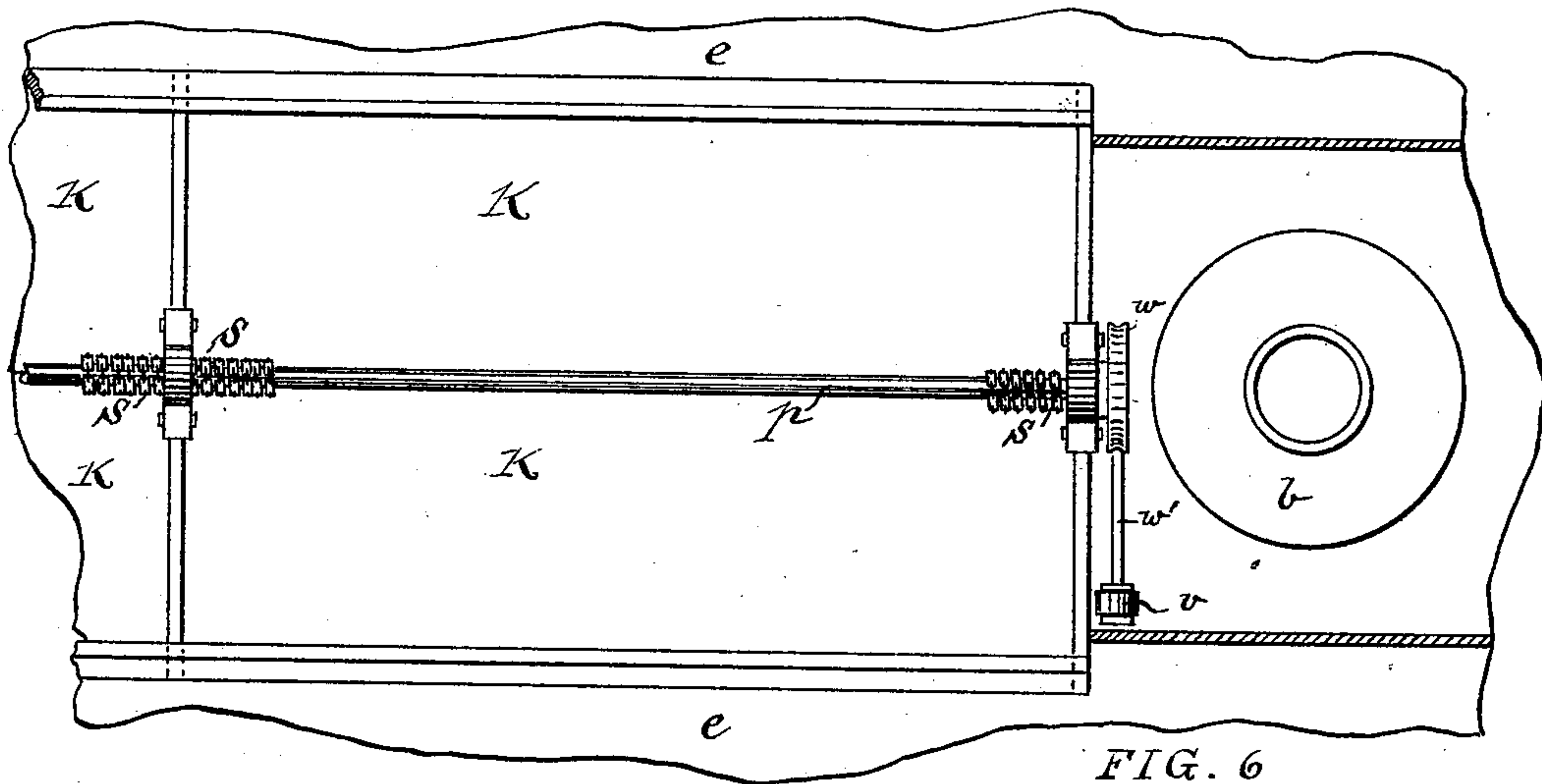
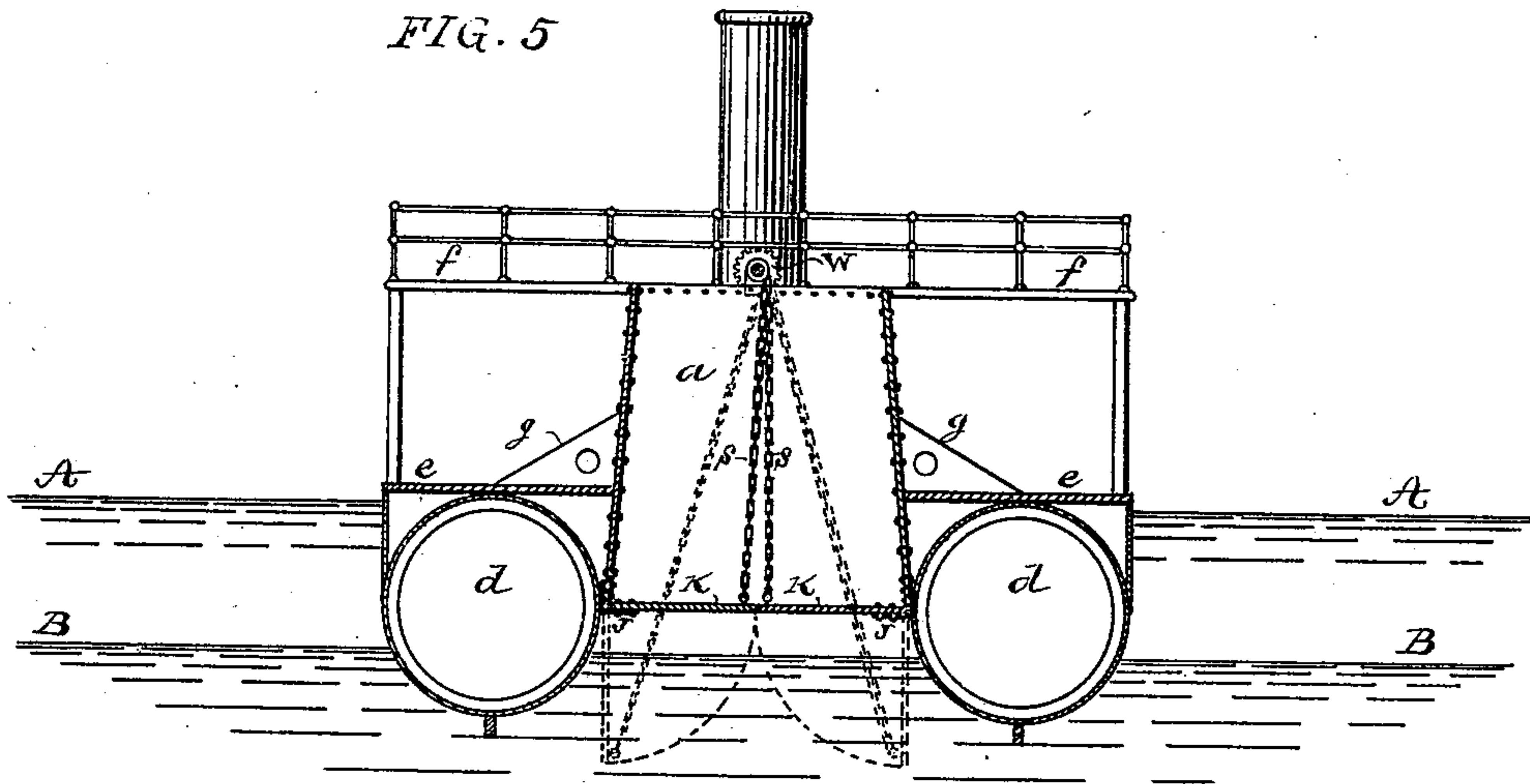
2 Sheets—Sheet 2.

D. DELEHANTY.
DUMPING SCOW.

No. 542,408.

Patented July 9, 1895.

FIG. 5



WITNESSES:

Geo. F. K. O'Connor
L. C. Overman

INVENTOR

Daniel Delehanty

UNITED STATES PATENT OFFICE.

DANIEL DELEHANTY, OF BROOKLYN, NEW YORK.

DUMPING-SCOW.

SPECIFICATION forming part of Letters Patent No. 542,408, dated July 9, 1895.

Application filed November 6, 1894. Serial No. 528,107. (No model.)

To all whom it may concern:

Be it known that I, DANIEL DELEHANTY, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented a new and useful Dumping-Scow, of which the following is a specification.

My invention relates to improvements in dumping-scows in which two parallel pontons support a garbage or refuse receptacle divided into compartments fitted with bottom doors; and the objects of my improvements are, first, to construct such a dumping-scow as will when discharged of its load rise sufficiently in the water to insure a clearance-space between the bottom of the refuse-receptacles and the surface of the water for the purpose of freeing the receptacles of the floatable mass; second, to insure the deposit of the contents of the receptacles when the bottom doors are opened; third, to obtain good maneuvering qualities for the dumping-scow. I attain these objects, first, by constructing the scow with two parallel pontons of great buoyancy, of any section, preferably circular, at such a distance apart as will allow the load to be discharged from the receptacles which are constructed on these pontons, and secured by proper framing; second, by making the bottoms of the receptacles wider than the tops; third, by forming the rear ends of these two pontons into a ship-shaped stern with two stern-posts, each fitted with a screw-propeller, the engines to be placed in the after ends of the pontons.

I make use of the usual methods for opening and closing the bottom doors and for propelling the scow.

In the accompanying drawings, Figure 1 is a longitudinal section of my scow without showing the worm-wheel gearing-shaft and chains. Fig. 2 is plan of same without worm-wheel gearing-shaft and chains. Fig. 3 is a stern view and Fig. 4 is a bow view without showing worm-wheel and shaft. Fig. 5 is a cross-section through any receptacle on a larger scale. Fig. 6 is a part plan on a larger scale, showing worm-wheel gear-shaft and chains.

Similar letters refer to similar parts throughout the several views.

a a a designate the receptacles, which are made wider at the bottom than at the top, so

constructed as to form one body with the deck *e e* and pontons *d d*.

b represents the boiler for the engines *m m*. (Shown in Fig. 2 only).

c is coal-compartment.

H is the boiler-house.

f represents the bridge.

t represents the tiller which controls both rudders, as shown in plan, Fig. 2.

g g are strengthening-braces.

k k k represent the bottom doors of the receptacles and are above the water-line *B* when the scow is light. These bottom doors are opened and closed by means of the chains *s s*, (shown in Figs. 5 and 6,) which chains are worked by the longitudinal shaft *p*, which has bearings on all the bulk-heads between the receptacles. The shaft *p* is made to revolve by means of the worm-wheel *w* and the worm *w'*, the whole being worked by a donkey-engine, (not shown,) which turns the worm *w'* by means of the pulley *v*.

J J represent the hinges upon which the bottom doors turn.

A A indicate the water-level when the scow is loaded, and *B B* the water-level when empty.

My scows may be made of metal, wood, or other material.

What I claim, and desire to secure by Letters Patent, is—

1. In a dumping scow the combination of two pontons, a superstructure for carrying refuse supported by said pontons and consisting of receptacles having straight, unobstructed sides slanting from the top downward and outward, the said pontons supporting said receptacles entirely above the water when not loaded substantially as described.

2. In a dumping scow the combination of two pontons, a refuse receptacle having straight unobstructed sides slanting from the top down and outward carried thereby and having discharge openings between the said pontons and two screw propellers, one carried by each of said pontons, said refuse receptacle being supported entirely above the water when not loaded substantially as described.

DANIEL DELEHANTY.

Witnesses:

BENJ. M. POST,

JNO. G. MORISON.