(No Model.)

G. W. MELVILLE.

STEAM GARBAGE SCOW.

No. 546,545. Patented Sept. 17. 1895.

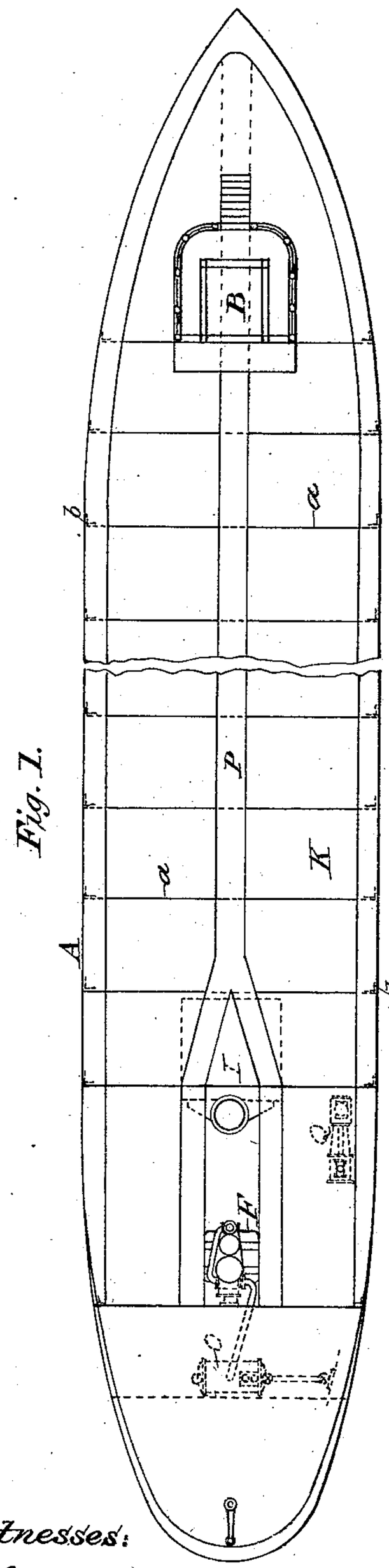

Fig. 1.

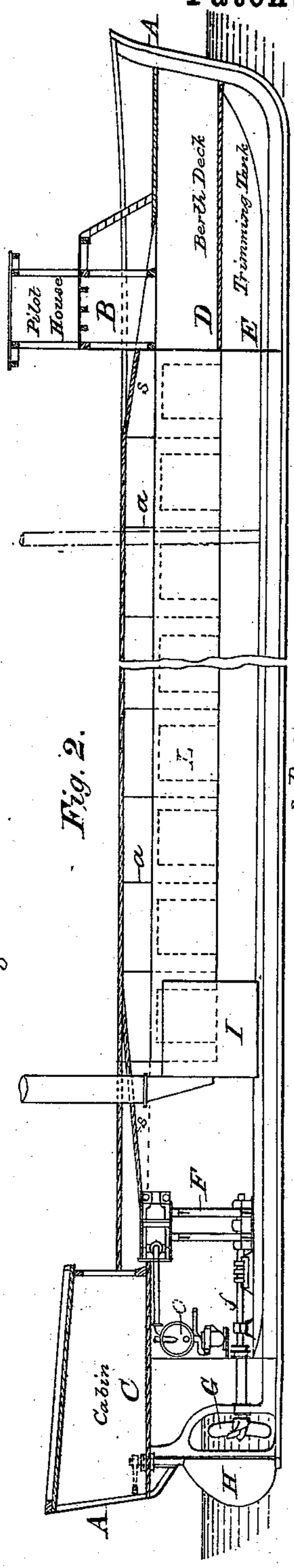

Fig. 2.

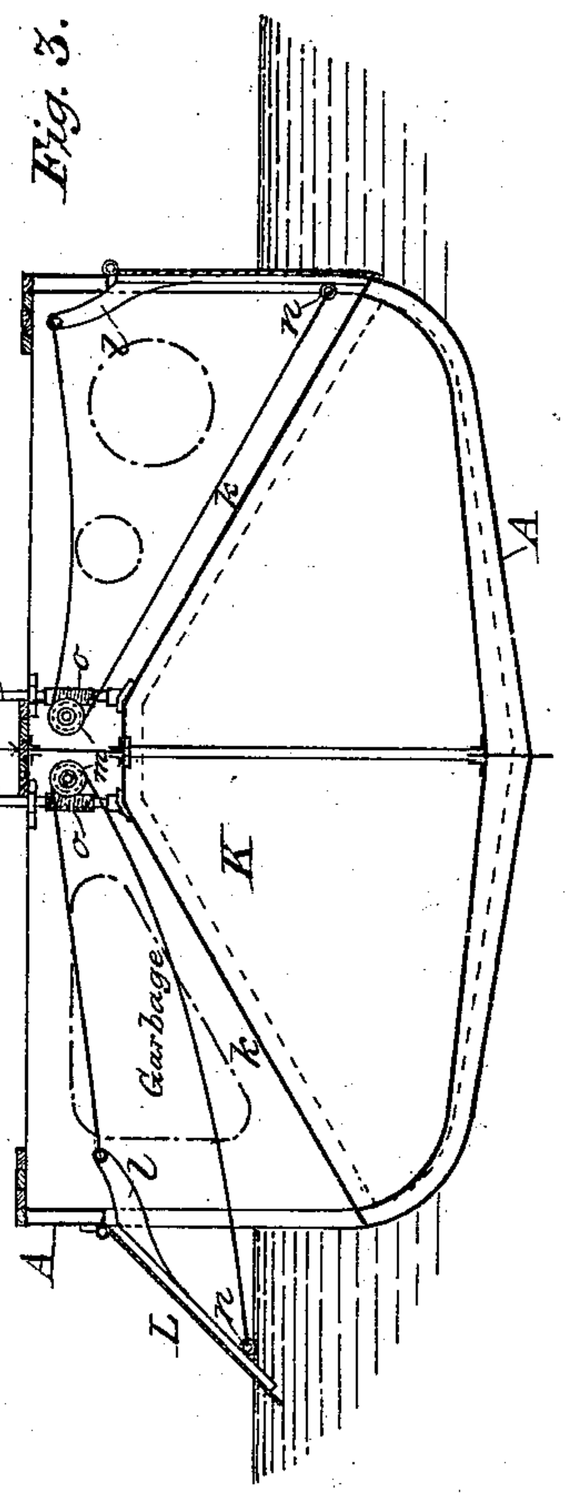

Fig. 3.

Witnesses:

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UNITED STATES PATENT OFFICE.

GEORGE W. MELVILLE, OF WASHINGTON, DISTRICT OF COLUMBIA.

STEAM GARBAGE-SCOW.

SPECIFICATION forming part of Letters Patent No. 546,545, dated September 17, 1895.

Application filed May 3, 1895. Serial No. 548,049. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. MELVILLE, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Steam Garbage-Scows; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in steam dumping-scows.

The objects of the invention are to produce a steam dumping-scow, so that the load can be discharged in a more effective and rapid manner and at a greater distance from shore with safety; also, that the gates or doors of the scow can readily be repaired without docking when the scow is floating light; also, to avoid the labor usually required by shoveling the load overboard; furthermore, to make the scow of simple yet staunch construction, and, finally, to manipulate the scow by steam or any other like power, so that the work can be done more expeditiously.

My invention consists primarily in the construction of the hull having a series of transverse strengthening-pieces or bulkheads extending from side to side, but not below the deck, so as to leave a clear space under the deck the entire length, where the garbage is carried, and providing said sides with swinging doors for emptying the load, which is carried on an inclined deck.

It also consists in forming an air-chamber under said inclined deck.

It further consists in the construction of certain parts and the peculiar arrangement of details, as will be more fully described hereinafter, and specifically pointed out in the claims, reference being had to the accompanying drawings and to the letters of reference thereon.

Like letters indicate similar parts in the different figures of the drawings, in which—

Figure 1 represents a plan view of my improved scow. Fig. 2 is a longitudinal section of the same. Fig. 3 is a cross-section on an enlarged scale.

In the drawings, A represents the hull of the scow, made preferably of wrought-iron, although it may be made of wood or other material. It is made of any size desired, according to requirements, and is provided with a series of transverse strengthening-pieces or bulkheads *a*, extending from side to side of the hull, but not below the deck, so as to leave a clear space under the deck the entire length, where the garbage is carried, and forming an air-space, and secured to angle-irons *b*, and this is an important feature of my invention and serves to stiffen the hull.

The deck *k*, upon which the load is carried, extends nearly the entire length of the hull and is inclined toward both sides and forms a continuous air-space K under said deck, thereby increasing the buoyancy of the scow. It has a central passage P, extending the whole length of the hull.

The scow is provided with a pilot-house B and a berth-deck D for the crew, as also a cabin C for the officers. At its forward end under the berth-deck is arranged a trimming-tank E, into which water can be admitted or discharged by a suitable pump and connections for trimming the scow as required. Near the stern is placed the engine F, with its shaft *f* and propeller G, and adjacent to said engine is the boiler I, of suitable construction and of proper size. There may be of course two or more boilers, as required.

The space above the inclined deck for the load is provided with a number of swinging doors L in its sides that are operated by ropes, wire ropes, or chains, which are connected at one end to eyes in the brackets or lugs *l* on the doors, and, passing over the pulleys or sheaves *m*, they connect with eyes *n* near the lower ends of the doors. Said doors are operated by worms and worm-wheels *o* on the vertical shafts *p* or their equivalents. In Fig. 3 one of these doors is shown open and the one on the opposite side closed.

In the engine-room is arranged a condenser O, having the usual connections with the engines and pipes to the outside of the hull. In this room a pump Q is also arranged, of proper size, with suitable connections for

washing down the decks when emptied of the débris, and for other purposes.

The bow and stern can be strengthened and stiffened by plates *s*, extending to the deck.

The many advantages of my improved scow will be readily understood by those skilled in the art, and among them may be mentioned that the hull is much stronger than any in use to my knowledge by having the strengthening-pieces *a* extending over the inclined floor and connected to the sides, thus acting as beams. The garbage can be taken farther out to sea on account of the greater stability of the hull. The doors can be readily operated by very simple means and the load easily dumped. The deck can be washed of all débris. Anything else can be transported, if desired, instead of garbage, and the hull can be easily trimmed.

Having thus described my invention, what I claim is—

1. A scow having the hull, provided with an inclined deck over which only a series of transverse bulkheads extend and form a continuous and unobstructed air space under said inclined deck, as shown and specified.

2. A scow having the hull provided with an inclined deck, over which extend a series of transverse bulkheads, conforming to said deck, and between each of said bulkheads having side doors arranged and operated as shown, in combination with the continuous unobstructed air space below said inclined deck, as set forth.

3. A scow having the hull provided with an inclined deck, over which extend a series of transverse bulkheads conforming to said deck from side to side, and provided between each bulkhead with a side door hinged directly to the hull, the continuous unobstructed air space below said deck, in combination with a trimming tank E arranged under the berth deck at the forward end of the hull, as shown and specified.

4. In a steam scow, the combination of the hull having an inclined deck, over which extend a series of transverse bulkheads conforming to said deck from side to side, and provided with side doors hinged directly to the hull, and a continuous unobstructed air space below said deck, in combination with a trimming tank placed under the berth deck at the forward end of the hull and a pump for washing the deck, all arranged as shown and set forth.

5. The steam scow herein described, consisting of a hull provided with an inclined deck, over which the series of transverse bulkheads extend from side to side, the continuous unobstructed air space located under said inclined deck, the side doors hinged directly to the hull between said bulkheads, in combination with a trimming tank under the berth deck arranged at the forward end of the hull, the pump and propelling machinery, all arranged as specified.

In testimony whereof I affix my signature in presence of two witnesses.

GEO. W. MELVILLE.

Witnesses:

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