

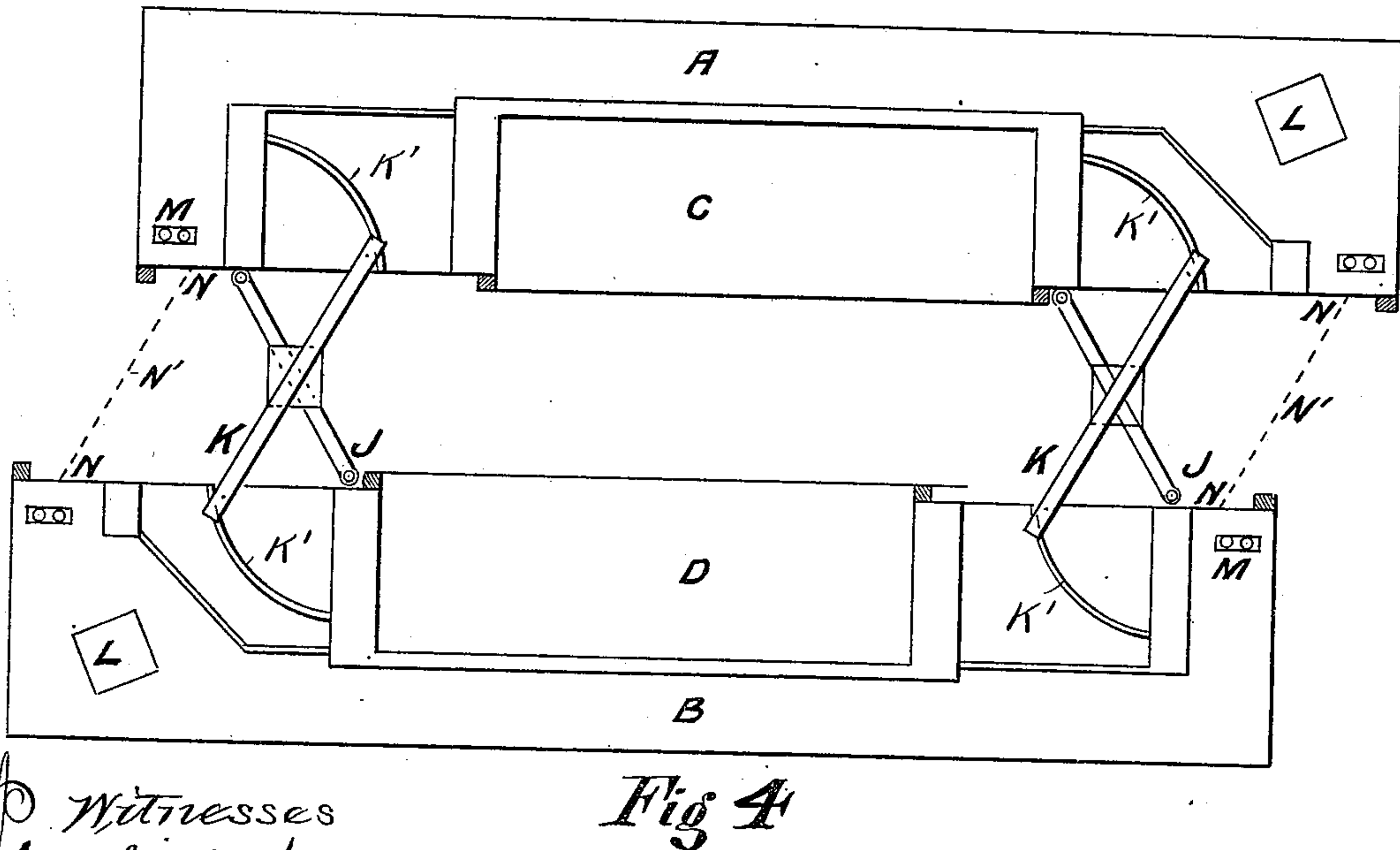
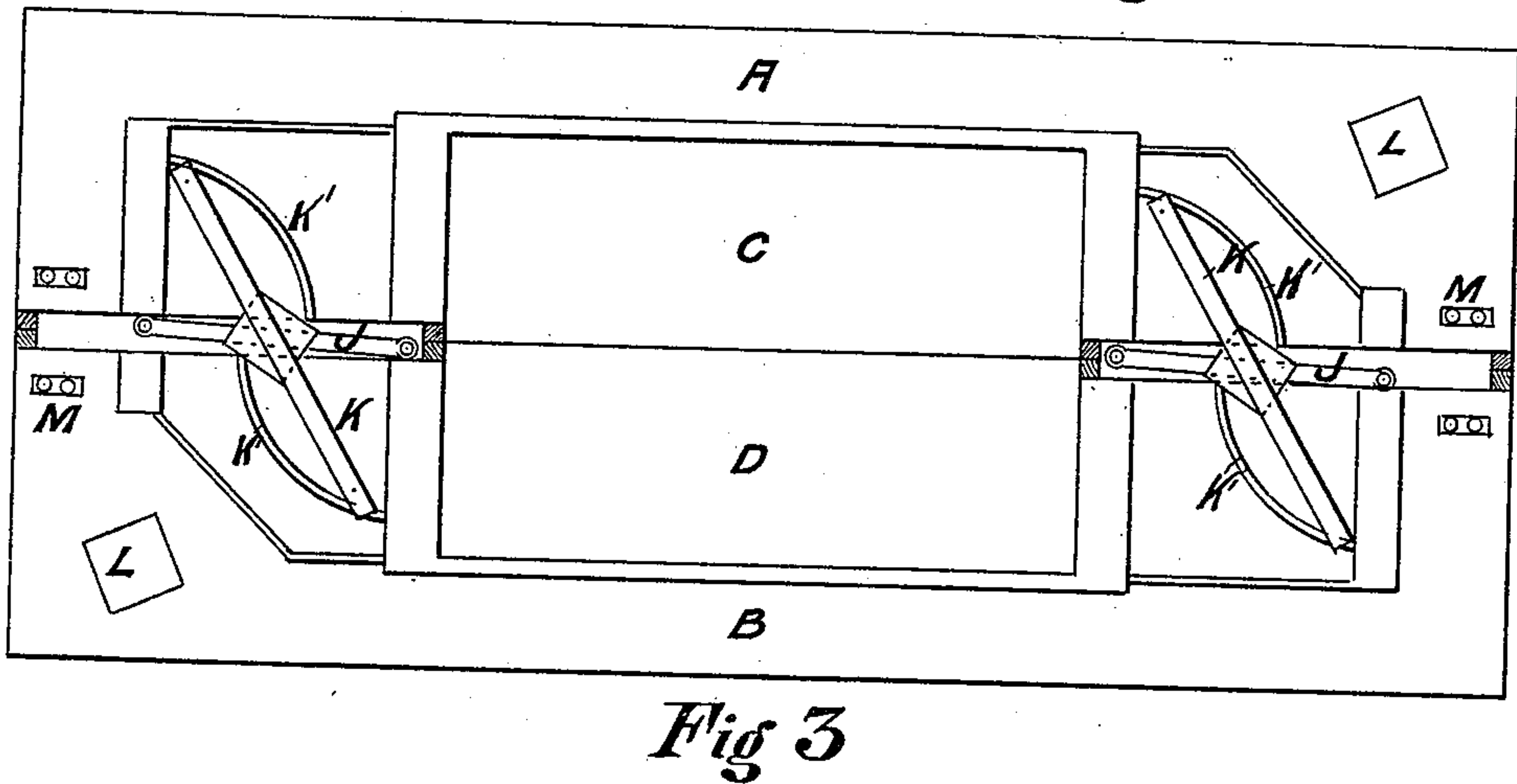
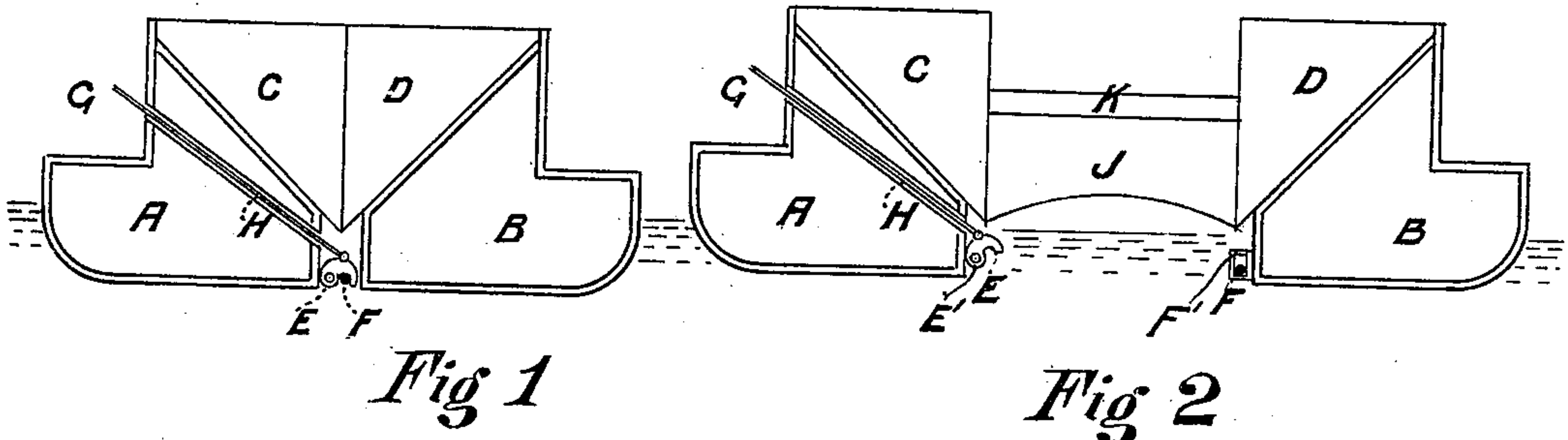
No. 631,637.

Patented Aug. 22, 1899.

J. J. HASLAM.  
DUMPING SCOW.

(Application filed Apr. 27, 1898.)

(No Model.)



Witnesses  
George William Barker,  
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Fig 4

Inventor.  
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# UNITED STATES PATENT OFFICE.

JOHN JAMES HASLAM, OF AVONDALE, NEW ZEALAND.

## DUMPING-SCOW.

SPECIFICATION forming part of Letters Patent No. 631,637, dated August 22, 1899.

Application filed April 27, 1898. Serial No. 678,974. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN JAMES HASLAM, builder, a subject of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and a resident of Avondale, near the city of Auckland, in the Provincial District of Auckland and Colony of New Zealand, have invented certain new and useful Improvements in Dumping-Scows, of which the following is a specification.

My invention relates to dumping-scows, and has for its object to provide a scow which shall be self-discharging.

To this end the invention comprises two water-tight structures connected, as hereinafter described, so that they form a single scow affording a hopper in the center which can be used to carry stones, earth, or any other form of load desired. When loaded, the scow can be floated to any desired position, and the fastenings holding the two halves of the scow together being released the two parts will open out and the load will be permitted to fall by gravity into the water. The parts or structures being brought together and fastened the scow will again be ready for loading.

In the accompanying drawings, illustrating the invention, Figure 1 is a cross-section of the scow when closed. Fig. 2 is a cross-section of the scow when open. Fig. 3 is a plan view of the scow in a closed position, and Fig. 4 is a similar view of the scow in an opened position.

The scow consists of two structures A and B, each water-tight and affording a floating vessel and so held together, as shown in the several figures and as hereinafter described, that when closed they form one scow having a central hopper, one-half of said hopper being carried by each vessel A B, and said halves of the hopper being denoted, respectively, by the letters C D. When closed, the structures A and B are held together at the bottom beneath the hopper C D by a series of hooks E, pivotally mounted on a shaft E', which shaft is held or bolted to the structure A by any convenient means. The hooks E are adapted to engage a roller F, attached to the structure B. On the deck of the scow the structures A and B are held together by cross-beams K, as shown in Figs. 3 and 4, which

cross-beams may be locked, if desired, at opposite ends by means of dowels, pins, flanges, or the like. To allow the scow to open so as to discharge its load, the hooks E, attached to the shaft E', are lifted off the roller F by two rods G, passing up water-tight tubes H, which rods can be worked by any suitable mechanical means. The roller F is loosely mounted in frames or bearings F' on the vessel B, so that when the hooks E are lifted said rod will rise with them until the hooks are released, when it will fall back into its original position ready for being gripped when the scow is again closed. When the hooks are thus lifted, the weight of the contents of the hopper C D, acting on the inclined surfaces thereof, causes the structures A and B to separate and assume the position shown in Figs. 2 and 4. The gates or girders J, having hinges attached at their opposite ends to the two structures A and B, hold said structures rigid and upright and parallel to each other. Stability is further secured by the cross-beams K, which, being connected in their centers to the gates or girders J, move over the decks on wheels mounted at opposite ends of said beams, said wheels running on curved rails K', secured to the decks, and are then locked by any means found suitable. These cross-beams K are preferably fitted diagonally and may be used without the gates or girders J, which may be dispensed with, in which case the ends of these cross-beams will be pinned or pivoted to the deck, two on each structure, and the wheels and rails will not be wanted, as the beams K, being pivoted, will move with the two structures as they open out. Stops, with springs or other attachments, may be set at N, so that when the scow is open fixed chains or ropes N' may be connected thereto, if desired, to hold the structures A and B at any required distance apart, as shown in Fig. 4. A winch (indicated by L) is fixed to each structure and has a chain or rope fastened on the drum thereof. Said chain or rope passes through a block or pulley known as a "leading-block," which is fastened to the deck of the same structure. A hook is attached to the free end of the chain or rope, which hook may be hooked to a ring-bolt fastened to the deck of the other and opposite structure, so that when



it is desired to close the scow the winches are hauled tight and the two structures A and B close on each other and the gates or girders, (shown in Fig. 3,) or where no gates or girders are used the beams, move on their pivots with the closing structures. The hooks attached to the shaft E' are dropped over the roller F, when the scow assumes the position shown in Figs. 1 and 3. The winches are then released and the hooks attached to the other or opposite structure are unfastened and left free until again required.

The structures A and B and all the parts herein described may be built of iron, wood, or other material found suitable in each case.

Having thus fully described my invention, what I claim as new is—

1. A dumping-scow comprising two separable water-tight structures affording between them a hopper, means connecting said structures and limiting the movements thereof

relative to each other, a roller loosely mounted in frames carried by one structure, hooks pivotally mounted on the opposite structure and adapted to engage said roller to hold the structures together, and means for operating said hooks, substantially as described.

2. A dumping-scow comprising two separable water-tight structures affording between them a hopper, gates or girders pivotally connected at opposite ends to said structures and operating as described and cross-beams carried by said gates or girders and having opposite ends engaging the respective structures, the combination operating substantially as described.

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Witnesses:

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