

No. 819,691.

PATENTED MAY 1, 1906.

P. CONSTANTENE.
DUMPING VESSEL.

APPLICATION FILED MAR. 15, 1905.

Fig. 1.

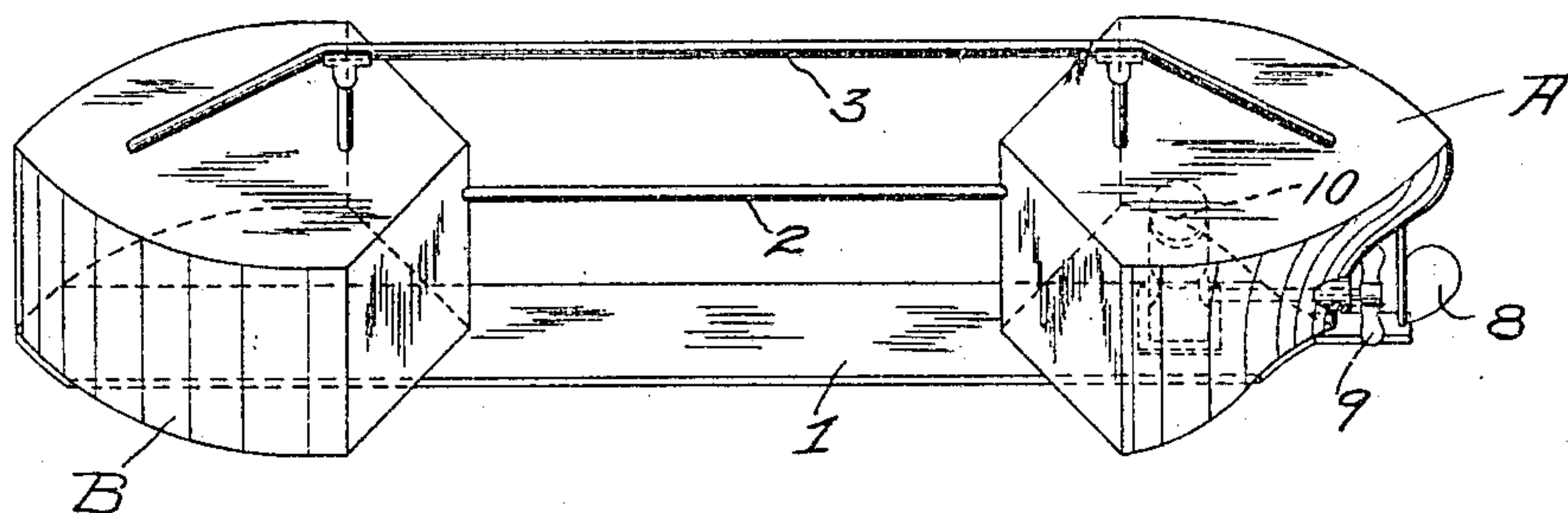


Fig. 2.

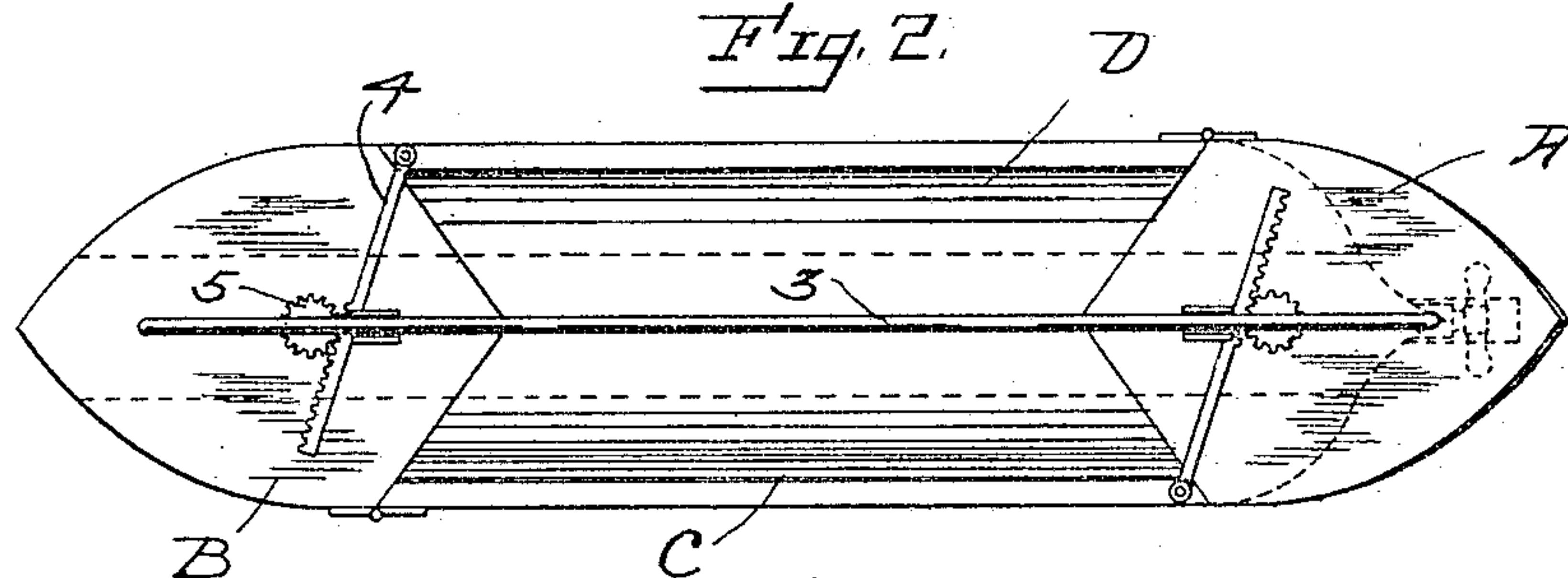


Fig. 3.

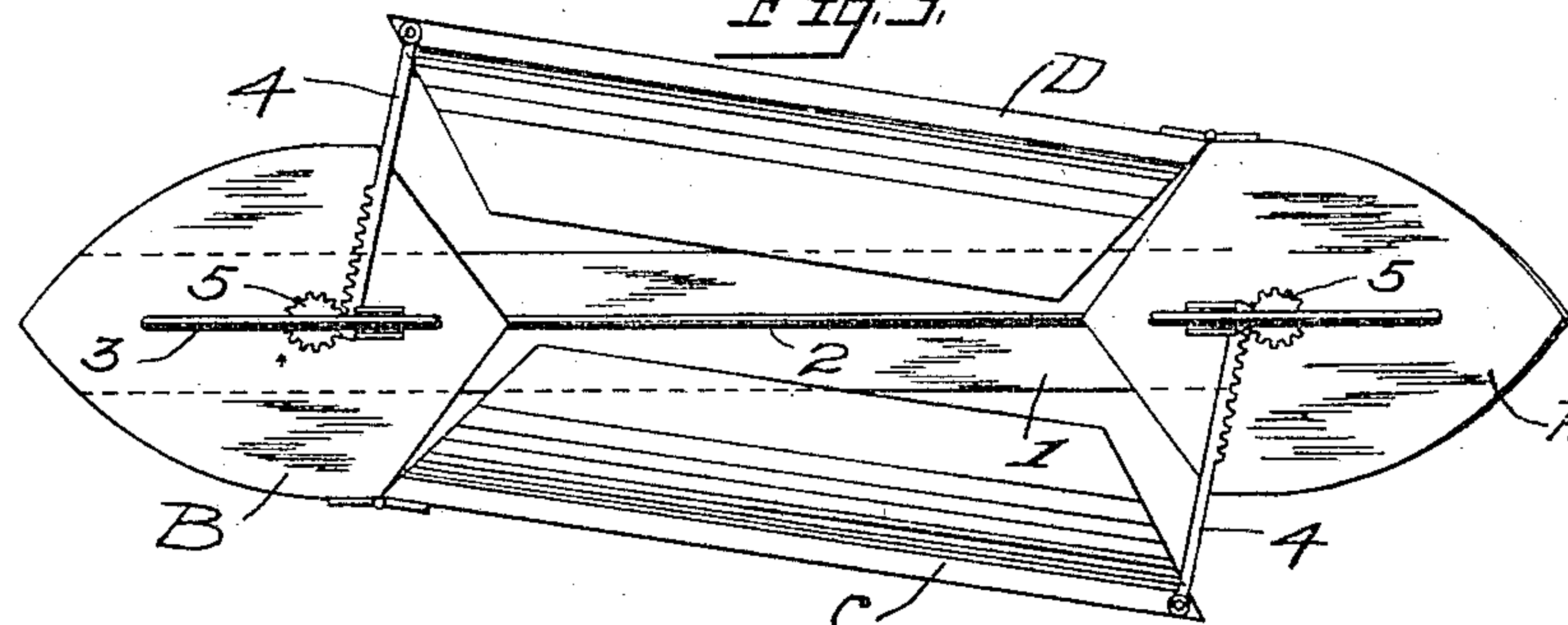


Fig. 4.

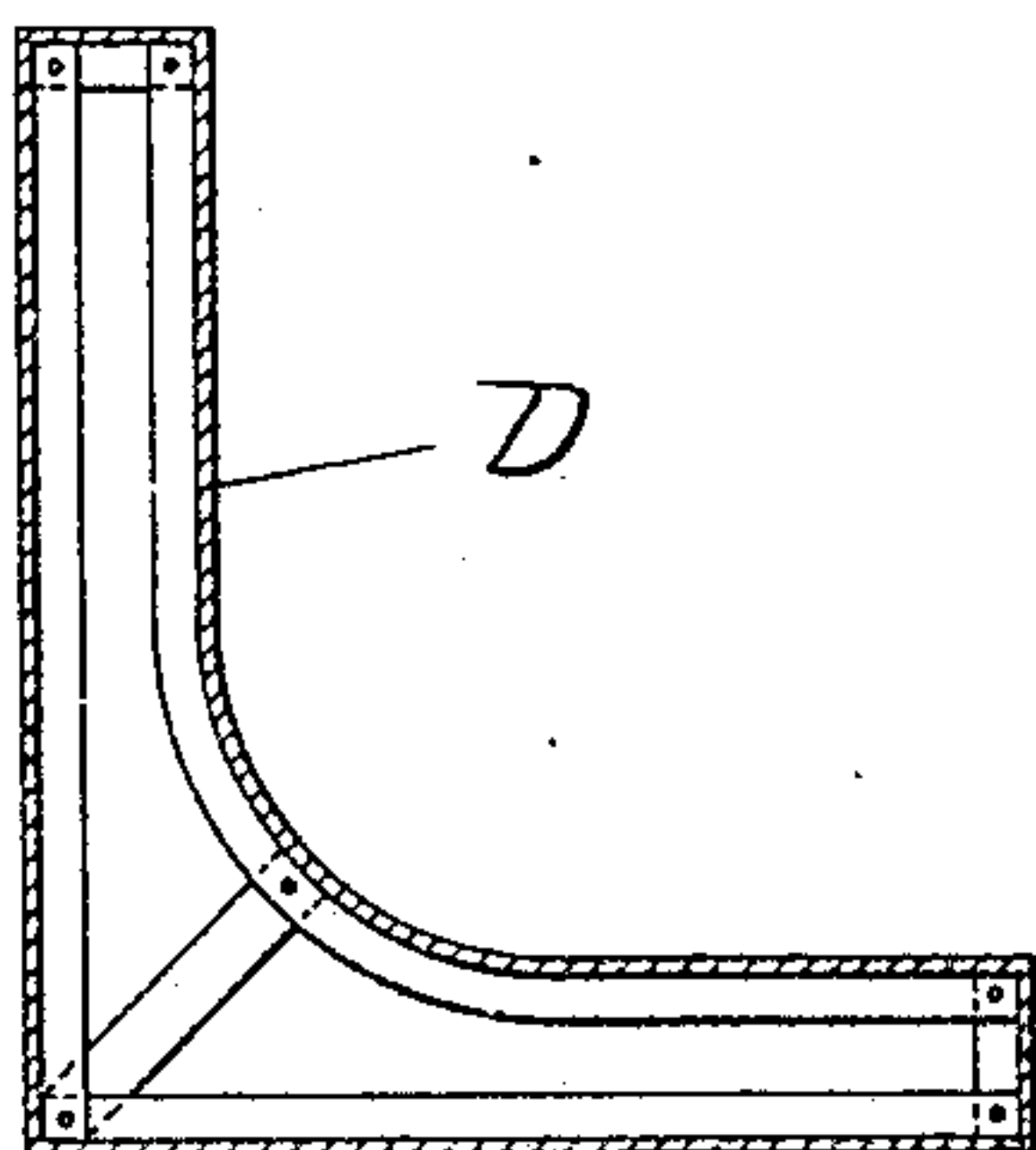
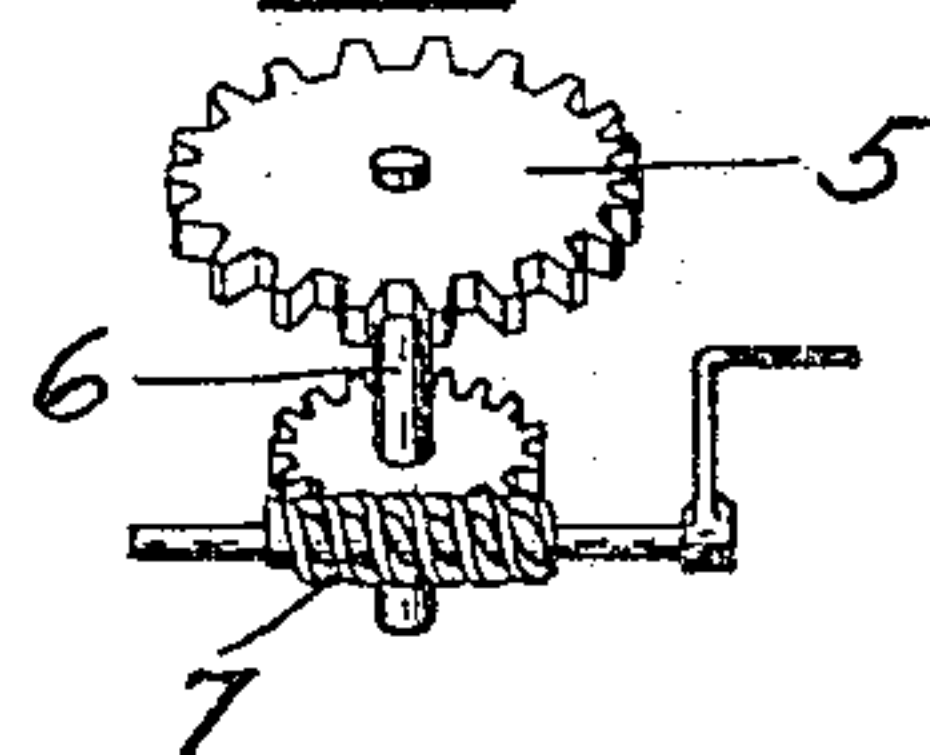


Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

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DUMPING VESSEL.

No. 819,691.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, PETER CONSTANTENE, a citizen of the United States, and a resident of the city of Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Dumping Vessels, of which the following is a specification.

The primary object of my invention is to provide an improvement in vessels of this type whereby manual labor in the unloading operation is eliminated, this being accomplished by opening the compartment which contains the refuse and also admitting water thereto to flush the same.

With the above and other objects in view the invention consists of parts, arrangement and combinations of parts hereinafter described, and succinctly pointed out in the appended claims.

In the accompanying drawings, in which like characters of reference indicate like parts throughout the several views, Figure 1 is a view in perspective of the present invention, the intermediate sections being removed. Fig. 2 is a top plan view with the intermediate sections in closed position. Fig. 3 is a similar view with the intermediate sections swung outwardly. Fig. 4 is a cross-sectional view of one of the intermediate sections, and Fig. 5 is a detail view in perspective of the mechanism for opening and closing the intermediate sections.

In carrying out my invention I construct the hull of the vessel of end sections A and B, which are held in rigid relation by suitable means—for example, the plate 1 and rods 2 and 3—and to these sections I hinge intermediate sections C and D, section C being hinged to section B at its forward edge and section D hinged to section A at its rear edge. These last-named sections—that is, sections C and D—are air-tight and constitute the side walls and bottom of the garbage-receiving portion or compartment of the vessel, the end walls thereof being formed by the end sections A and B, and, as is obvious, when sections C and D are swung outwardly water will rush in therebetween and flush the same, so that any portion of the contents of the compartment not dumped therefrom by gravity will be readily removed, and said sections will therefore be thoroughly cleaned before they are again drawn together. The means for swinging these sections preferably consists of

toothed rods 4, which are pivoted to said sections adjacent their free ends and operated by suitable means, as shown, (see Fig. 5,) such means consisting of a gear 5 in mesh with the teeth of rod 4 and mounted on a shaft 6, which is rotated by the manually-operated gearing 7. This means can, however, be readily varied at will without departing from the spirit of my invention. My improved vessel is also preferably provided with a rudder 8 and propeller 9, which latter is driven by an engine 10.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent of the United States of America, is—

1. A vessel of the type set forth comprising end sections rigidly secured together, and intermediate sections, the last-named sections each being hinged at one end, and means for swinging the unhinged ends of said sections outwardly.

2. A vessel of the type set forth comprising end sections and opposite sections intermediate the same, said intermediate sections being hinged to fixed means, one hinged at its forward end and the other at its rear end.

3. A vessel of the type set forth comprising a hull formed of end sections and opposite intermediate sections, said intermediate sections each being hinged at one end and having their free ends normally arranged within the bounds of the hull, and means to swing the said sections outwardly.

4. A vessel consisting of end sections, and intermediate sections hinged by their ends to the ends of the sections and cooperating therewith to form a compartment.

5. A vessel consisting of end sections bearing a stationary spaced relation to one another, and intermediate sections disposed between said end sections and mounted to be swung toward and away from said end sections and forming a compartment in conjunction therewith.

6. A vessel comprising end sections and a pair of intermediate sections hinged at opposite ends to said end sections, so as to be capable of being swung outwardly away from said end sections.

7. A vessel comprising a hull, a pair of sections hinged at opposite ends to said hull, and means to swing the unhinged ends of said sections in opposite directions in unison.

8. A vessel comprising stationary end sec-

tions and hinged intermediate sections, having their inward movement restricted by engagement with said end sections.

9. A vessel comprising spaced and rigidly-
5 connected end sections, and intermediate sections hingedly supported by their ends from said end sections.

10. A vessel comprising end sections, and intermediate sections movably related there-
10 to and having their inward movement restricted by engagement of their ends with each of said end sections and forming a compartment in conjunction therewith.

11. A vessel comprising stationary end sections and movable intermediate sections, having their ends movable outwardly from said end sections and restricted in their inward movement by engagement therewith. 15

12. A vessel comprising a hull, and sections hinged thereto and having their free ends movable toward and away therefrom. 20

PETER CONSTANTENE.

In presence of—

ABRAHAM LINCOLN JACOBS,
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