

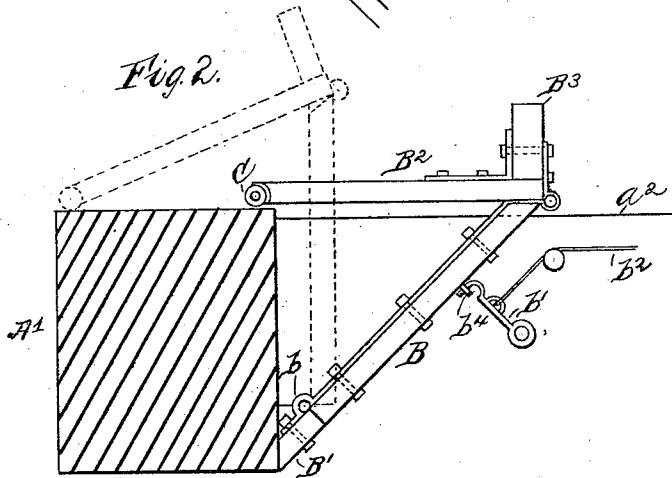
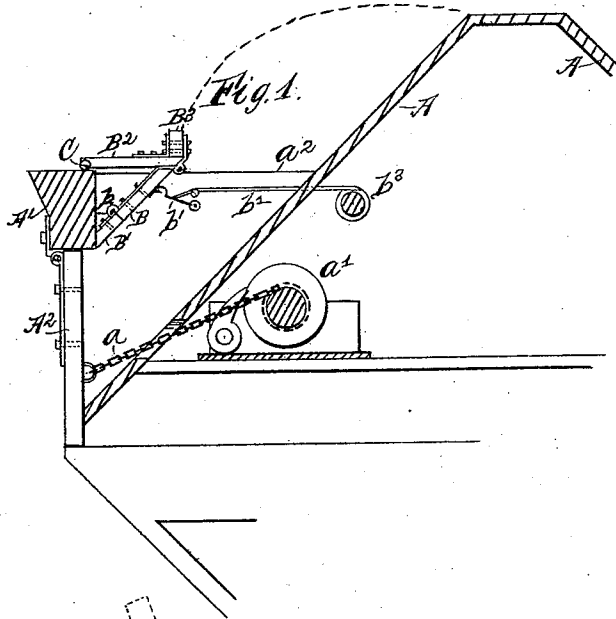
(No Model.)

2 Sheets—Sheet 1.

P. CIANCIMINO & F. W. MATTOCKS.  
DUMPING SCOW.

No. 527,800.

Patented Oct. 23, 1894.



WITNESSES:  
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(No Model.)

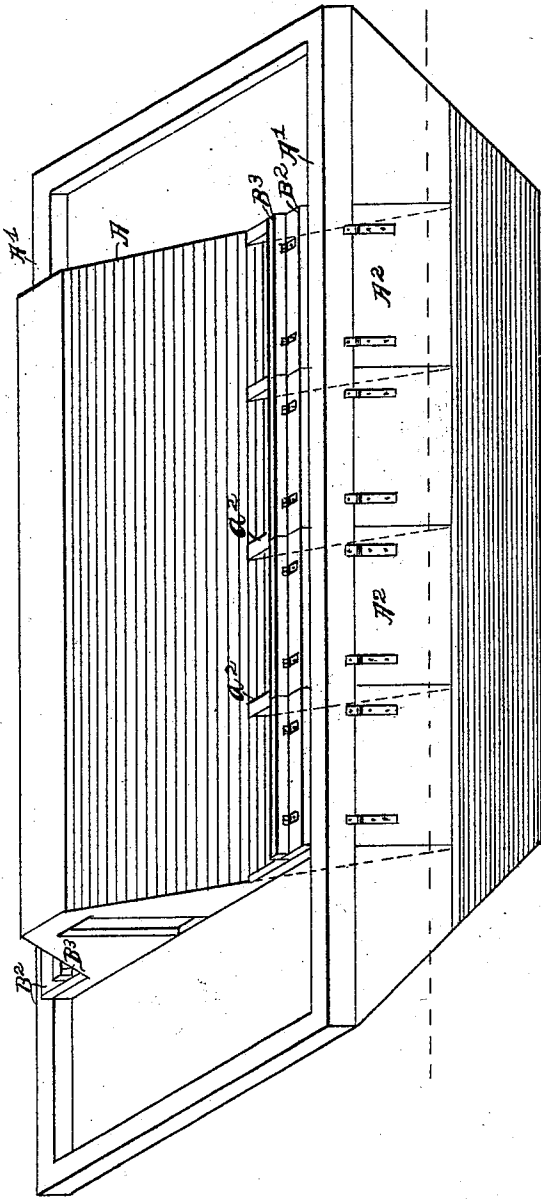
2 Sheets—Sheet 2.

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Fig. 3.



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# UNITED STATES PATENT OFFICE.

PETER CIANCIMINO, OF BROOKLYN, AND FREDERICK W. MATTOCKS, OF  
NEW YORK, N. Y.

## DUMPING-SCOW.

SPECIFICATION forming part of Letters Patent No. 527,800, dated October 23, 1894.

Application filed October 24, 1893. Serial No. 488,985. (No model.)

*To all whom it may concern:*

Be it known that we, PETER CIANCIMINO, of Brooklyn, county of Kings, and FREDERICK W. MATTOCKS, of the city and county of New York, State of New York, have invented a new and useful Improvement in Dumping-Scows, of which the following is a specification.

This invention relates to scows in which the load of dirt is dumped in sections from the sides by releasing outwardly swinging doors. In scows of this character great difficulty is found in dumping the load inasmuch as when the scow load is banked and trimmed in the usual manner, there being a greater amount of dirt above the rail, to which the doors are hinged, than there is below it, the upper portion of the dirt will pack closely and fail to discharge through the restricted opening between the inclined deck and side.

The object of our invention is, therefore, to obviate this difficulty and this we accomplish by providing a load line gage attached to the side rail and having a swinging movement relatively thereto, and having a portion, when in a normal or locked position, substantially parallel with the inclined deck of the scow. There is one of the gages for each section or pocket of the scow.

In the accompanying drawings, Figure 1, is a transverse section of a portion of a scow and showing an end view of our improvement, and Fig. 2 is an end view of our improvement, on an enlarged scale and in which dotted lines indicate the position of the device during the dumping of a load. Fig. 3 is an isometric perspective of a scow embodying our improvement.

Referring by letter to the drawings, A, indicates the inclined deck of a scow; A', the side rail and A<sup>2</sup> shows a door hinged to the rail A', so as to swing outward. The door is held closed during the loading and transportation by means of a chain *a* extended through a hole in the deck A, to a winch *a'*. The

scow on each side is divided into a number of sections or pockets by means of bulkheads *a*<sup>2</sup>.

The parts as so far described are of the usual construction and need no further description.

We will now describe our invention.

B designates the load line gage rail having a hinge connection *b*, with a strip B', securely fastened to the inner lower edge of the side rail A'. The part B, when in its normal or locked position, is on an angle substantially parallel with the inclined deck A. It is held in a locked position as here shown by means of a hook *b'* having a wire *b*<sup>2</sup> extended from it through a hole in the deck A, to a winch *b*<sup>2</sup>. By means of this wire and winch the hook may be drawn out of the eye *b*<sup>4</sup>, to release the gage when the load is to be dumped. Hinged to the upper edge of the load line gage rail B is a guard board B<sup>2</sup> having an upwardly extending rail B<sup>3</sup>, at its inner edge. When the device is in its normal or locked position the board B<sup>2</sup> extends in a horizontal plane, as clearly shown in the drawings. The outer edge of the board B<sup>2</sup> extends over and is supported by the upper side of the rail A', and to cause an easy movement of the board on the rail we may provide the board with anti-friction rollers C.

The operation of our device is as follows: In loading and trimming, the outer surface of the dirt should be substantially in line with the incline of the gage rail B as indicated in dotted line, Fig. 1. When it is desired to dump a section of the load, the gage rail is released from the hook *b'* and then the swinging door A<sup>2</sup> is released. The dirt will then discharge and in its movement will force the gage rail to the position shown in dotted lines, Fig. 2 thus materially enlarging the discharge way or space between the rail A' and the deck and making it impossible for the dirt to clog or pack.

Having described our invention, what we claim is—

1. In a side dumping scow, the combination

with the inclined deck, the side rail and a swinging door, of a load line gage rail having a swinging connection with the side rail, and normally on an incline substantially parallel  
5 with the deck, substantially as specified.

2. In a side dumping scow, the combination with the inclined deck, the side rail and a swinging door, of a load line gage rail hinged to said side rail and normally arranged at an  
10 angle substantially parallel with the deck, the guard board hinged to the upper portion

of the gage rail, and fastening or locking devices, substantially as specified.

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FREDERICK W. MATTOCKS.

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