

C. Van Name. Building.

No. 1,540.

Patented Jun. 11, 1861.

375,544.

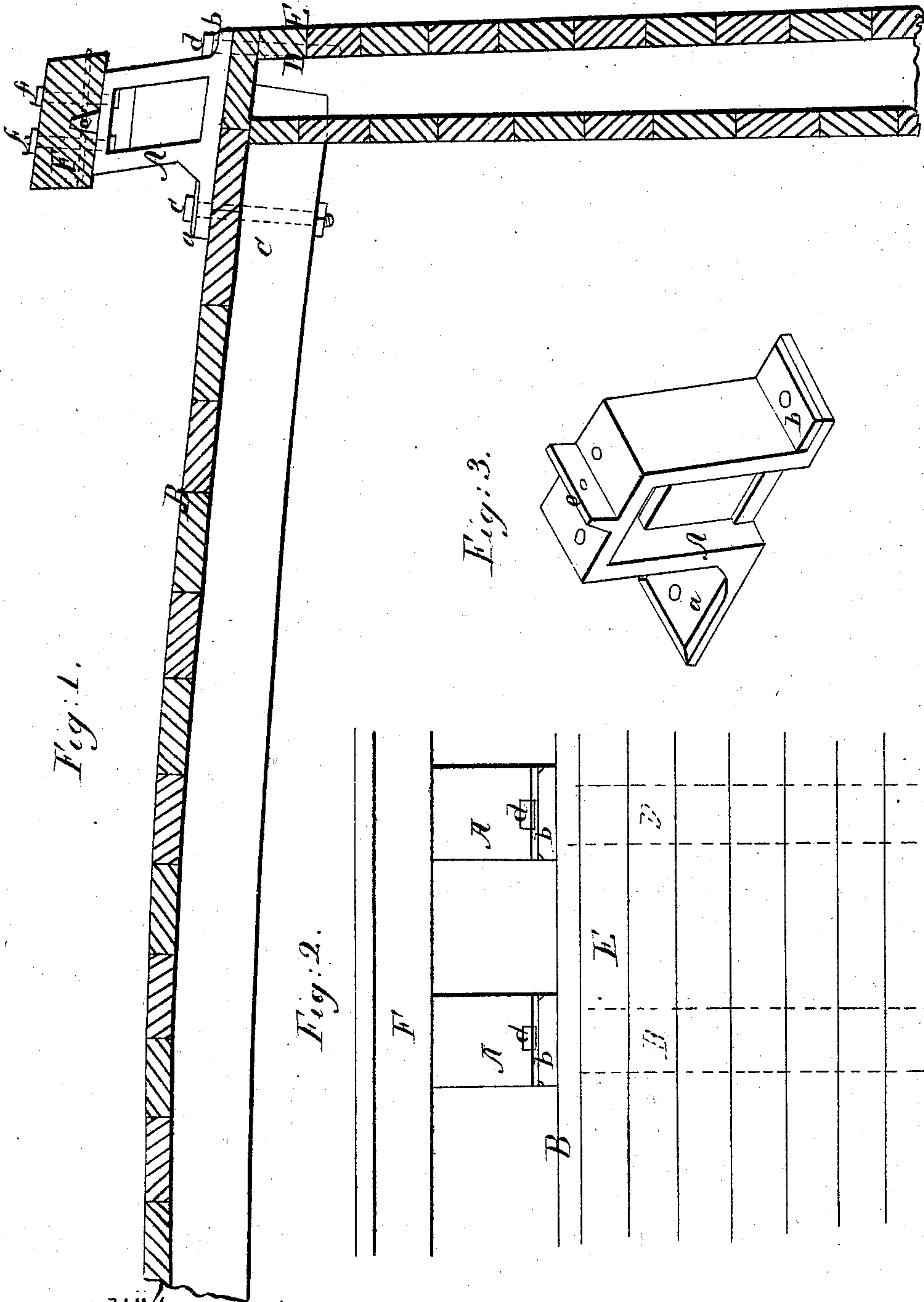


Fig. 1.

Fig. 3.

Fig. 2.

Witnesses.

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UNITED STATES PATENT OFFICE.

C. VAN NAME, OF BINGHAMTON, NEW YORK.

STANCHION FOR CANAL-BOATS.

Specification of Letters Patent No. 32,544, dated June 11, 1861.

To all whom it may concern:

Be it known that I, C. VAN NAME, of Binghamton, in the county of Broome and State of New York, have invented a new and Improved Stanchion for Supporting the Rails of Canal-Boats, &c.; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 represents a transverse vertical section of this invention. Fig. 2 is a side elevation of the same. Fig. 3 is a perspective view of the same.

Similar letters of reference in the three views indicate corresponding parts.

This invention consists in the employment for the purpose of supporting the rail of a cast iron stanchion secured by bolts, which pass down through the deck, one into one of the beams which support the deck, and the other into one of the ribs in such a manner that by said stanchions the strength of the boat is increased and that a blow on the rail does not injure the structure of the boat.

To enable those skilled in the art to make and use my invention I will proceed to describe it with reference to the drawing:

On canal boats of the ordinary construction the rails are secured by means of wooden stanchions consisting of timbers running down through the deck and fastened to the ribs. This mode of fastening the rails is objectionable because it gives to the water a chance to pass down on the sides of said stanchions and to injure the ribs and also because a blow or heavy pressure exerted on the rails is liable to cause the ribs to work loose or to prove otherwise injurious to the structure of the boat. These disadvantages are obviated by the employment of my cast iron stanchions A, the form and construction of which are substantially such as represented in Fig. 3, of the drawing.

Each stanchion is provided with two

flanges *a*, *b*, and it is secured to the deck B, of the boat by means of bolts *c*, *d*. The bolt *c*, passes down through the deck into one of the beams C, and the bolt *d*, passes also down through the deck, and it screws into the end of the rib D, or into the outside plank E. By this arrangement the stanchions assist in holding together the beams and the ribs, and a blow or heavy pressure exerted on said stanchions or on the rails cannot have any injurious influence on the structure of the boat. The worst that may happen, is that the bolts *c*, *d*, break or give way, and at the same time the water has no chance to pass down through the deck and upon the beams or ribs.

From the upper surface of each standard a feather or lug *e*, rises; it is mortised into the rail F, and the rail is secured to the stanchion by bolts *f*, passing down through the rail and through the top plate of the stanchion, or it may be secured by means of a pin passing through its sides and through a hole in the lug *e*.

The form and shape of the stanchions may of course be varied at pleasure and they are secured to the deck at such distances apart that they afford a good solid support to the rails.

Stanchions of this description may be used with advantage on all sorts of vessels, but they are principally intended for canal boats and other small craft, the construction of which favors their application.

Having thus fully described my invention what I claim as new and desire to secure by Letters Patent is:—

The employment of cast iron stanchions A, with flanges *a*, *b*, and attached to the deck B, by means of bolts *c*, *d*, as and for the purposes described.

C. VAN NAME.

Witnesses:

E. T. HICKOX,
WM. OGDEN, Jr.