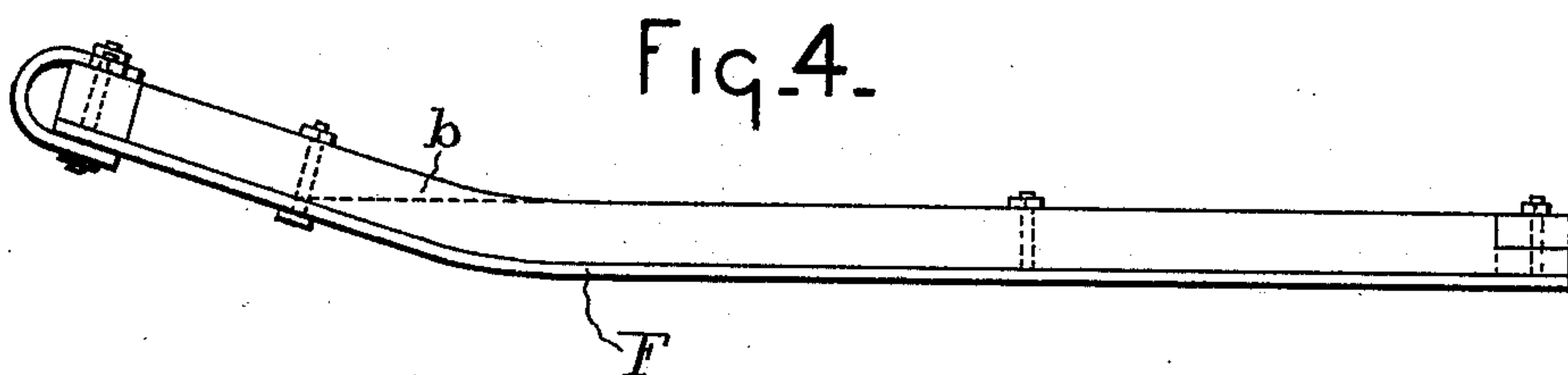
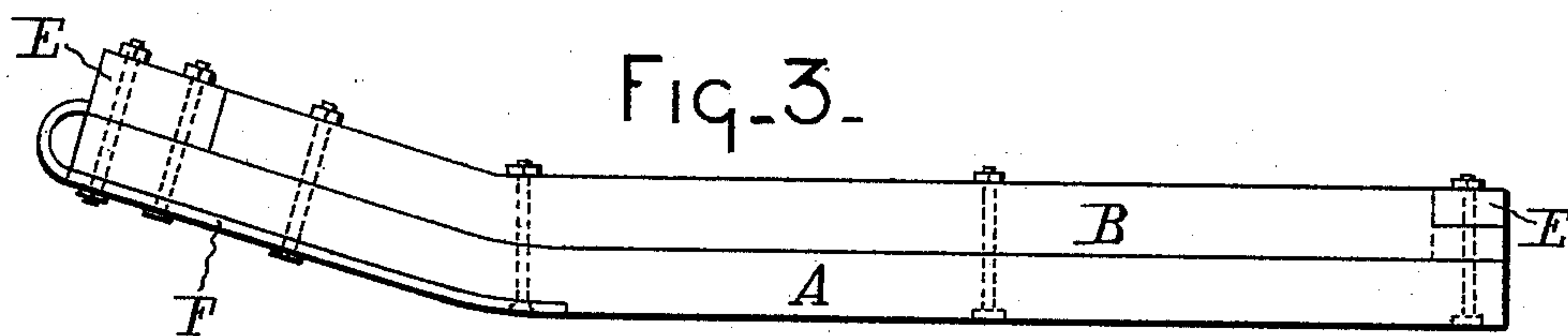
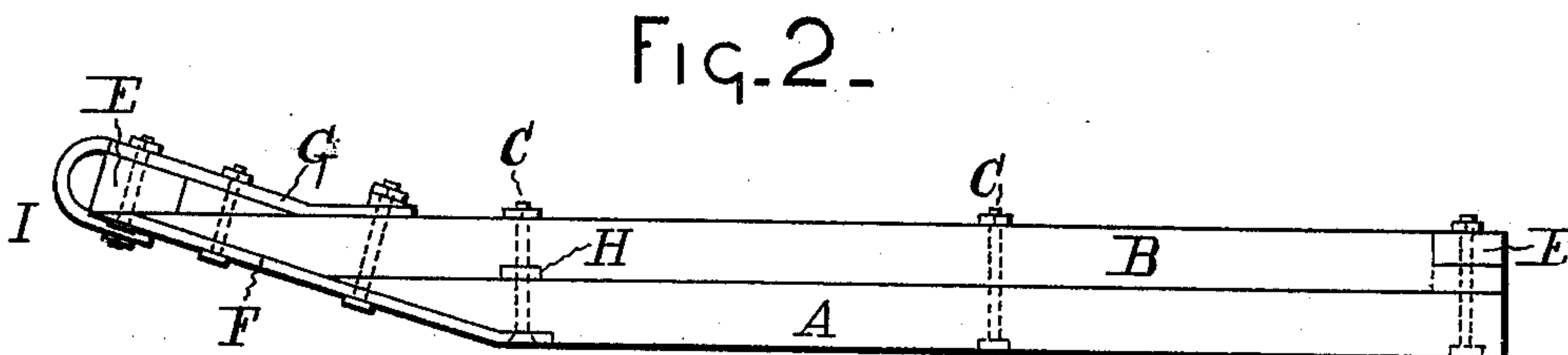
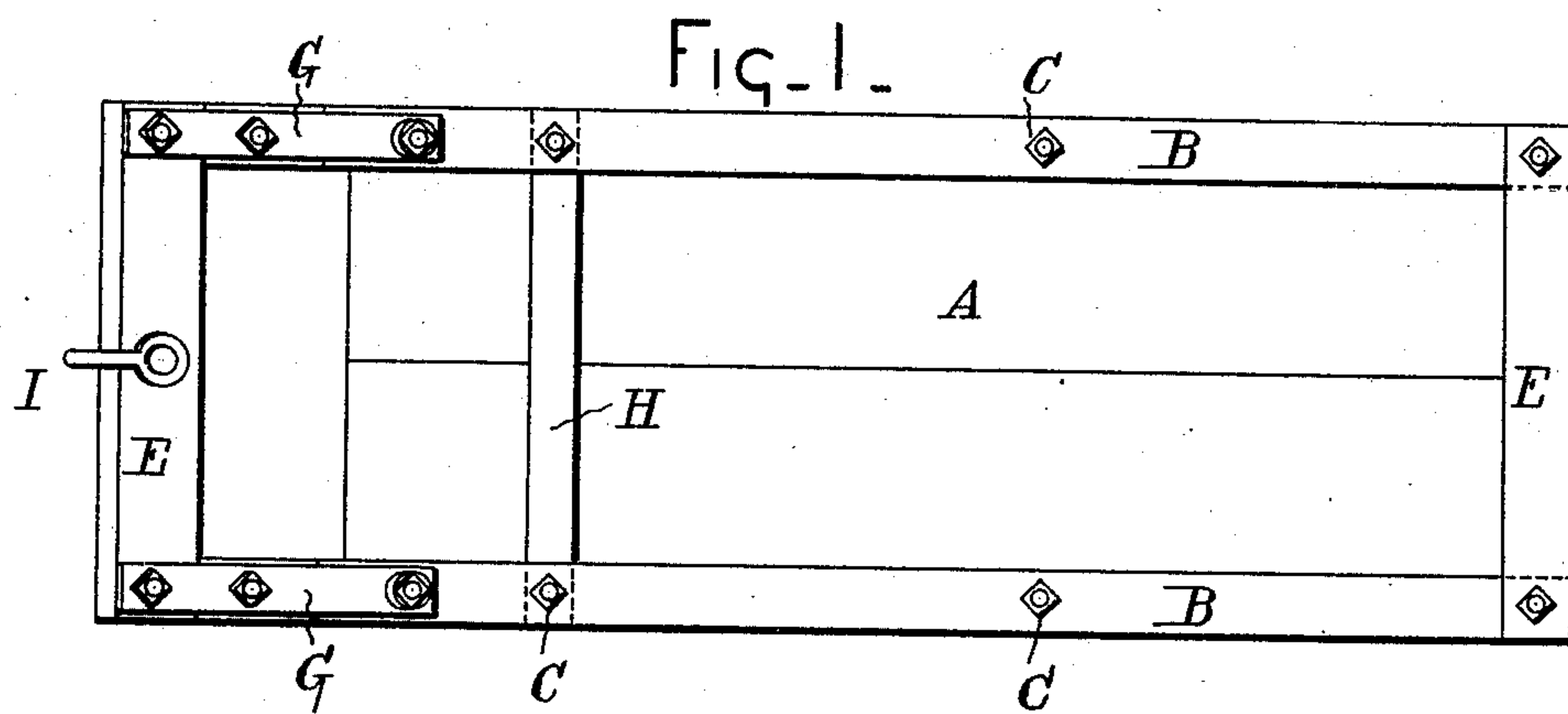


(No Model.)

W. KIMBLE.
STONE BOAT.

No. 423,933.

Patented Mar. 25, 1890.



WITNESSES
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UNITED STATES PATENT OFFICE.

WARREN KIMBLE, OF MANCHESTER, MICHIGAN.

STONE-BOAT.

SPECIFICATION forming part of Letters Patent No. 423,933, dated March 25, 1890.

Application filed May 18, 1889. Serial No. 311,280. (No model.)

To all whom it may concern:

Be it known that I, WARREN KIMBLE, a citizen of the United States, residing at Manchester, county of Washtenaw, State of Michigan, have invented a certain new and useful Improvement in Stone or Log Boats; and I 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, which form a part of this specification.

My invention consists of the combinations of devices and appliances hereinafter specified, and more particularly pointed out in the claim.

In the drawings, Figure 1 is a plan view, and Fig. 2 a side elevation, of a stone or log boat embodying my invention. Figs. 3 and 4 represent side elevations of variations of my said invention.

It is the purpose of my invention to produce a "stone" or "log" boat, so called, upon which stones, logs, or other like matters are dragged, the construction of the boat being such that it is cheaply and easily made and is exceedingly strong and durable.

The invention consists, essentially, in a structure constructed in the manner hereinafter explained, in which the turned-up portion alone at the front or front and rear are made up of a combination of wood and iron, or in which the said iron is extended the whole length beneath the bottom board of the boat, or in which the metallic plate constitutes the bottom of the boat.

A represents wooden boards, which for the purpose of this explanation might be of the requisite length and, say, two inches, more or less, in thickness.

B represents lateral strips of wood, which might be two by three inches, more or less. This may be bolted to the board A by any number of bolts C, and there may, if desired, be one or more cross-pieces E at the forward end above the side strips, whereby they are not only tied together, but the extremity of the device is thereby raised to a higher level. The boards A and side pieces B are dressed off to an upward incline at the forward end or at both the forward and rear ends of the boat, and are provided beneath with a metallic plate F, which extends across the structure from side to side.

G represent metallic straps, which are bolted down through the cross-pieces and the parts A and B, as shown.

H is a strip of metal extending across the boat on the level of the boards A, the same being suitably bolted down through the boards and through the metallic plate F beneath.

I is a clevis or other suitable attachment for the draft. It is apparent from this construction that the boards A need not be bent upward at their forward ends or at their forward and rear ends, if both ends are inclined. On the contrary, the metal plate F takes the place of this part, which has been ordinarily bent or sawed into form, and the employment of the metal in this manner serves not only the purpose of cheapening the structure, but makes it stronger and better able to sustain wear at this point, where wear is most likely to ensue.

It is apparent that instead of providing the wooden boards A, as shown in Figs. 1 and 2, these boards might be dispensed with and the metal plate F be continued the whole length of the structure and itself constitute the bottom of the boat. Such a variation is shown in Fig. 4, and in this event the side rails or strips B may be either carried out straight to the front, as shown by the dotted lines *b*, or they may be bent upward, as indicated by the full lines in Fig. 4. So, also, the boards A and side pieces B, (shown in Figs. 1 and 2,) instead of being cut off on an incline at their ends might be bent upward, and be there combined with the metal plate F, as before explained.

What I claim is—

A stone or log boat consisting of a board bottom A and side pieces B, dressed off to an incline at their forward end, and the metal plate F, extending across the dressed end, in combination with the auxiliary cross-pieces E and the metallic straps G, bolted down through the cross-pieces and the parts A and B, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

WARREN KIMBLE.

Witnesses:

N. SCHMID,
DAVID G. ROSE.