

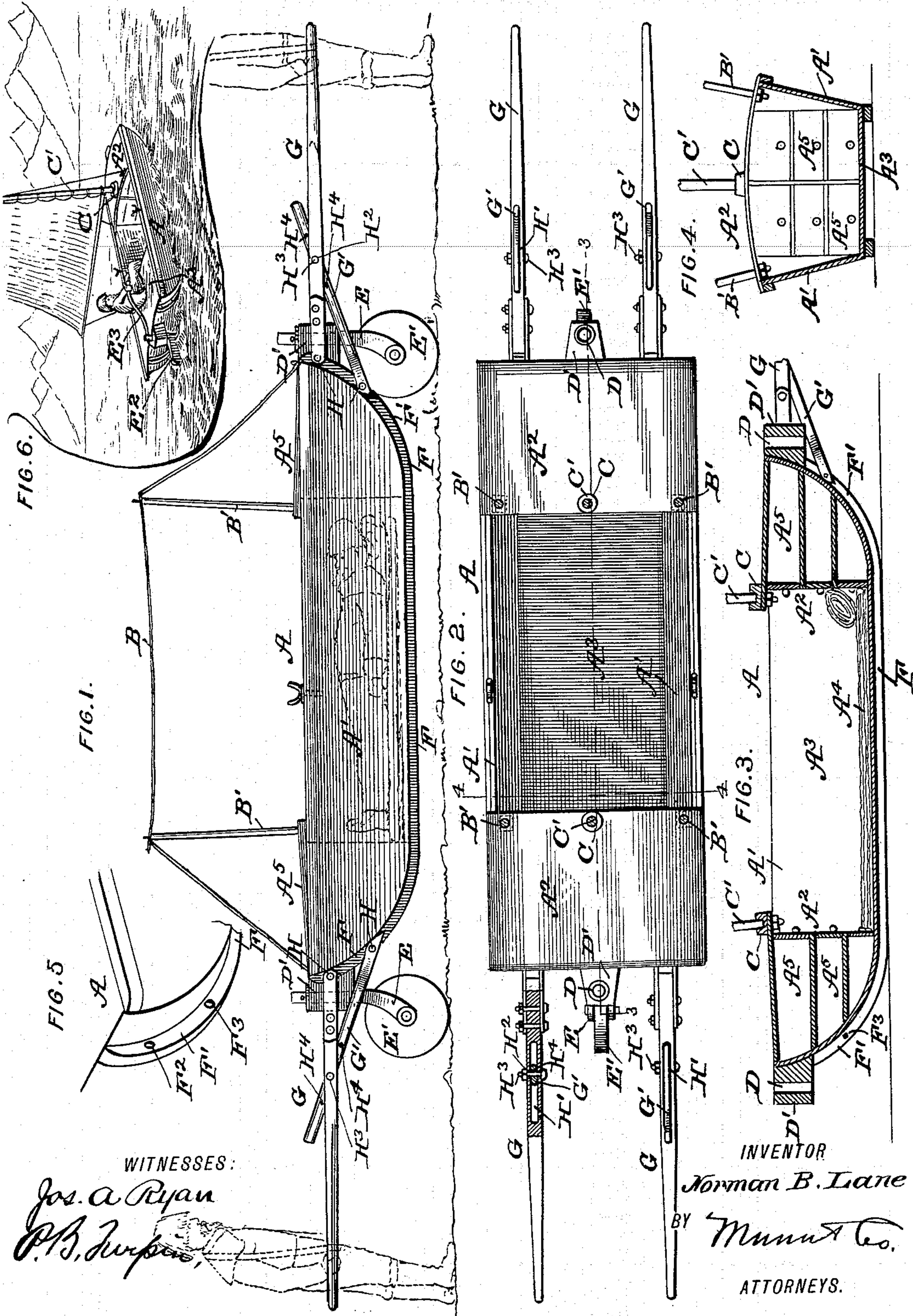
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Patented Oct. 11, 1898.

N. B. LANE.
TRANSPORTATION APPARATUS.

(Application filed Dec. 7, 1897.)

(No Model.)



WITNESSES:

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TRANSPORTATION APPARATUS.

SPECIFICATION forming part of Letters Patent No. 612,352, dated October 11, 1898.

Application filed December 7, 1897. Serial No. 661,053. (No model.)

To all whom it may concern:

Be it known that I, NORMAN B. LANE, residing at Lane's Mills, in the county of Jefferson and State of Pennsylvania, have invented
5 a new and useful Improvement in Transportation Apparatus, of which the following is a specification.

My invention is an improved transportation apparatus designed to furnish a kit especially
10 for use in the Klondike regions, in which will be combined a boat, a sled, a storehouse, a place of abode, and a vehicle adapted for use on narrow bridle-paths, all combined in a simple manner; and the invention consists
15 in certain features of construction and novel combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the drawings, Figure 1 is a side view, Fig. 2 is a top plan view, and Fig. 3 is a longitudinal section, of the apparatus. Fig. 4 is
20 a cross-section on about line 4 4 of Fig. 2. Fig. 5 is a detail view of a part of one end of the boat, and Fig. 6 shows the apparatus as in use.

25 In carrying out my invention I provide a boat A, which is preferably constructed, as shown, with metal sides A', end compartments A², spaced apart to form between them a compartment A³, in which the occupants of
30 the boat may lie stretched out on a mattress A⁴, and the end compartments are designed to receive the stores or provender, being preferably supplied with drawers A⁵, in which the stores may be packed, so access may be
35 conveniently had to any part thereof without disturbing the others, and so from time to time the gold or other valuables may be kept separated from the stores.

The intermediate compartment A³ is designed as a living-place for the occupants of
40 the boat both in transit and at the destination, and for shelter I provide a tent-like awning B, which is supported on corner-posts B', which are fitted to the boat and secured
45 as shown or in other suitable manner, the awning covering the compartment A³ and being suitably secured at its edges, as desired. Thus I furnish shelter both while traveling to and when at the mining regions, so the
50 users of my kit can save the time and expense of building a house and preserve the boat, so it can be used when returning home.

A suitable seat is provided at C for the reception of a mast C' to receive a sail, and rowlocks are provided, so oars may be used in
55 propelling the boat.

At its ends, midway between the sides, the boat A is provided with vertical sockets D, preferably in projecting block D', to receive the brackets E, which support at their lower
60 ends the wheels E', or rudders E² may be secured in said brackets for use in steering the boat, in which case I will provide tillers E³, as shown, Fig. 6. By these wheels the apparatus may be readily propelled over narrow
65 paths and up heavy grades by means of the handle-bars presently described.

For use on ice or snow I provide the boat with runners F, which extend along the bottom of the boat at its opposite sides and curve
70 upwardly at F' along the curved ends of the boat, the upwardly-extending portions F' being adapted for the connection of the carrying-bars G and their strut-braces G', preferably by providing openings F² and F³ in the
75 portions F' of the runners for the reception of the bolts H, which secure the carrying-bars and their strut-braces. At their ends the bars G and braces G' have ears to embrace the runner portion F', and the bars G
80 are slotted at H' to receive the ends of the struts G', which latter have a series of bolt-holes H⁴, which register with a bolt-hole H² in the bar G and receive a bolt H³, by which the struts and carrying-bars are adjustably
85 connected, so the bars G can be set higher or lower to adapt them for use by men of different heights. As shown, I provide two carrying-bars at each end of the boat, so the latter can be carried by two men between the
90 bars, it being my purpose to use yokes or shoulder-straps connected with the carrying-bars and leading over the shoulders of the men carrying the boat. By these carrying-bars two men can push and pull the boat
95 over rough roads and heavy grades, the boat furnishing a place wherein they may rest when wearied by their labors.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The herein-described apparatus comprising the boat-like body having runners provided with upwardly-extended end por-

tions at the ends of the boat, and the carrying-bars provided with adjustably-connected strut-braces and having such strut-braces and carrying-bars secured to the upwardly-extending portions of the runners, substantially as described.

2. The apparatus herein described comprising the boat having the upright runner portions at its ends and provided on said ends between the runner portions with upright sockets for the wheel-brackets, the wheel-brackets in said upright sockets and the carrying-bars secured to the upright portions of the runners, substantially as shown and described.

3. The boat-like body having the end storage-compartments, and the intermediate living-compartments and provided on its under

side with runners having portions extended upward along the ends of the boat and provided at its ends between said runner portions with the sockets, the wheel-brackets in said sockets, and the carrying-bars and their struts secured to the upright runner portions, substantially as described.

4. In an apparatus substantially as described, the combination with the boat-like body having the upright runner portions at its ends, of the carrying-bars and their struts adjustably connected and having at their ends ears overlapping and secured to the upright runner portions, substantially as described.

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Witnesses:

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