No. 619,992. Patented Feb. 21, 1899.

M. S. RAWSON.

STONE BOAT OR SLED.

(Application filed June 17, 1898.)

(No Model.)

Fig. 1.

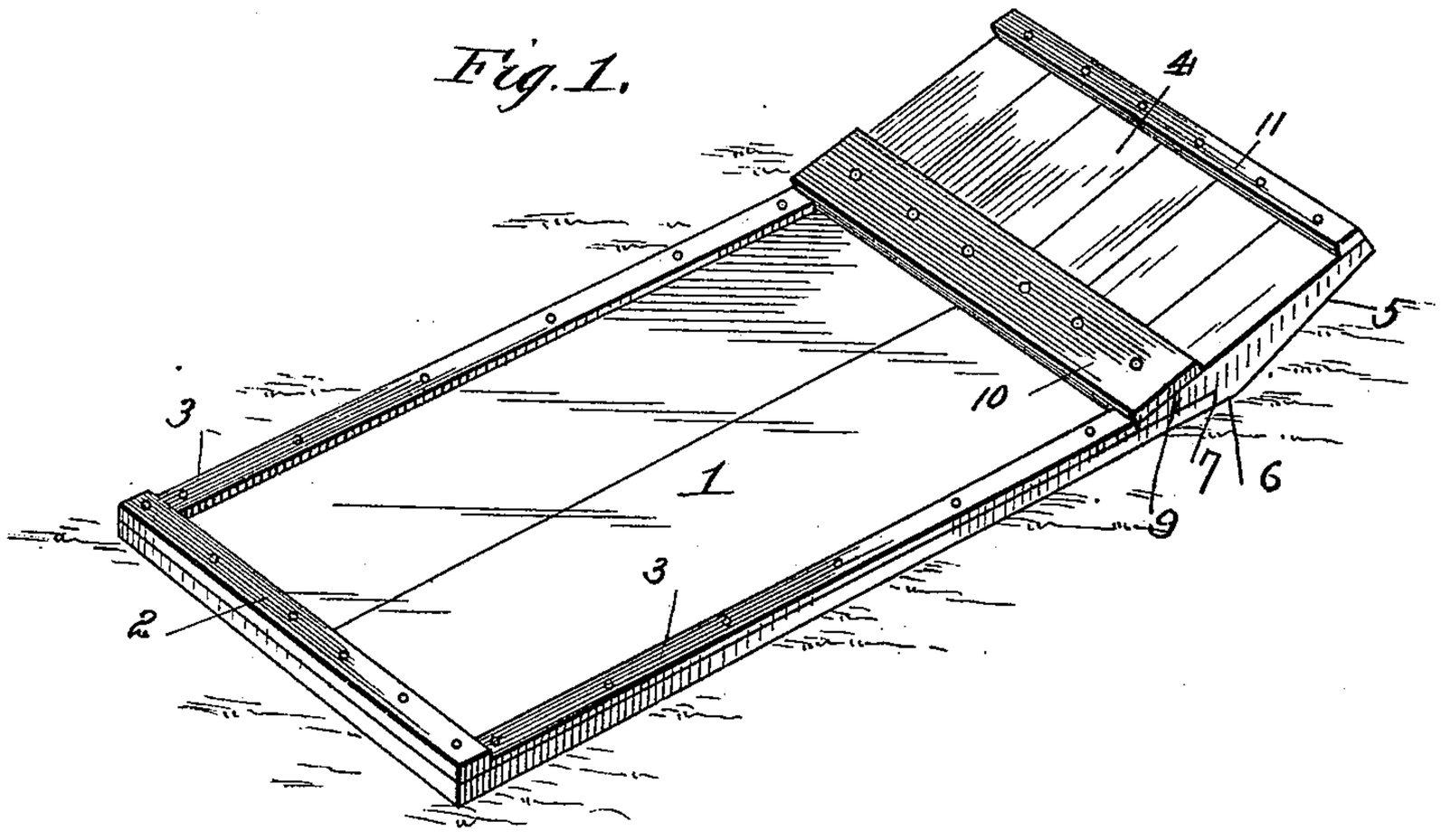


Fig. 2.

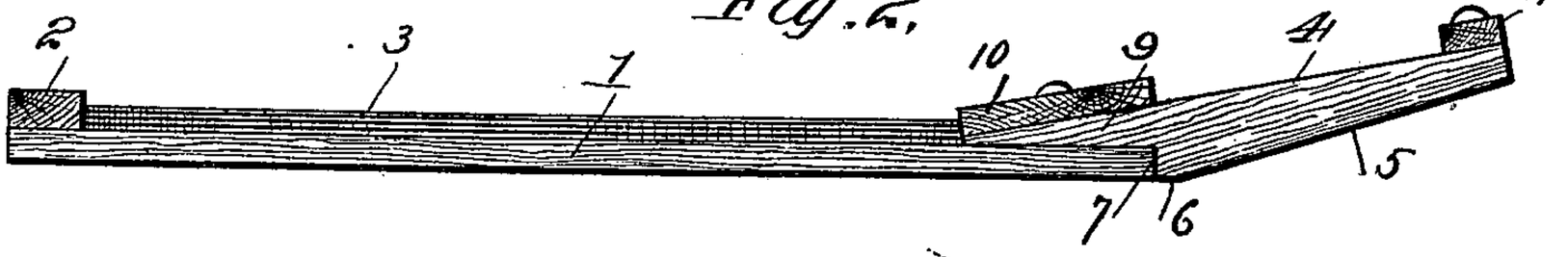


Fig. 3.

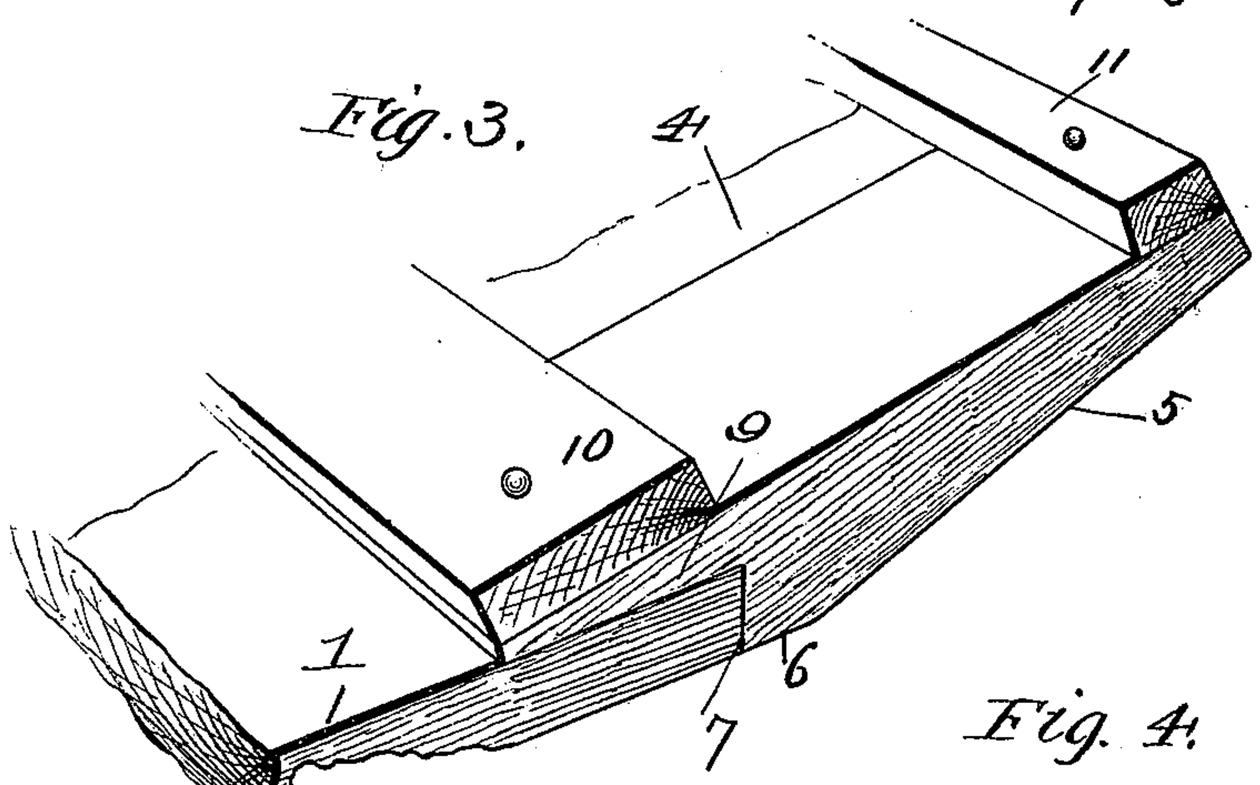
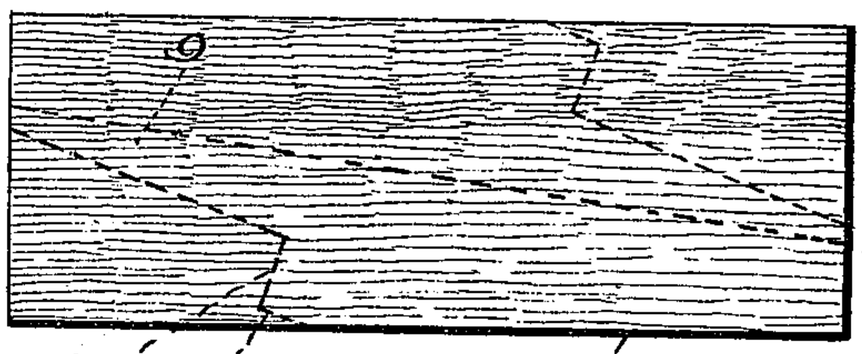


Fig. 4.



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UNITED STATES PATENT OFFICE.

MANLY S. RAWSON, OF JAMAICA, VERMONT.

STONE BOAT OR SLED.

SPECIFICATION forming part of Letters Patent No. 619,992, dated February 21, 1899.

Application filed June 17, 1898. Serial No. 683,715. (No model.)

To all whom it may concern:

Be it known that I, MANLY S. RAWSON, a citizen of the United States, residing at Jamaica, in the county of Windham and State of Vermont, have invented certain new and useful Improvements in Stone Boats or Sleds, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

Figure 1 is a perspective view. Fig. 2 is a longitudinal sectional view; Fig. 3, a detail sectional perspective of the front or nose of the boat, and Fig. 4 a diagram showing the manner of cutting out the nose-pieces.

The object of the invention is to construct a stone boat or sled entirely of wood and to so secure the parts together that the surface contacting with the ground will wear with the grain of the wood—that is, that no cross-grain surfaces will be presented to the ground or stones with which the boat may come into contact. In this way the nose-piece will last as long as the bottom of the boat, as it will be simply worn away and not chipped or broken off, as would be the case if it presented a cross-grain surface to the ground.

The invention consists in the novel combination and arrangement of parts hereinafter described, and particularly pointed out in the claims appended.

Referring to the various parts by numerals, 1 designates the bottom of the boat, which is shown as being constructed of two strong longitudinal planks laid side by side, their ends being cut off square, as shown. This bottom may be formed of one or more planks, according to the size of boat desired. A cross-piece 2 is secured to the upper side of this bottom at the rear end, and side strips 3 are secured along its longitudinal edges. To the front edge of the bottom is secured the upward and forward inclined breast 4. This nose or breast, as shown in the drawings, is formed of a number of wooden blocks, as it is more convenient and economical to cut the smaller pieces the proper shape. Each nose-piece is cut from a block on the lines indicated in Fig. 4, so that the under side 5 of the forward and upward projecting portion will run parallel with the grain of the wood. At the rear end of the under side 5 the nose-piece is cut, as at 6, to run parallel with the bottom of the planks forming the body of the boat, and at the rear end of the portion 6 it is cut out, as at 7, to receive the front ends of the planks, the portion 6 and the bottom of the boat being substantially flush. The top of each nose-piece at its rear end extends back over the bottom for a suitable distance (six or eight inches being sufficient in most instances) to form a tongue 9, and over the tops of the tongues of the series of blocks is secured a cross-piece 10. The bolts or pins or other suitable fastening devices pass down through the cross-piece and tongues and into the body of the boat, securely clamping the nose-pieces to the body of the boat.

It will be seen that the grain of the wood runs longitudinally of the boat from one end to the other, so that all the wear will be with the grain of the wood, and that the peculiar construction of the nose-pieces will give to the boat a very strong front or breast. It will also be noticed that by carrying the nose-pieces back over the top of the body of the boat and tying them all together and fastening them to the boat proper a very durable construction is provided, wherein the nose-pieces may practically wear completely off before they will break from the body of the boat. It will also be seen that where the most wear will come—that is, just in front of the ends of the bottom planks—the nose-piece is made thickest, so as to increase the life of the boat. A bar 11 is secured across the front ends of the nose-pieces, on top thereof, to assist in tying them all together, and to this cross-bar or to the nose-pieces the draft attachment may be secured.

As is evident, the construction I employ avoids the use of iron castings, brackets, &c., and also avoids the necessity of inserting fastening-bolts in the breast portion in front of the bottom planks, whereby the life of the breast portion is materially increased. It will also be seen from the diagram Fig. 4 that the nose-blocks may be cut in pairs from rectangular blocks with but little waste of material.

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

1. A stone-boat comprising a body portion of longitudinal planks and a breast portion of a series of blocks attached to the front end

of the body portion and projecting forward and upward, each block having its grain run longitudinally of it and being cut out at its rear under side and fitted over the front ends of the bottom planks, the rear ends of the blocks extending back upon said planks a suitable distance, and fastening means engaging said rear extensions, substantially as shown and described.

2. A wooden stone-boat comprised of a bottom portion of a plank or planks and a breast portion secured to the forward end thereof and extending upward and forward and having the grain of the wood running longitudinally of it, said breast portion being cut away on the under side of its rear edge and fitted over the forward upper edge of the body portion the rear edge of the breast portion extending back over the body portion a suitable distance, and fastening means.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 15th day of June, 1898.

MANLY S. RAWSON.

Witnesses:
J. Q. SHUMWAY,
JOHN S. ROBINSON.