No. 802,238. PATENTED OCT. 17, 1905.

M. R. RAWSON.

STONE BOAT.

APPLICATION FILED DEC. 1, 1904.

Fig. 1.

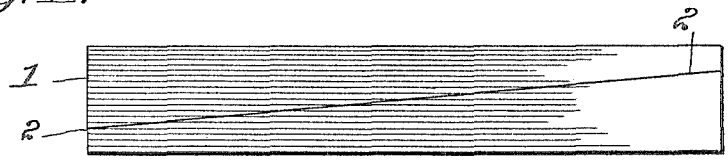


Fig. 2.

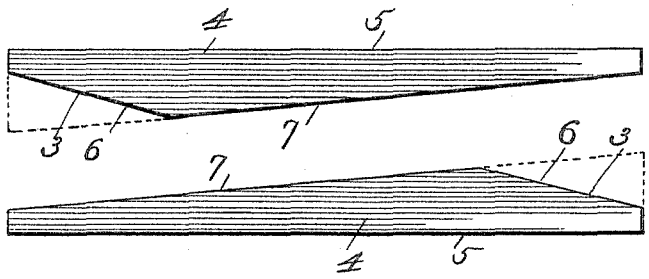
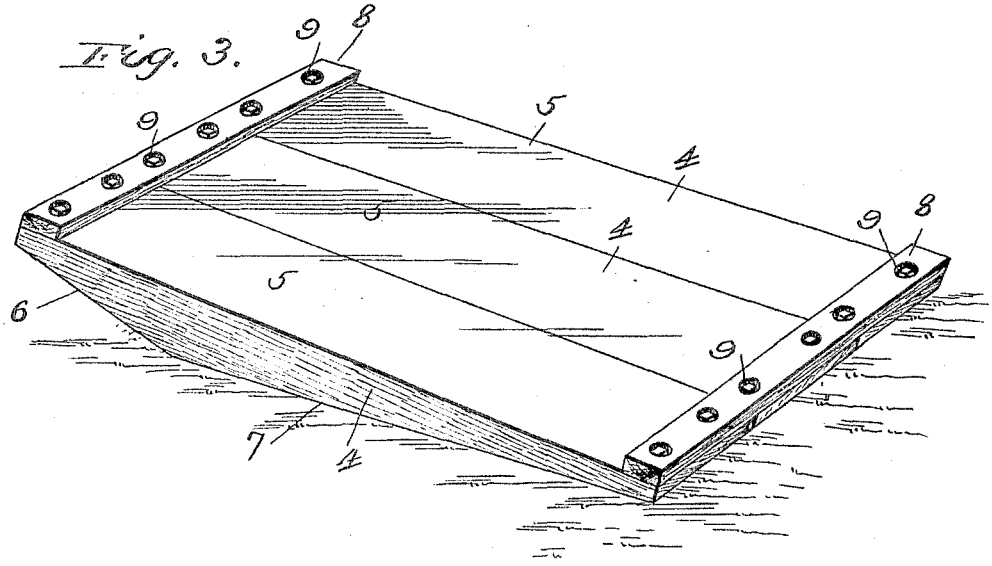


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

MANLY R. RAWSON, OF JAMAICA, VERMONT, ASSIGNOR OF ONE-HALF TO PORTLY D. RAWSON, OF JAMAICA, VERMONT.

STONE-BOAT.

No. 802,238. Specification of Letters Patent. Patented Oct. 17, 1905.

Application filed December 1, 1904. Serial No. 235,122.

To all whom it may concern:

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

Figure 1 is an edge elevation of a plank or block of wood from which two stone-boat sections are to be cut; Fig. 2, an edge elevation of two stone-boat sections, showing the manner of cutting them from the single plank or block shown in Fig. 1; Fig. 3, a perspective view of the completed stone-boat.

The main object of this invention is to provide a stone-boat formed of wood planks or sections which are so cut that the grain thereof will run parallel with the top or upper surface of the sections and at an angle to the lower wearing-surface of said sections.

A further object of the invention is to so construct the stone-boat that it will be thicker at a point near its front edge than it is at the front and rear edges, the bottom of the boat inclining upward and forward and upward and rearward from said thicker part, so that the greatest wear will be at the thicker part.

In a stone-boat constructed according to my invention the wear will be at an angle to the grain of the wood and not parallel with it. This prevents to a large extent the splintering of the bottom of the boat and insures an even wear thereon. It will be readily understood that splintering will be prevented because the wear will be on the ends of the fibers of the wood and that at no time will any considerable length of the same fiber be exposed to wear. The stone-boats ordinarily used are made of planks wherein the grain at the bottom of the planks is parallel with the bottom and the fibers are exposed to wear practically throughout their entire length. It will be readily seen that in boats so constructed long strips or splinters will be broken and detached from the plank and that grooves and channels will be soon worn therein. This is entirely prevented in boats constructed according to my invention.

Referring to the various parts by numerals, 1 designates a plank from which two sections of a stone-boat are to be cut. The line 2 in Fig. 1 indicates the line on which this plank is to be cut. The upper and lower surfaces of this plank are parallel with the grain of the wood, and these surfaces form the upper surfaces of the stone-boat sections. It is to be noted that the plank 1 is nearly double the thickness of the thickest part of the stone-boat section and that the cut 2 is made through said plank from edge to edge and not from top to bottom. After the plank is cut on the line 2 the thicker ends of the sections formed by the cut 2 are cut off on the line 3, (shown in Fig. 2,) the lines being at an angle to the upper surface of the stone-boat sections and also at an angle at the cut 2. In this manner two stone-boat sections are formed from a plank or block of wood, each section 4 having an upper surface 5 running parallel with the grain of the wood and an under surface or bottom formed of two surfaces 6 and 7, each of which is at an angle to the grain of the wood and to the upper surface of the sections and to each other. The surface 6 inclines inward and downward from the front edge of the section, and the surface 7 inclines upward and rearward from the rear end of the surface 6. The greatest thickness of the sections is at the point where the surfaces 6 and 7 meet. The surface 6 is approximately one-fourth of the length of the section and the surface 7 the remaining three-fourths of the length of the section. These sections are secured together by means of cross-pieces 8, which are formed with countersunk recesses 9, in which the nuts or heads of the bolts which secure the sections to the cross-pieces are located, so that said bolts will be below the upper surfaces of the cross-pieces. The heads of the rear bolts will also be countersunk in under side of the sections in order that they will not be subjected to wear as the sections wear away.

By reference to Fig. 3 of the drawings it will be noted that the boat rests and slides on the surface 7 and that the surface 6 inclines upward and forward from the forward end of said surface 7. It will be readily seen that the greatest wear will be at the point of greatest thickness of the stone-boat sections and that the wear on both the surfaces 6 and 7 will be on the ends of the grain of the wood and not parallel with said grain. This is of great advantage, as before stated, for the reason that no considerable length of the fiber will be exposed to wear on either the surface 6 or the surface 7. Another advantage of inclining upward and forward the surface 6 is

that it enables the boat to readily slide over low obstructions.

A stone-boat constructed as described will last longer and require considerably less power to move it than the boats heretofore constructed.

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

1. A stone-boat consisting of a one-piece wood section longitudinally disposed and extending from end to end of the boat and having its under side or wearing-surface extending at an angle to the grain of the wood, whereby the wear on the said under side and throughout the length thereof will be on the ends of the wood fiber.

2. A stone-boat formed of a one-piece wood section extending from end to end of the boat and formed on its under side with two inclined surfaces one of which inclines upward and forward and the other upward and rearward and both of said surfaces being at an angle to the grain of the wood the thickest part of said section being near the forward end thereof where the two inclined surfaces meet whereby the wear on the under surface of said section will be on the ends of the wood fibers.

3. A stone-boat comprising a plurality of one-piece wooden sections extending from end to end of the boat and secured together side by side and having their upper surfaces parallel with the grain of the wood and their under surfaces at an angle to the grain of the wood, said sections being thicker at a point near the forward ends thereof, the under sides of said sections inclining upward and forward from said thicker part and rearward and upward from said thicker part whereby the wear on both inclined portions will be on the ends of the wood fibers.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 28th day of November, 1904.

MANLY R. RAWSON.

Witnesses:
FRANK A. HULETT,
LOREN R. PIERCE.