(No Model.)

S. B. SCHERMERHON.

STONE BOAT.

No. 320,178. Patented June 16, 1885.

FIG. 1.

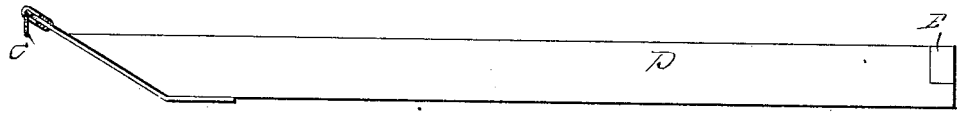


FIG. 2.

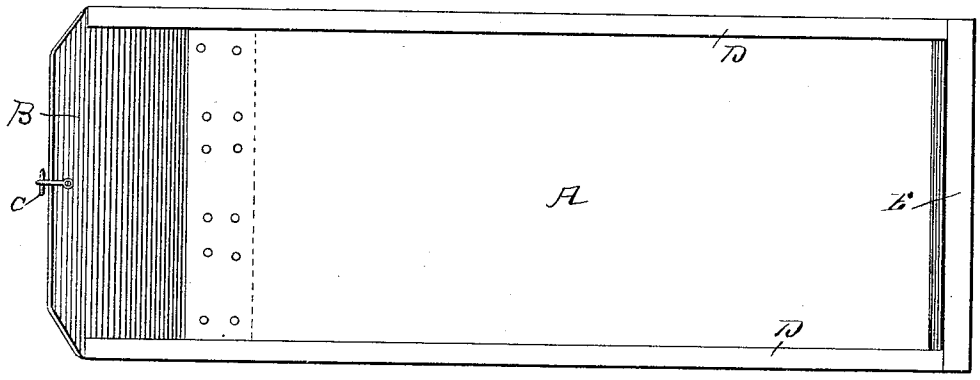
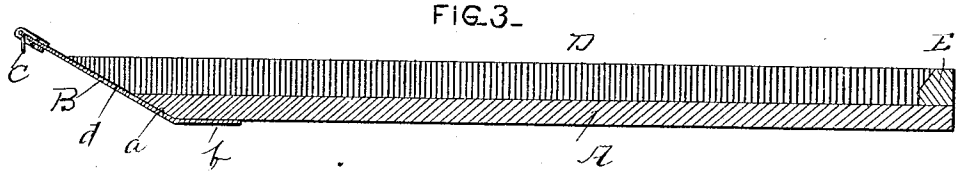


FIG. 3.



ATTEST—
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UNITED STATES PATENT OFFICE.

S. BIRD SCHERMERHON, OF PARIS, MICHIGAN.

STONE-BOAT.

SPECIFICATION forming part of Letters Patent No. 320,178, dated June 16, 1885.

Application filed June 24, 1884. (No model.)

To all whom it may concern:

Be it known that I, S. BIRD SCHERMERHON, of Paris, county of Mecosta, and State of Michigan, have invented a new and useful Improvement in Stone-Boats; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use it, reference being had to the accompanying drawings, forming a part thereof.

My invention relates to improvements in stone-boats; and it consists in the peculiar construction of the parts to obtain strength and preserve lightness. I do this by means of the construction shown in the drawings, in which—

Figure 1 is a side elevation of my boat. Fig. 2 is a plan view of the same. Fig. 3 is a sectional side elevation.

Referring to the drawings by letters, A is the bottom of the boat. This is made of the usual material and in the usual way, with the exception of the bow, where the planks extend over on the prow B and are bolted thereto.

The prow B is a sheet of iron bent in a form to extend under the bottom and obliquely in front and above the level of the gunwales. To the upper edge of the prow is secured the link C, to which the cable or chain is made fast for drawing the boat.

The sides D D are beveled to the slant of the prow, and fastened thereto by any suitable means. They are framed in the back piece, E, in the manner shown in Figs. 1 and 2. It will be readily seen in the operation of my boat, as described, that the prow, extending under the boat and made of iron, will protect both the sides and bottom from damage in striking rocks and snags.

I am aware that the front of sleds have been shod with cast or wrought metal of heavy weight, and I do not claim such, as this construction adds very materially to the weight of the sled without increasing its strength or capacity. Such construction may be seen in patents to Briggs, No. 252,422, January 17, 1882, and Cook, No. 72,806, December 31, 1867.

In my construction the bottom is beveled, as shown at *a*, and the sides as shown at *d;* and the sheet-metal plate B is secured upon them and allowed to overlap the horizontal portion of the bottom, as shown at *b*. This construction allows the use of the sheet metal with security, and at the same time stiffens and protects the edges when turning the sled, and prevents indentations and crimping or breaking of the metal along the portion which rests upon the bevel *a*, at which point the greatest wear comes upon it when being drawn over the ground.

What I claim is—

A sled formed of the bottom A, having the bevel *a* on its front, the rear end piece, E, and the sides D, having the bevels *d*, and a sheet-metal front, B, secured upon the beveled portions *d* and *a* of the frame overlapping the bottom, as shown at *b*, substantially as and for the purposes set forth.

In testimony that I claim the foregoing I append my signature.

S. BIRD SCHERMERHON.

Witnesses:
LEWIS TOAN,
L. G. PALMER.