

(No Model.)

W. A. DEXTER.

LOG BOAT.

No. 329,145.

Patented Oct. 27, 1885.

Fig. 1.

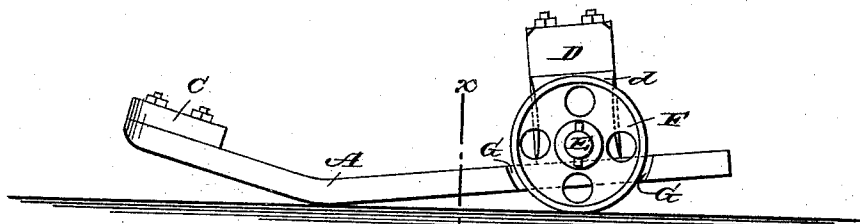


Fig. 2.

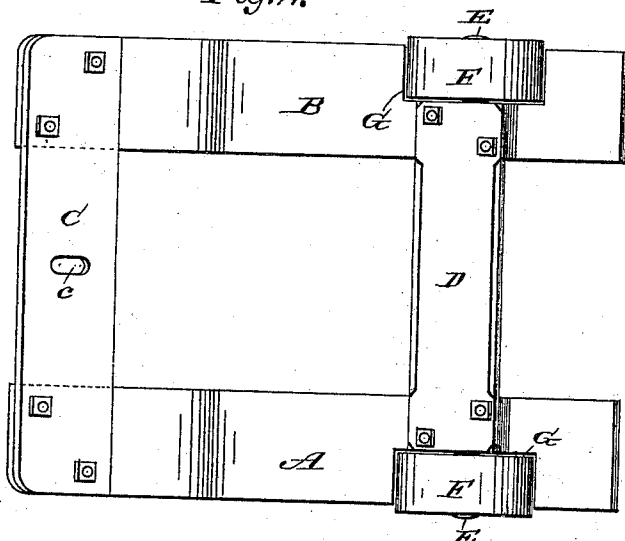
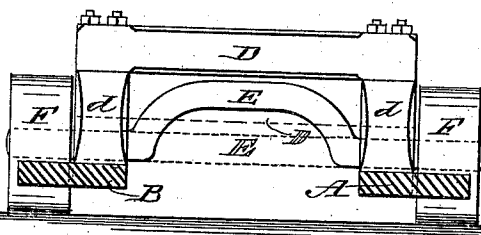


Fig. 3.



WITNESSES:

H. Beyer
C. Sedgwick

INVENTOR:

W. A. Dexter

BY

Munn & Co
ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM A. DEXTER, OF DAYTON, NEW YORK.

LOG-BOAT.

SPECIFICATION forming part of Letters Patent No. 329,145, dated October 27, 1885.

Application filed August 19, 1885. Serial No. 174,806. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. DEXTER, of Dayton, in the county of Cattaraugus and State of New York, have invented a new and Improved Log-Boat, of which the following is a full, clear, and exact description.

My invention relates to boats or sleds used for getting out or moving timber or carrying stone, and has for its objects to facilitate these operations by lessening the draft of the boat or sled, and making the boat less liable to stoppage by obstructions in its path, and also to increase the durability of the boat or sled, especially of its bolster, to which the log usually is chained or fastened.

The invention consists in certain novel features of construction and combinations of parts of the log-boat, all as hereinafter fully described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side view of my improved log-boat. Fig. 2 is a plan view thereof, and Fig. 3 is a transverse sectional elevation on the line *x x*, Fig. 1.

The letters A B indicate the opposite parallel runners of the log boat or sled, which are turned upward at their front ends, which are connected by a cross bar or plate, C, having a hole at *c* to receive the draft hook or chain by means of which the boat or sled is drawn along with its load.

Near their back ends the runners A B are connected by a heavy bolster, D, which is supported on blocks *d d* from the runners when said bolster is raised considerably above the runners, as shown in Fig. 1, and in full lines in Fig. 3, to give room below it for the arched axle E, on the opposite ends or arms of which the wheels F F are fitted loosely, so as to turn on the axle. The axle is fixed, and preferably reaches up to the under side of the bolster to give additional stiffness and strength to the bolster when it supports heavy logs placed lengthwise on the boat or sled, to be conveyed thereby to any desired place.

Another advantage of the arrangement of the axle directly underneath and as closely as may be to the bolster is, that the chains used

to bind the log to the bolster may be pressed under the metal axle, and not directly under the bolster, as usual; hence the bolster will be protected by the axle from most of the usual wear on it of the tie-chains.

By raising the bolster considerably and arching the axle E, as shown, the sled will clear or pass over small stumps and stones, and other obstructions in its path, which saves time which otherwise would be required to remove the obstructions from the road.

If desired, the bolster D may be set lower down, and the truck-axle E may run straight across the boat or sled, as indicated in dotted lines in Fig. 3; but the high bolster and arched axle are preferred for heavy boats intended to carry large logs.

The front cross-bar, C, and the bolster D will be secured to the runners A B by heavy bolts or screws, or in any other approved way.

As shown clearly in Figs. 1 and 3, the wheels F F are of proper size to support the back ends of the runners A B a little above the ground when the ground is hard enough to support most of the load on the wheels, and when the ground is soft the wheels will sink into the ground to allow the load to be carried by the runners alone.

I cut recesses or notches G in the runners A B large enough to allow the wheels F F to run on their axles within the recesses, or partly within them—say for one-half the width of the wheel-rims, or more—so that in soft ground the flat under faces of the runners will press or pack the earth down in front of the wheels to form a clear path for the wheels, and prevent clogging of the wheels and stoppage of the sled by obstructions which otherwise would accumulate about the wheels and interfere seriously with the easy draft of the boat or sled.

It is obvious that a log boat or sled constructed as above explained will accommodate itself by its wheels and runners to hard or soft ground, and that it may be drawn easier with either light or heavy loads than boats or sleds not provided with wheels arranged in the manner described. Consequently the labor of both men and animals will be lessened in getting out a given amount of timber, and time will be economized in the work.

By flooring over the space between the runners A B the boat will serve as an efficient stone-sled, as will readily be understood.

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

1. A log boat or sled constructed with runners A B, a bolster, D, secured to the runners, an axle, E, held beneath the bolster, and wheels F F, fitted on the axle and projecting below
10 the runners, substantially as herein set forth.

2. A log boat or sled comprising runners A B, a cross-bar, C, and bolster D, secured to the runners, an axle, E, held beneath the bol-

ster, and wheels F F, fitted on the axle and projecting below the runners, substantially as
15 herein set forth.

3. A log boat or sled comprising runners A B, bolster D, connected thereto, an axle, E, and wheels F F, arranged substantially as specified, the said runners having recesses, as
20 at G, within which recesses the wheels F are located, substantially as herein set forth.

WILLIAM A. DEXTER.

Witnesses:

WINFIELD S. THRASHER,
NORMAN S. THRASHER.