

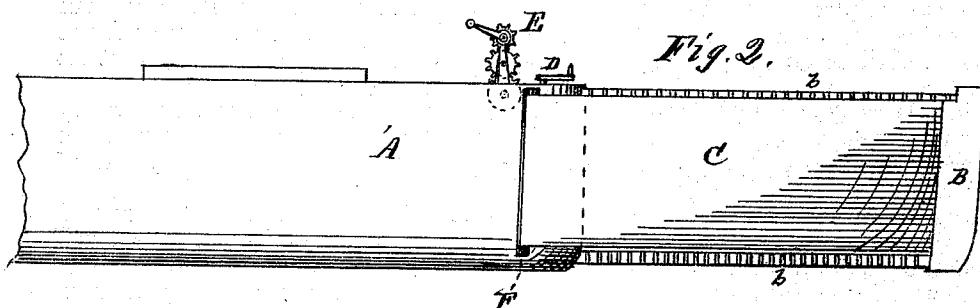
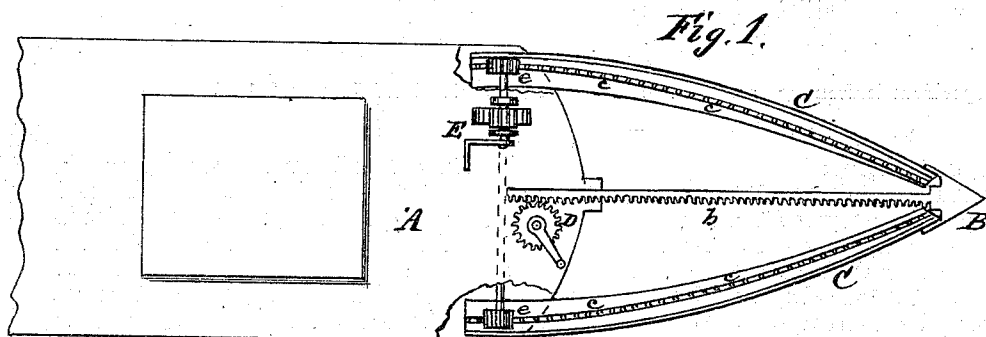
(157.)

E. C. BANCROFT.

Improvement in Canal Boats.

No. 122,351.

Patented Jan. 2, 1872.



Witnesses.

W. A. Morley
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Inventor.

Edward D. Bancroft

UNITED STATES PATENT OFFICE.

EDWARD C. BANCROFT, OF SYRACUSE, NEW YORK.

IMPROVEMENT IN CANAL-BOATS.

Specification forming part of Letters Patent No. 122,351, dated January 2, 1872.

To all whom it may concern:

Be it known that I, EDWARD C. BANCROFT, of Syracuse, in the county of Onondaga and State of New York, have invented a new and useful Improvement in Canal-Boats; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a sectional plan view of the bow of the boat. Fig. 2 is a side view of the same.

Similar letters of reference indicate like parts in the several figures.

This invention relates to certain improvements in the construction and equipment of canal-boats, whereby they may attain a greater speed without creating such a swell as to wash the banks of the canal injuriously. The invention consists in the arrangement of the two sides C C in pockets or chambers formed in the boat to receive them, with mechanism for running the said chambers out from the bow or returning them into their respective chambers or pockets when required to shorten the bow.

In the accompanying drawing, A is the body of the boat, C is the false bow, and G H is the guard for the wheel. The false bow is formed by two side pieces, C C, and by a center part or stem, B, Figs. 1 and 2. These pieces or parts are all adjusted separately or are detached. The side pieces withdraw into pockets F, Fig. 2, in the sides of the bow, and are moved out and in by a winch, E, which, by one or more idle wheels, connects with a cross-shaft carrying the pinions *e e*, Fig. 1, that engage with toothed racks *c c* on the said bow pieces C. The stem B is moved in and out or

to and from the boat by an independent winch, D, that acts on the toothed bars *b*, the said bars sliding in suitable guides or recesses in the bow. For passing a lock the parts are withdrawn and run out again after the lock has been passed. The side pieces C C act as a wedge to start the water gradually, by which the banks of the canal are relieved from the wave or wash and the boat is also propelled more easily.

By these means a higher rate of speed can be obtained without washing the banks of the canal, and the boat is retained at about its fullest carrying capacity.

I do not wish to be understood as broadly claiming a false bow, as such I am aware is not new, as may be seen in the English patent of David Redmond, No. 7,612, of 1838.

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

1. The two sides C C, arranged in pockets or chambers within the boat, and so as to be thrown forward, approaching each other to form an extended bow, or to be thrown into their respective pockets, substantially in the manner and for the purpose set forth.

2. In combination with the sides C C, arranged as described, I claim the stern B, arranged to be drawn toward or thrown from the boat, in the manner specified.

The above specification of my invention signed by me this 26th day of June, 1871.

EDWARD C. BANCROFT.

Witnesses:

F. A. MORLEY,
A. ALLGEAR.

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