

M. J. QUINLAN.
 STONE BOAT.
 APPLICATION FILED DEC. 4, 1911.

1,038,959.

Patented Sept. 17, 1912.

Fig. 1.

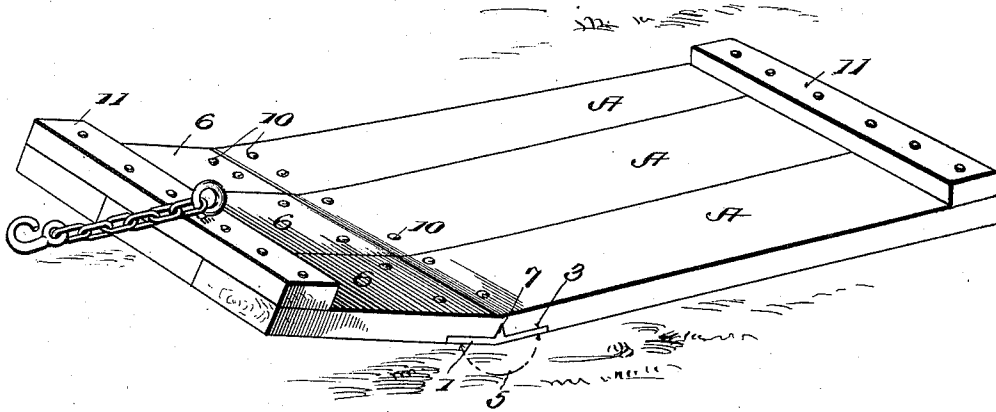


Fig. 2.

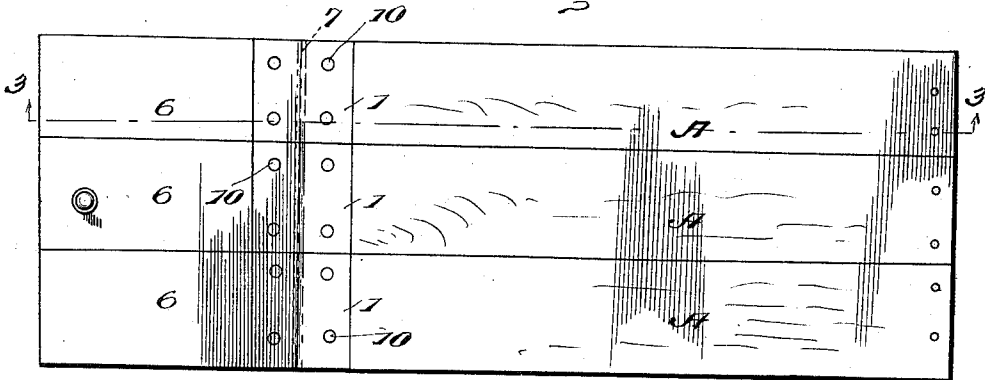


Fig. 3.

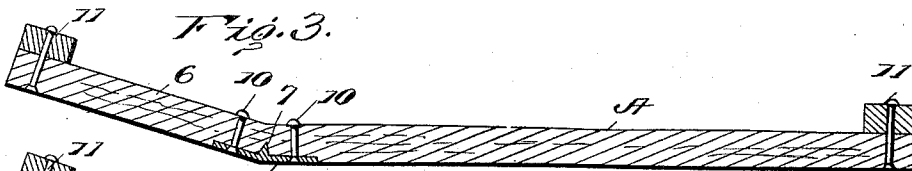
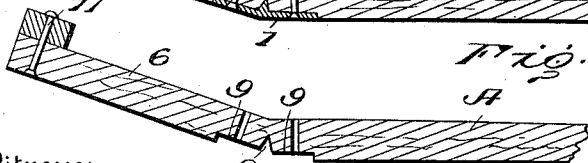


Fig. 4.



Witnesses

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STONE-BOAT.

1,038,959.

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To all whom it may concern:

Be it known that I, MICHAEL J. QUINLAN, citizen of the United States, residing at Bristol, in the county of Addison and State of Vermont, have invented certain new and useful Improvements in Stone-Boats, of which the following is a specification.

This invention relates to stone boats.

It is the object of the invention to produce a stone boat, the construction of which is such as to insure ease and cheapness in manufacture and strength and durability in use.

A further object is the provision of a stone boat, the body of which is formed of single pieces of plank steamed into shape and each plank secured in proper form by an angle plate having an upstanding wedge adapted to enter the planks at the angles thereof.

Further objects and advantages will appear in the following description, it being understood that various changes in the form, proportion and minor details of construction may be resorted to within the scope of the appended claim.

For a full understanding of the invention and the merits thereof, reference is to be had to the following description and the accompanying drawings in which:

Figure 1 is a perspective view of the stone boat constructed in accordance with this invention. Fig. 2 is a plan view of the bottom thereof. Fig. 3 is a longitudinal section on the line 3—3 of Fig. 2. Fig. 4 is a similar section of the unassembled parts.

Corresponding and like parts are referred to in the following description and indicated in all the views of the accompanying drawings by the same reference characters.

In obtaining the objects previously set forth, a plurality of planks A, preferably three in number, are first steamed and one end 6 of each plank bent upwardly to form the bow of the stone boat. In order to insure the retention of this desirable shape a preferably cast-iron plate 1 is used on each plank. This plate is formed of two leaves 2 and 3 which meet to produce the interior dihedral angle 4 which conforms to the exterior dihedral angle 5 of the plank. Within the interior angle 4 of the plate is a wedge-shaped portion 7 which extends across said plate and reinforces it at this

point, this wedge being adapted to fit into a correspondingly shaped groove 8 extending across the face of the plank at the apex of the dihedral angle 5. It will here be noted that this wedge prevents the return of the portion 6 to its normally straight position. On each side of the groove 8 the plank is cut away to form recesses 9 adapted to receive the leaves 2 and 3 and allow the casting 1 to set flush with the outer face of the plank, thereby offering a smooth surface for contact with the ground when the device is in use. Each plate is rigidly secured to the adjacent plank by fastening devices preferably in the form of bolts 10 which pass through each leaf of the plate and through the adjacent plank. After each plank has been treated in this manner they are all fastened together, preferably by transverse cross pieces 11 bolted or otherwise secured to the planks at each end of the boat.

Attention is called to the fact that at the interior angle 4 each plank is provided with an angular casting which protects the wood at the point subjected to the most wear. The transverse wedge of said plate enters the groove 8 and effectually prevents the portion 6 of each plank from springing back toward its former straight position.

The advantages of this method of stone boat construction are obvious. A steamed plank may be used and the permanency of its shape secured for an indefinite period, whereas formerly the planks were sawed to shape and great waste resulted. If steamed planks were employed, the rough usage to which the boat would naturally be subjected would cause the steamed planks to straighten out and thus make necessary their reshaping.

A stone boat constructed in accordance with this invention is light and durable and obviates the objectionable features previously stated. Furthermore, having a separate plate for each plank makes replacement easy should one of the plates become broken or worn. As a further advantage in building the stone boat, the planks may be steamed separately and each held in its proper form by the immediate application of the improved plate.

Although the plate has been described as being a separate attachment for each plank, its length could of course be extended to

the whole width of the boat and thereby strengthen the latter and further simplify the construction of the device.

Having thus described and set forth the merits of this invention, it is hereby claimed.

In a stone boat, a plank having at one side a transversely disposed recess, said plank being partially severed at a line between the edges of the recess and having its end portions bent at an angle to each other at the line where the plank is partially severed, and a plate inserted in the

recess and having its outer surfaces approximately in alinement with the surfaces of the end portions of the plank, said plate having a rib which fills the opening where the plank is partially severed. 15

In testimony whereof I affix my signature in presence of two witnesses.

MICHAEL J. QUINLAN. [L. S.]

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."