

(No Model.)

2 Sheets—Sheet 1.

O. H. EDDY.  
STONE BOAT.

No. 508,169.

Patented Nov. 7, 1893.

Fig. 1.

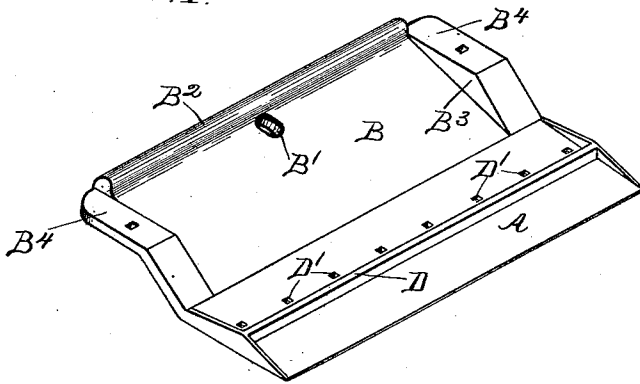


Fig. 2.

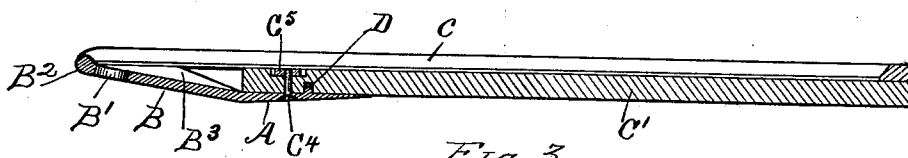
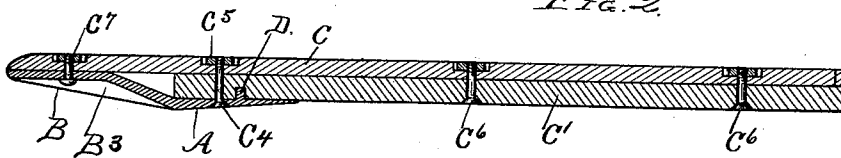


Fig. 3.

Witnesses:  
A. Edman  
B. M. Hile

Inventor:  
Oscar H. Eddy  
by Mosher & Curtis  
Attys.

(No Model.)

2 Sheets—Sheet 2.

O. H. EDDY.  
STONE BOAT.

No. 508,169.

Patented Nov. 7, 1893.

Fig. 4.

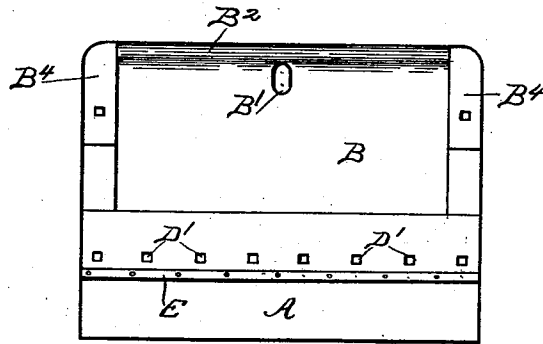
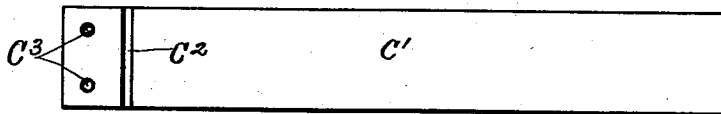


Fig. 5.



Witnesses:  
A. Ed. Clancy  
B. M. Cole

Inventor:  
Oscar H. Eddy  
by Mosher & Curtis  
Attys.

# UNITED STATES PATENT OFFICE.

OSCAR H. EDDY, OF GREENWICH, NEW YORK.

## STONE-BOAT.

SPECIFICATION forming part of Letters Patent No. 508,169, dated November 7, 1893.

Application filed July 12, 1893. Serial No. 480,199. (No model.)

*To all whom it may concern:*

Be it known that I, OSCAR H. EDDY, a citizen of the United States, residing at Greenwich, in the county of Washington and State of New York, have invented certain new and useful Improvements in Stone-Boats, of which the following is a specification.

My invention relates to such improvements and consists of the novel construction and combination of parts hereinafter described and subsequently claimed.

Reference may be had to the accompanying drawings, and the letters of reference marked thereon, which form a part of this specification.

Similar letters refer to similar parts in the several figures therein.

Figure 1 of the drawings is a view in perspective of my improved front or crook for stone-boats, detached. Fig. 2 is a vertical longitudinal section of my improved boat taken through one of the side fenders and its arched seat on the crook. Fig. 3 is a similar section taken along the middle of the stone-boat. Fig. 4 is a top plan view showing modified forms of draw-lug on the crook. Fig. 5 is a bottom plan view of a plank, detached, showing the cross-groove for the draw-lug.

My invention relates to an improved article of manufacture consisting of a metallic front or crook for stone-boats so constructed that an unskilled person can secure wooden planks to the crook by bolts in a manner to produce a cheap stone-boat.

The objects of my invention are to provide the crook with means for strengthening the connection between the crook and planks, and with an approximately smooth and even bottom.

My invention consists in providing the rear end of the crook with one or more draw-lugs projecting upwardly from its upper surface to engage with the plank, and in tapering or beveling rearwardly the rear end of the crook.

The crook is made of metal.

A— is the rear end of the crook, and B— the front end, the ends being inclined relatively to each other.

The front of the crook is provided with a draw-hole B<sup>1</sup>—, and a draw-flange B<sup>2</sup>— extending along the front edge to strengthen the edge and resist the draft-strain exerted

through a chain inserted in the draw-hole. The sides of the front end are each bent upwardly, or arched, to form stiffening flanges B<sup>3</sup>— and horizontal upper surfaces B<sup>4</sup>—, which surfaces form seats for the side rails or fenders, C—.

The rear end of the crook is provided with a draw-flange D—, projecting upwardly from the upper side of the crook, and with a series of bolt-holes D'—.

The planks C'— are severally provided with a cross-groove C<sup>2</sup>—, formed in the lower side of each, adapted to receive the draw-flange; also with bolt-holes C<sup>3</sup>— adapted to register with the bolt-holes in the crook. The planks are severally placed upon the crook with the draw-flange in the cross-grooves, and the bolts C<sup>4</sup>— secured in their holes by the nuts C<sup>5</sup>—, as shown in Figs. 2 and 3. The fenders are secured to the planks by bolts C<sup>6</sup>— and to the front end of the crook by the bolts, C<sup>7</sup>—. It will be readily understood that the draw-flange D— engaging directly with the front groove-walls in the planks, will resist all, or nearly all, the draft-strain exerted upon the boat through the chain secured to the front end of the crook, thus relieving the attaching-bolts C<sup>4</sup>— of such strain, and preventing the parts from becoming loose and unstable in use.

I am aware that it is not new to provide draw-lugs in the form of projecting bosses surrounding the bolt-holes in the crook, and adapted to enter circular apertures in the planks, and I do not claim the same. By having the draw-flange extend across the crook from one side to the other, it serves as a stiffening flange for the crook, as well as a draw-bearing for each plank which extends the whole width of each plank. By having the draw-flange extend transversely from one side flange to the other, that part of the draw-flange which is engaged by the outside and most exposed planks is materially strengthened by the side-flanges.

Planks can be used of any or varying widths, and they are not so likely to be split by the flange as they would be by a comparatively small, or round, bolt or lug inserted through a circular opening.

Most people who would make a stone-boat by fitting planks to a crook supplied by the trade, would have a saw with which to make

the cross-grooves in the planks, and a bit for making the small bolt-holes; but would not be likely to have large augers or any instrument adapted to make apertures in the planks adapted to receive circular draw-lugs large enough to resist the heavy strain and shock resulting from rolling heavy rocks upon the boat.

The fenders not only serve to protect the planks, but when bolted to the arched sides of the front end of the crook, as shown in Figs. 2 and 3, serve to strengthen the crook and reduce its liability to fracture when subjected to the rough usage generally applied to stone-boats.

The draw-lug may be a separate piece of metal, E—riveted, or otherwise permanently secured, to the crook.

By having the rear end of the crook tapered or beveled rearwardly, I am not only able with the same amount of metal to extend the rear end and protect a more extended surface on the bottoms of the planks, but the depth of the ledge formed by the lapping rear end is reduced without cutting the planks to let in the end. The advantage of thinning the edge is most obvious in passing over hard, stony ground. If the distance from the bottom metallic surface to the plank surface were considerable, the jar and the wear of the stones upon the planks would be correspondingly large.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a stone-boat, the combination with a metallic crook having one end inclined to the

other, with arched sides on the front end; of one or more body-planks secured to the rear-end; and side-fenders seated on the upper surface of the arched sides of the front end, and means for securing the fenders to their seats, substantially as described.

2. In a stone-boat, the combination with a metallic crook provided on its front end with means for attaching a draw-chain, and on the upper side of its rear end with a draw-flange; of one or more planks cross-grooved the entire width of the plank to receive the draw-flange, and secured to the crook, substantially as described.

3. As a new article of manufacture, a metallic crook for stone-boats provided with means for attaching a draw-chain to the front end and with side-flanges, and a draw-flange upon the upper side of the rear end extending transversely from one side-flange to the other, and means for securing planks to the upper side of the rear end, substantially as described.

4. A metallic crook for stone-boats provided with means for attaching a draw-chain to the front end and means for securing planks to the rear end, and having the rear end beveled or tapered rearwardly to a thin edge, substantially as described.

In testimony whereof I hereunto set my hand this 6th day of July, 1893.

OSCAR H. EDDY.

Witnesses:

GEO. A. MOSHER,  
FRANK C. CURTIS.