

S. STEVENS.  
Canal-Boat Derricks.

No. 152,703.

Patented June 30, 1874.

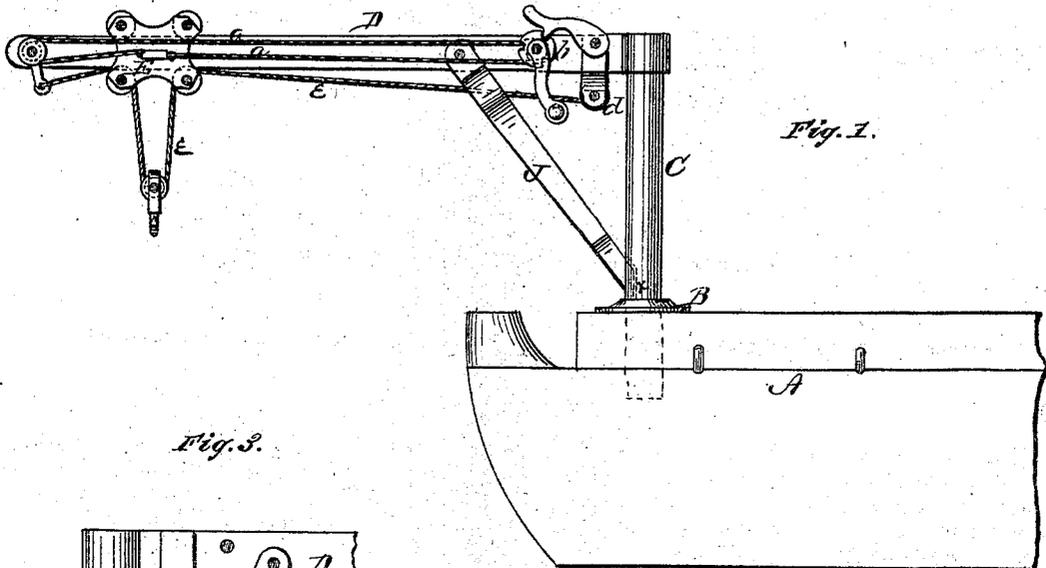


Fig. 1.

Fig. 3.

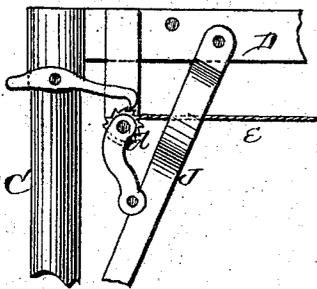
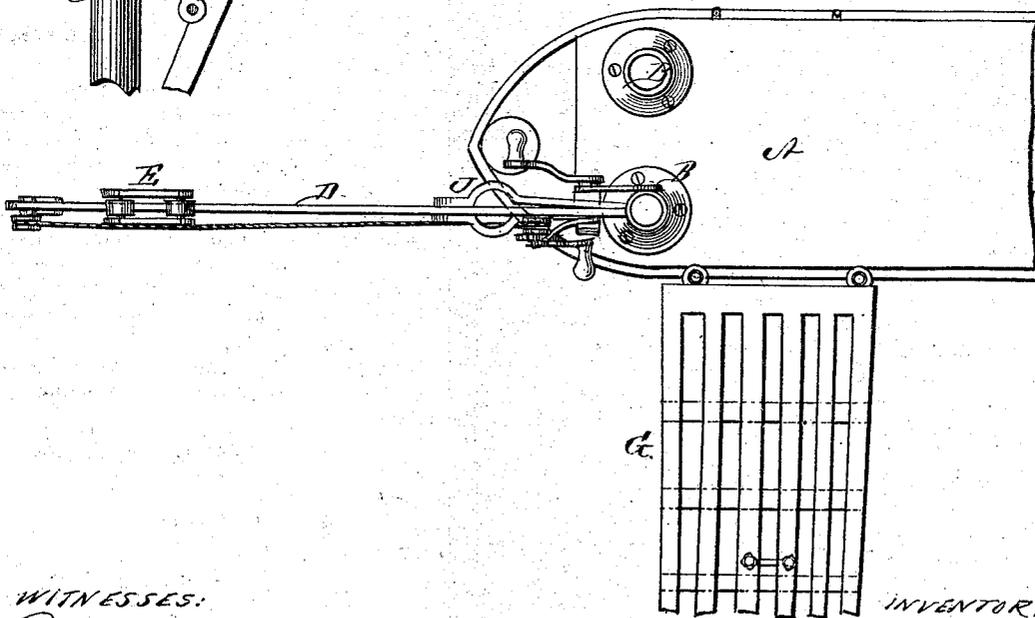


Fig. 2.



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SENECA STEVENS, OF AUBURN, NEW YORK.

## IMPROVEMENT IN CANAL-BOAT DERRICKS.

Specification forming part of Letters Patent No. **152,703**, dated June 30, 1874; application filed June 15, 1874.

*To all whom it may concern:*

Be it known that I, SENECA STEVENS, of Auburn, in the county of Cayuga and State of New York, have invented certain new and useful Improvements in Canal-Boat Derricks or Cranes; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, which form part of this specification.

My invention relates to canal-boats provided with bridges for taking in and letting out the horses; and the nature of my invention consists in the construction and arrangement of the crane or derrick for operating the bridge, whereby the crane may be lowered to the deck of the boat when not in use, substantially as hereinafter more fully set forth.

In the accompanying drawing, Figure 1 is a side view of a part of a canal-boat with a crane embodying my invention. Fig. 2 is a plan view of the same. Fig. 3 is an enlarged side view of a part of the crane.

A represents a part of an ordinary canal-boat, in the deck of which are fastened two or more flanged sockets or tubes, B, extending vertically down through the same. C represents the post of the crane, provided with the arm D, extending out horizontally at the upper end, in the usual manner. Upon this arm is a sliding carriage, E, operated by means of a rope or chain, a, and windlass b. d is an

other windlass, with rope or chain e passing over pulleys in the carriage, to hoist the bridge G, and lower the same, when desired. These parts are all constructed in any of the known and usual ways. At a suitable point on the arm D is pivoted a brace, J, which, when the crane is in use, is thrown against the post C, and the lower end of the brace enters a notch, x, on the post, and forms a stop against the upper flanged end of the socket B, preventing the crane from sinking down therein, while it allows it to turn freely in the socket.

When the crane is not to be used, the brace J is thrown out under and against the arm D, and the post C sinks down in the socket, so that the arm with its attachment will rest on the deck of the boat, and be out of the way.

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

The combination of crane C D with socket B and brace J, the part C sliding in the socket, thus allowing the crane or derrick to rest upon the deck of the boat when not in use, substantially as set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

SENECA STEVENS.

Witnesses:

THEODORE J. DICKERSON,  
HORACE T. COOK.