

WILSON P. MORE.

Improvement in Propelling Canal Boats.

No. 125,207.

Fig. 1.

Patented April 2, 1872.

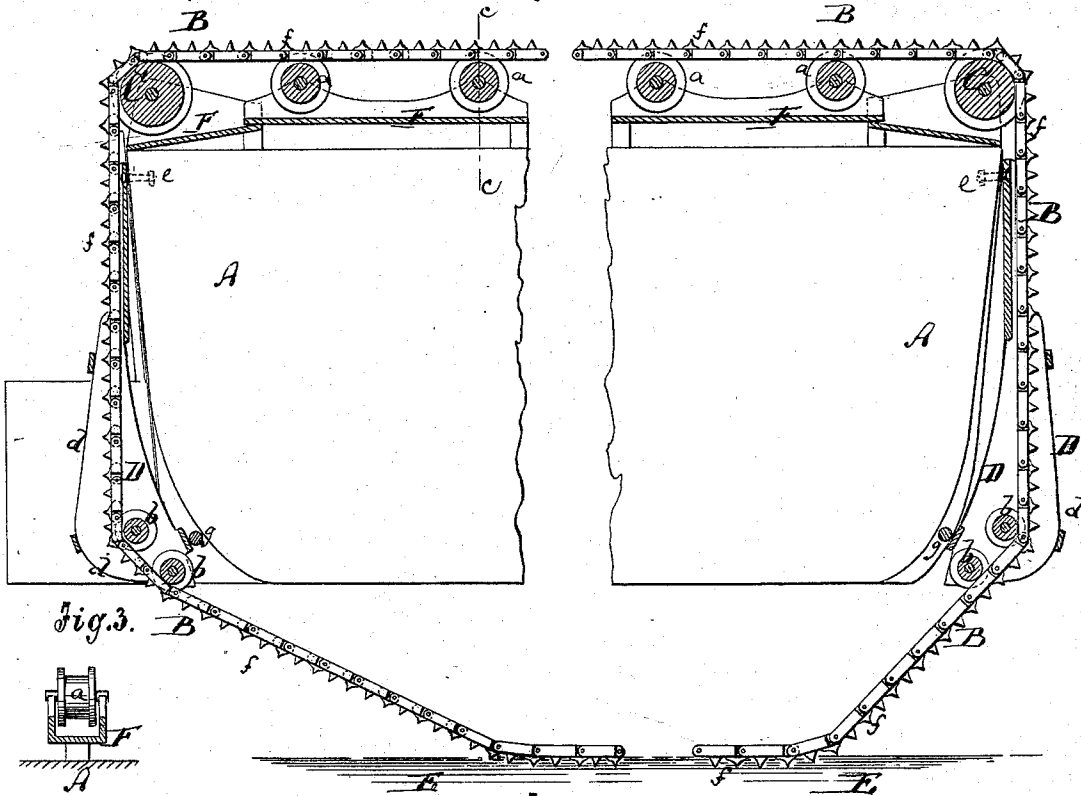


Fig. 4.

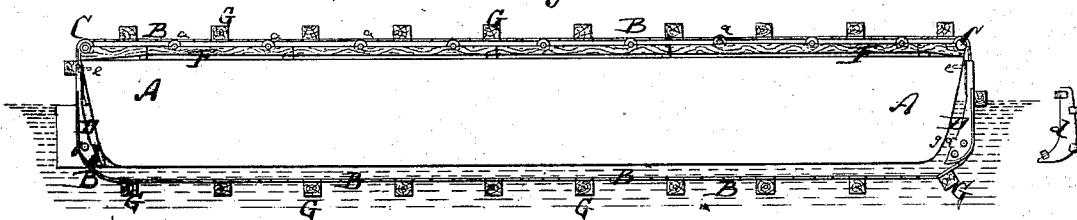


Fig. 5.

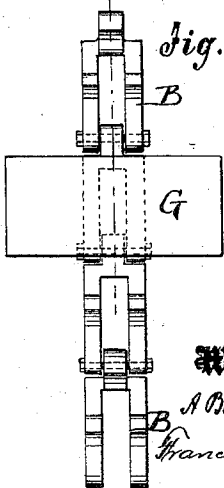


Fig. 2.

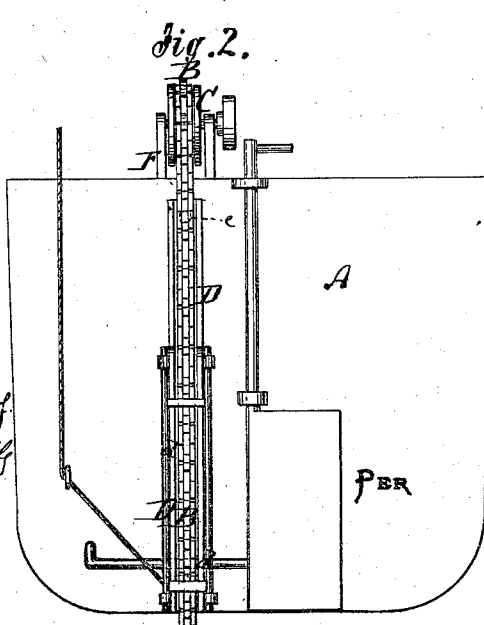
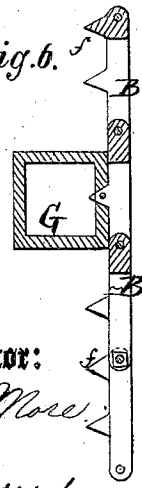


Fig. 6.



Witnesses:

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UNITED STATES PATENT OFFICE.

WILSON P. MORE, OF MORESVILLE, NEW YORK.

IMPROVEMENT IN PROPELLING CANAL-BOATS.

Specification forming part of Letters Patent No. 125,207, dated April 2, 1872.

Specification describing an Improvement in Chain Motors for Canal-Boats, invented by WILSON P. MORE, of Moresville, in the county of Delaware and State of New York.

The invention will first be fully described and then clearly pointed out in the claim.

Figure 1 is a vertical longitudinal section; Fig. 2, an end view; Fig. 3, a transverse vertical section; and Fig. 4, another longitudinal section of a canal-boat to which my improvements are applied.

A represents a canal-boat, and B the endless chain, passing lengthwise around the middle, (or nearly so.) C C are grooved driving-wheels, on pulleys, which are rotated by suitable power applied on the boat. D D are pivoted chain-guides, placed respectively at each end of boat, and movable laterally on the rods g g, so as to serve the purpose both of rudder and guide. F is a trough, arranged on deck, beneath the chain, and receiving the drip therefrom. This trough is constructed on a decline from the middle toward each end, so as to transfer the drippings and discharge them at any desirable point. The chain is made heavy, to give tractional power; and loose, so as to

bring as large a portion as possible of its surface in frictional contact with the bottom of the canal. It may or may not be provided with spikes or points f, they being auxiliary, but not necessary to the principle of operation. The chain is composed of heavy main links and intermediate open connecting-links, so that on levels larger or smaller portions of the chain may be readily removed, and reinserted when on grades of more or less acclivity or declivity.

I am aware that drag-chains, combined with a power inside the boat, have been used for moving canal-boats; but

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

The combination, with movable endless drive-chain B of a canal-boat, of the pivoted and laterally vibratory chain-guides D D, arranged, respectively, at bow and stern, as set forth, and for the purpose (both of guiding and steering) as described.

WILSON P. MORE.

Witnesses:

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