

(No Model.)

H. H. SCHAEFER.

MARINE BOAT SLIDE.

No. 357,790.

Patented Feb. 15, 1887.

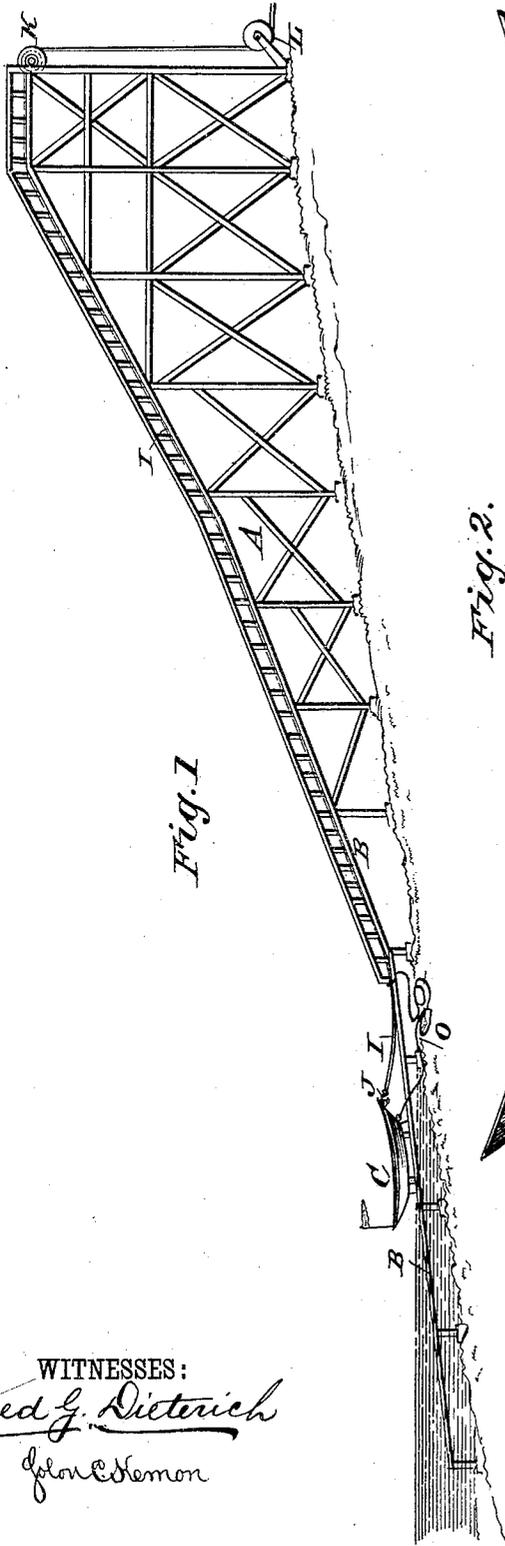


Fig. 1

Fig. 2.

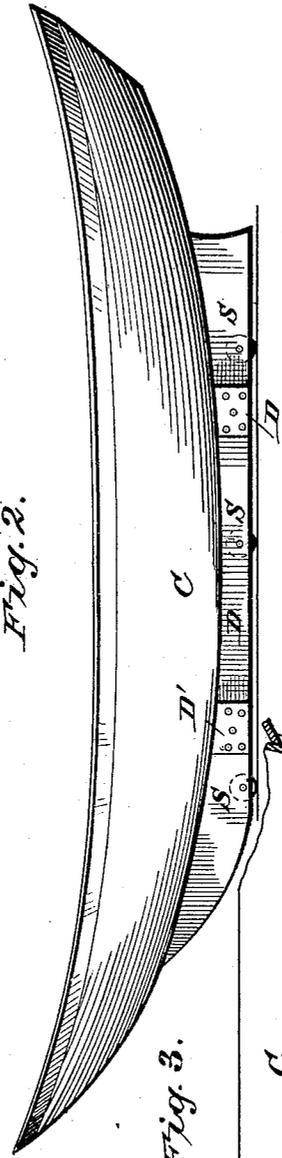
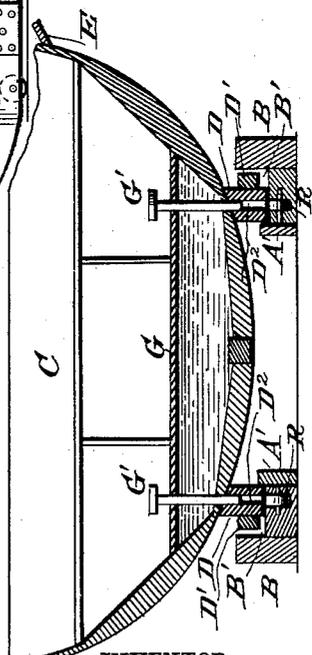


Fig. 3.



WITNESSES:
Fred G. Dietrich
John E. Demmon

INVENTOR:
H. H. Schaefer
 BY *Murray & Co.*
 ATTORNEYS.

UNITED STATES PATENT OFFICE.

HARRY HERMANS SCHAEFER, OF POINT DU CHENE, NEW BRUNSWICK,
CANADA.

MARINE BOAT-SLIDE.

SPECIFICATION forming part of Letters Patent No. 357,790, dated February 15, 1887.

Application filed August 16, 1886. Serial No. 211,064. (No model.)

To all whom it may concern:

Be it known that I, HARRY HERMANS SCHAEFER, of Point du Chene, New Brunswick, Canada, have invented a new and useful Improvement in Marine Boat-Slides, of which the following is a specification.

My invention consists in an improved marine boat-slide, which will be hereinafter fully described and claimed.

Referring to the accompanying drawings, Figure 1 is a side elevation of my improved marine boat-slide. Fig. 2 is a side elevation of the boat, and Fig. 3 is a cross-sectional view thereof.

The same letters of reference indicate corresponding parts in all the figures.

Referring to the several parts by letter, A represents the inclined frame or roadway, the lower end of which extends beneath the surface of the water, the main portion of the roadway extending up the beach or bank at requisite angle, and extending back for any desired length. On this frame or slide are secured the parallel tracks B B, which are made of hard wood in the shape shown, so as to have a deep longitudinal groove, B', on their upper faces, in which the runners or keels of the boat fit and slide. The slide is also provided with the side rails, A' A', on each side, as shown.

C indicates the boat which carries the passengers, this boat being formed with the two parallel runners or keels D D, which fit and slide in the longitudinal grooves of the tracks, being of less width than the said grooves, and having secured on their outer sides the small anti-friction blocks D' D', the keels being made of some hard wood.

In the bottoms of the tracks may be journaled series of hard-wood rollers, R, of lignum-vitæ or other suitable material, the said rollers being about one and one-half inch thick by two inches in diameter, and being arranged in the tracks at distances of about one foot apart, projecting about one-sixteenth of an inch, these rollers operating to reduce friction and effecting a considerable saving in lubricating material. Similar series of rollers, S, may be journaled in the same manner in the keels of the boat, and operate in the same man-

ner to reduce friction and save lubricating material, of which much less would then be required. The rollers in either the tracks or the keels, or in both, may be dispensed with, if desired.

The edges of the boat are provided with the outwardly and upwardly inclined guards or shields E, which prevent the water from splashing into the boat, as the latter enters the water at the foot of the slide.

The grooves of the tracks are kept constantly lubricated by a suitable lubricating-oil, which is contained in a reservoir, G, within the boat, and which is discharged through apertures D² in the keels themselves, being controlled by the stop-cocks G' of the reservoir.

The boat is drawn up the tracks, which are lubricated, as described, by means of a chain or rope, I, one end of which is connected to a hook, J, at the stern of the boat, and the chain then passes up the slide and over and around the grooved pulleys K and L, and has steam or horse power applied at its other end, by means of which the boat is drawn up the slide. When the boat is filled with passengers, the chain is cast off and the boat rushes rapidly down the slide and into the water and out into the stream. It is then drawn back by a line, O, attached at one end to the stern of the boat and at the other end to the foot of the slide, when the end of the hoisting-chain is again connected to the hook J at the stern of the boat, and the boat is drawn up the slide ready for another descent.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of my invention will be readily understood.

It will be seen that my improved apparatus affords an excellent means of recreation and exercise, that it is strong and simple in construction, and that it may be manufactured at a comparatively small cost.

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

1. A boat-slide for the purpose set forth, comprising the inclined frame A, having the rails B, formed with the longitudinal grooves B', the guards A', secured to the inner faces of

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the rails and extending above the bottoms of
 said grooves, the upper and lower pulleys, K
 L, at the rear end of the frame, the boat C,
 having the keels D, sliding in said grooves and
 5 provided on their outer faces with anti-fric-
 tion blocks D', the hoisting-rope I, detachably
 connected to the boat, and the safety-line O,
 secured to the outer end of the frame and to
 the boat to limit the distance the boat is to
 10 travel, and to serve as a means by which the
 boat may be drawn back to the frame for an-
 other trip, substantially as set forth.

2. The combination, with the inclined slide
 having the parallel grooved rails, of the boat
 15 having the parallel keels formed with the dis-
 charge-apertures, and the reservoir arranged

within the boat and having the controlling
 stop-cocks, substantially as set forth.

3. The combination of the inclined slide
 having the parallel grooved rails and the safety 20
 side rails, the boat having the parallel keels
 provided with the anti-friction blocks, and
 means, substantially as described, for lubri-
 cating the grooved tracks through the keels,
 the safety-line and the hoisting-chain, ar- 25
 ranged as described, all constructed and ar-
 ranged to operate in the manner and for the
 purpose herein set forth.

HARRY HERMANS SCHAEFER.

Witnesses:

J. A. MURRAY,
 GEO. D. FUCHS.