

(No Model.)

J. J. SHERMAN.
FOOT REST FOR ROW BOATS.

No. 468,211.

Patented Feb. 2, 1892.

Fig 1.

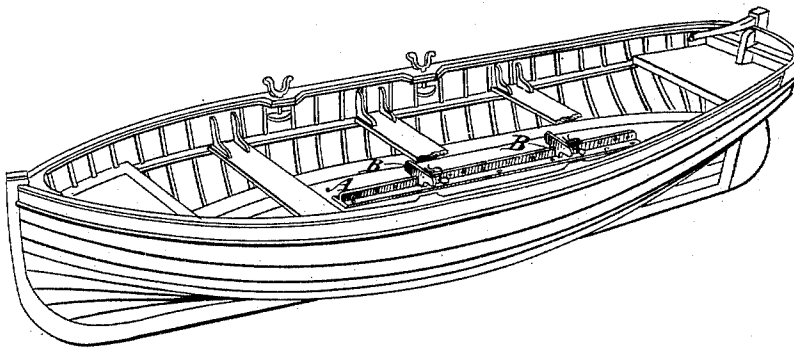
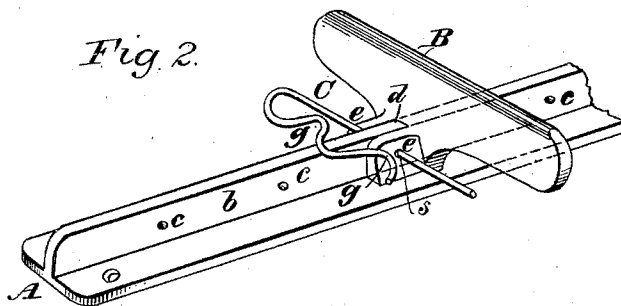


Fig 2.



WITNESSES:

Paul J. Whit
C. Sedgwick

INVENTOR

J. J. Sherman
BY *Munn & Co*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN J. SHERMAN, OF TRAVERSE CITY, MICHIGAN, ASSIGNOR OF ONE-HALF
TO RICHARD W. ROUND, OF SAME PLACE.

FOOT-REST FOR ROW-BOATS.

SPECIFICATION forming part of Letters Patent No. 468,211, dated February 2, 1892.

Application filed September 9, 1891. Serial No. 405,181. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. SHERMAN, of Traverse City, in the county of Grand Traverse and State of Michigan, have invented new and useful Improvements in Foot-Rests for Row-Boats, of which the following is a full, clear, and exact description.

This invention consists in a center-slide adjustable foot rest or brace for row-boats, substantially as hereinafter described, and more particularly pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 represents a view in perspective of a row-boat with my improved foot-brace applied; and Fig. 2 a further perspective view, upon a larger scale, of the center-slide foot rest or brace in part.

The object of the invention is to provide an efficient rest for the oarsman to brace his feet against while rowing, and which shall be readily adjustable, or at least the part against which the feet rest, backward or forward to adapt it to different-sized or longer or shorter persons. This my invention accomplishes in a very simple and practicable manner with but little or no liability of the foot-board sticking to interfere with its adjustment and admitting of its being easily and securely locked in place when adjusted; also, with the stationary portion of the device upon which the foot-board slides being arranged to occupy a longitudinal central position in the bottom of the boat where it will be out of the way, and a single central fastening serves to hold the foot-board in position.

The entire device is substantially made up of a stationary inverted-T-shaped rail A and a sliding transverse foot-board B, adjustable on or along the upright web of the rail, the whole forming a center-slide adjustable foot rest or brace. The rail A is secured longitudinally and centrally in the bottom of the boat by bolts passing through its base-flanges on opposite sides of the upright web *b*, through which latter holes *c* are arranged at suitable distances apart to vary the backward or forward adjustment of the foot-board B. The transverse foot-board B is cut away, as at *d*,

to loosely straddle at its center the upright web *b* of the rail, and has cheek-pieces *e e*, made to loosely hug the sides of said web, so that said foot-board is free to slide on against and along the web *b* in an easy and readily-adjustable manner to adapt the position of the foot-board to different-sized or longer or shorter persons. Through either cheek-piece *e e* of the transverse foot-board a hole *s* is made, corresponding with the holes *c* in the web of the rail.

To secure the foot-board in position after adjustment on or along the rail, the holes *s* in the cheek-pieces are brought opposite or in line with one of the holes *c* in the web of the rail to accord with the required backward or forward adjustment of the foot brace or board, and a locking-pin C is passed through said coinciding holes *s* and *c*. This is easily and quickly done to accommodate all necessary adjustments of the foot-board, and to prevent said locking-pin C from accidentally slipping out it is doubled over upon itself at its back end, and said doubled-over portion, which has more or less spring, is made with loops or bends *g g* to straddle the cheek-pieces *e e*, and so prevent the pin from passing out of its locking position. By springing outward, however, the looped doubled-over portion of the pin by applying the hand to the free end of said portion the pin C may readily be disengaged or passed out of the holes *s* and *c* of the foot board or brace, as required. By the support of the sliding foot board or brace upon the central rail in the bottom of the boat pressure by the feet on said board is more directly conveyed to the center or keel line of the boat, instead of to either side of it, which makes steering easier, and the central fixed rail forms ballast in the bottom of the boat.

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

1. A center-slide adjustable foot rest or brace for row-boats, consisting of a stationary rail adapted to be secured in the bottom of the boat over and in line with the keel and of a transverse foot-board in sliding adjustment at the center of its length on and along said rail, substantially as specified.

2. In an adjustable foot rest or brace for

row-boats, the combination of the central stationary rail having an upright web, the transverse foot-board in sliding adjustment on and along said rail, and a locking device adapted
5 to engage the foot-board with the rail at different points in the length of the latter, essentially as set forth.

3. The combination of the spring locking-pin C, the stationary central rail A, having
10 an upright web with perforations c in it at

measured distances apart, and the transverse foot brace or board B, having perforated cheeks *e e* and adjustable along and over the web of the rail, substantially as shown and described.

JOHN J. SHERMAN.

Witnesses:

ALICE M. BROWN,
S. M. BROWN.