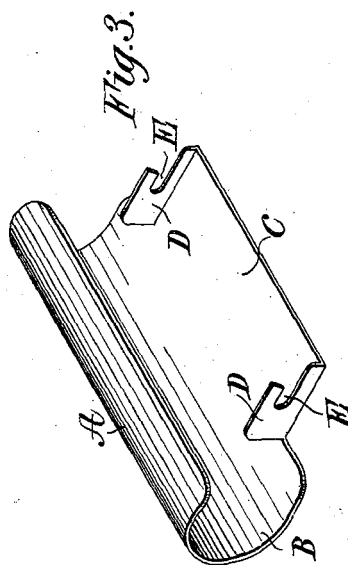
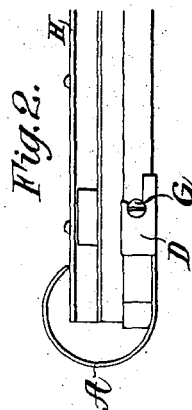
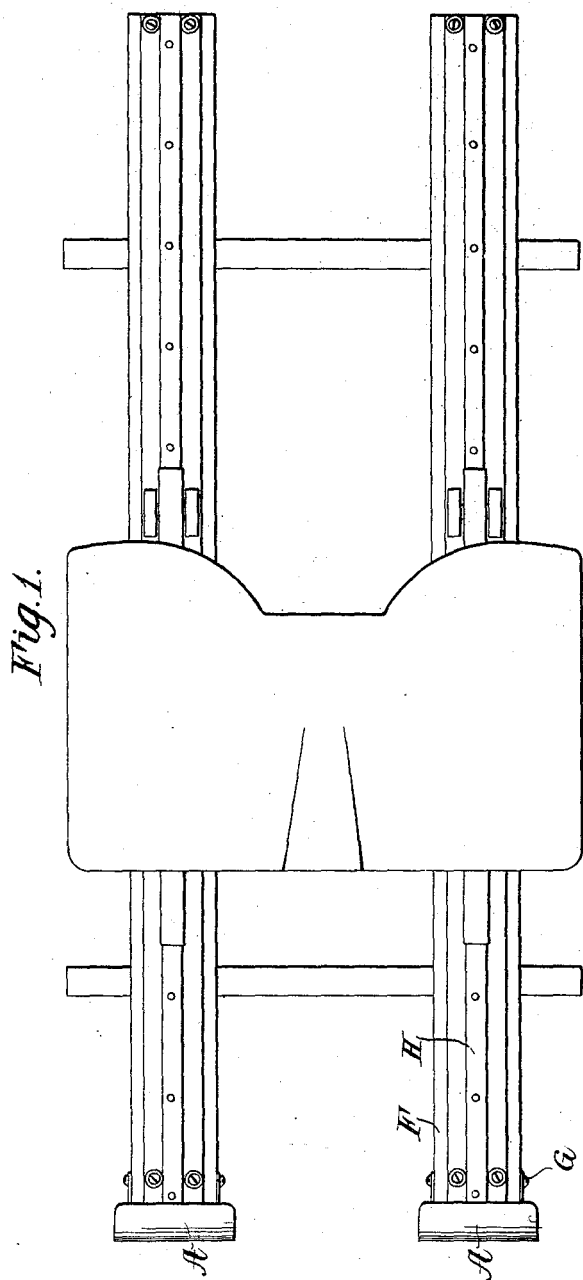


(No Model.)

F. J. STEINHAUSER.
GUIDEWAY FOR SLIDING SEAT ROW BOATS.

No. 599,811.

Patented Mar. 1, 1898.



Witnesses:
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UNITED STATES PATENT OFFICE.

FRANK J. STEINHAUSER, OF PHILADELPHIA, PENNSYLVANIA.

GUIDEWAY FOR SLIDING-SEAT ROW-BOATS.

SPECIFICATION forming part of Letters Patent No. 599,811, dated March 1, 1898.

Application filed May 27, 1897. Serial No. 638,336. (No model.)

To all whom it may concern:

Be it known that I, FRANK J. STEINHAUSER, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Improvement in Attachments for the Ends of the Guideways of Sliding-Seat Row-Boats, of which the following is a specification.

My invention relates to a new and useful improvement in guideways for sliding seats in rowing-shells and the like, and has for its object to provide an attachment for the forward ends of the guideways to prevent the legs of the oarsman from coming in contact with the ends of these ways, thereby preventing the injurious effect which has heretofore taken place, as the bruising and cutting of the flesh, which in some cases so disables the oarsman as to cause him to lose the race in which he may be contesting.

With these ends in view this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, the construction and operation will now be described in detail, referring to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a plan view of a set of guideways and seat mounted thereon, showing my attachments applied thereto; Fig. 2, an elevation of one end of one of the guideways, illustrating the method of applying one of the attachments; and Fig. 3, an enlarged perspective of an attachment removed from the guideway.

In carrying out my invention as here embodied I provide a buffer A, preferably of sheet metal, so bent as to form a semicylindrical section B and a flat section or shank C, the last-named section having bent upward therefrom the clips D, which are notched, as indicated at E, and adapted to embrace the end of the wooden stringer F of one of the guideways, the notches entering into engage-

ment with the screws G, placed in the sides of this stringer for this purpose. By this arrangement it will be seen that the buffer may be attached to the end of the guideway by being forced over the end of the stringer, the inner edge of the section B entering into engagement with the upper surface of the guide-rail H with a sufficient spring-pressure to hold the attachment in place, the screws G limiting the inward movement of the buffer. It is to be noted that one of these buffers is attached to the end of each of the guideways and will present the appearance shown in Fig. 1, so that when the oarsman causes the seat to slide back and forth in the usual manner no portion of his legs can come in direct contact with the sharp edges of the guideways, but will strike upon the buffers, and on account of the enlarged surfaces thereof and the rounded contour no injurious effect will be had upon his legs.

Another advantage is that when the garments of the oarsman come in contact with the buffers the latter, being rounded, will permit the free sliding of said garments thereon, thus in no wise retarding the free movements of the oarsman, as has heretofore been the case when his garments came in contact with the sharp ends of the guideways.

While my improvement might be made a permanent part of the guideways, its principal advantage is that it may be quickly applied thereto or removed therefrom as an attachment, and therefore applicable to all sliding-seat row-boats, whether already constructed or in course of construction.

Having thus fully described my invention, what I claim as new and useful is—

1. In combination with the front ends of the guideways of a sliding-seat row-boat, two buffers made of sheet metal so bent and curved as to prevent the legs of the oarsman from coming in contact with the sharp ends of said guideways, as specified.

2. The herein-described combination with the guideways of a sliding-seat row-boat, of two buffers composed of sheet metal so bent as to provide a semicylindrical section B and clips D, the latter having notches formed

therein for engagement with suitable screws,
as specified.

3. A buffer for the end of a guideway of a
sliding-seat row-boat composed of sheet metal
5 so bent as to form a semicylindrical section
B, a shank C and clips D, the latter having
notches therein for engagement with suitable
screws, as specified.

In testimony whereof I have hereunto af-
fixed my signature in the presence of two sub- 10
scribing witnesses.

FRANK J. STEINHAUSER.

Witnesses:

S. S. WILLIAMSON,
F. MATTNER.