(No Model.)

W. SPELMAN.

ROWING APPARATUS OR EXERCISING MACHINE.

No. 304,142. Patented Aug. 26, 1884.

Fig. 2

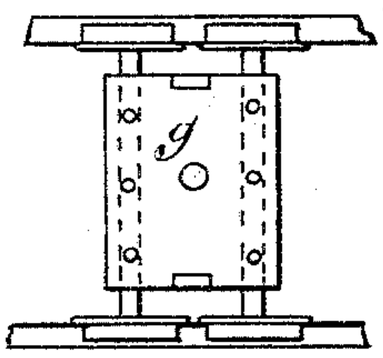

Fig. 3

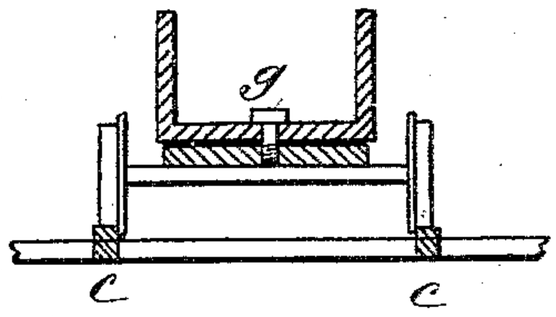

Fig. 1

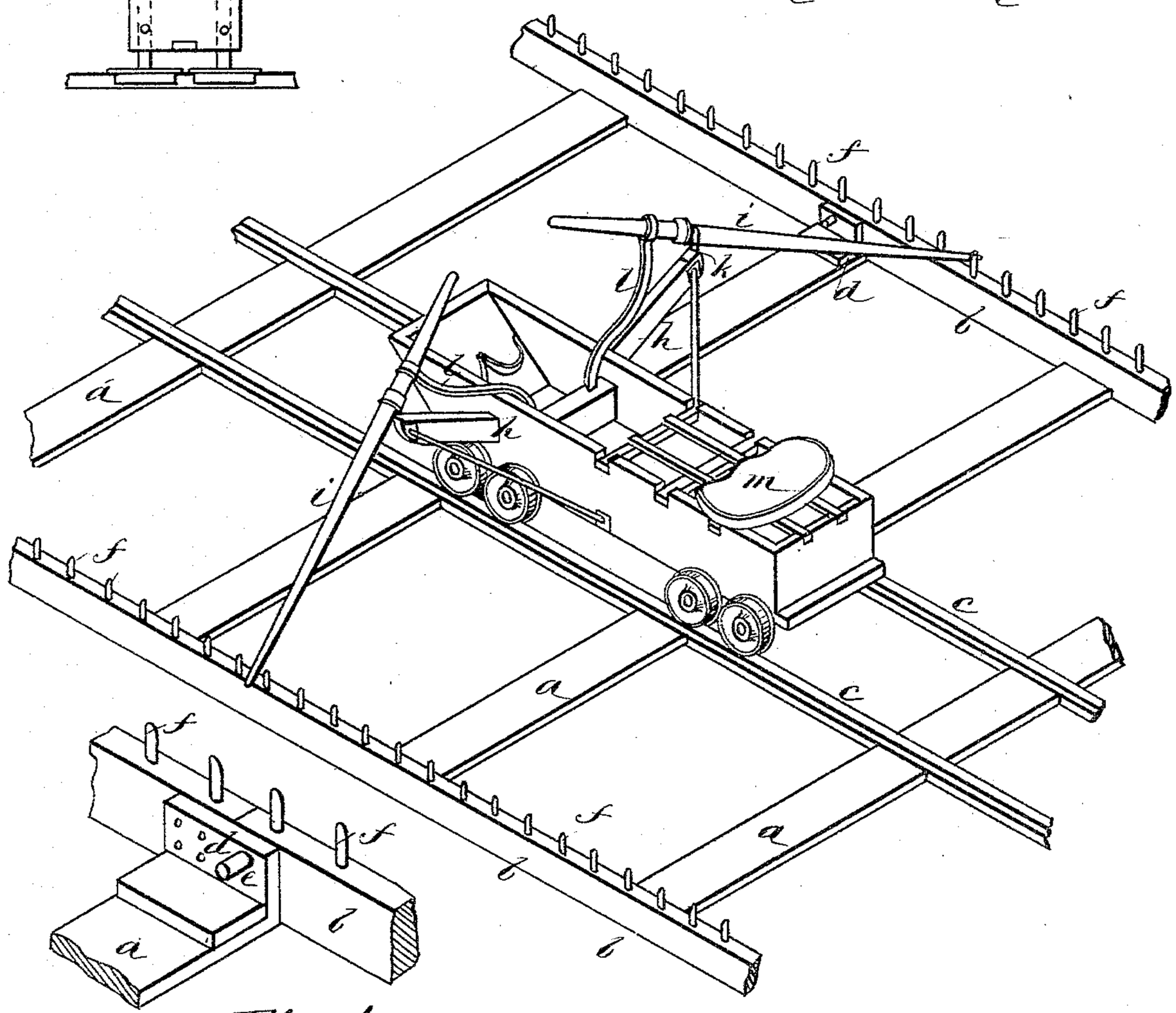

Fig. 4

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WILLIAM SPELMAN, OF PORTLAND, MAINE.

ROWING APPARATUS OR EXERCISING-MACHINE.

SPECIFICATION forming part of Letters Patent No. 304,142, dated August 26, 1884.

Application filed May 12, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM SPELMAN, of Portland, county of Cumberland, Maine, have invented a new and Improved Rowing Apparatus or Exercising-Machine, of which the following is a full, clear, and exact description.

The object of my invention is to furnish a rowing apparatus in which the act of rowing gives a forward movement to the boat or car, so that the exercise will be more agreeable than the usual fixed machine, and races may be rowed. The apparatus combines a continuous or an endless track with a boat or car on wheels and provided with oars, as hereinafter described and claimed.

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 all the figures.

Figure 1 is a perspective plan view of my improved apparatus, showing a section of the track. Fig. 2 is a plan view of one of the car-trucks. Fig. 3 is a cross-section of the boat; and Fig. 4 is a detail view showing the connections of the track-sections.

The track is to be laid for any suitable distance straight or curved, as desired, and in confined spaces is to be circular or elliptical. The track is composed of sleepers *a*, outer rails, *b b*, attached to the ends of the sleepers, and with inner flanged rails, *c c*, on which the car runs. For convenience of laying and removal the outer rails are in sections of convenient length, and one end of each is attached to a flange, *d*, on a sleeper, the flange having a hole for a connecting-pin, *e*, that passes through the abutting end of the next section. The inner rails, *c*, are mortised to fit on the sleepers, and are fastened down by clamps or other suitable devices. At suitable intervals on rails *b* are pins *f*, projecting upward, for being engaged by the oars, and these pins have pointed or beveled ends to prevent the oars resting on the tops of the pins, and the pins may be fitted with rollers to lessen the friction of the oars on them.

The car or boat C is an oblong box mounted on a forward and a rear truck, which have each four wheels, two at each side, and flanged to retain the car on the rails *c*. The axles of the wheels are attached to a plate, as shown in Fig. 2, and a bolt, *g*, passing through the car-bottom and plate, as in Fig. 3, allows the truck to swivel on curves. The car is fitted with outriggers *h*, to which oars *i*, of round or tapering form, are attached by pins *k*, that allow the free movement of the oars, and there are straps *l* connected from the oars to the boat to prevent too long reaches. The boat has also a sliding seat, *m*. The car is propelled by simulation of rowing, whereby the outer ends of the oars engage pins *f*, and with practice the work will become easy and natural, so that the exercise will be interesting and considerable speed obtained.

I do not limit myself to the details of construction specified, as they may be varied within the scope of my invention.

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

1. The combination, in a rowing apparatus, of inner rails, *c*, wheeled car or boat C, provided with round or tapering oars, and outer rails, *b*, provided with pins for engagement by the oars, substantially as shown and described.

2. In a rowing apparatus, the continuous track provided with inner and outer parallel rails in sections constructed for attachment together, substantially as described.

3. In a rowing apparatus, the combination, with car C, provided with oars, of swiveling trucks, substantially as described.

4. In a rowing apparatus, the wheeled boat or car C, swiveling oars *i*, and sliding seat *m*, substantially as described, combined for use as specified.

WILLIAM SPELMAN.

Witnesses:
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