

(No Model.)

H. W. LIBBEY.
EXERCISING MACHINE.

No. 335,597.

Patented Feb. 9, 1886.

FIG. 1.

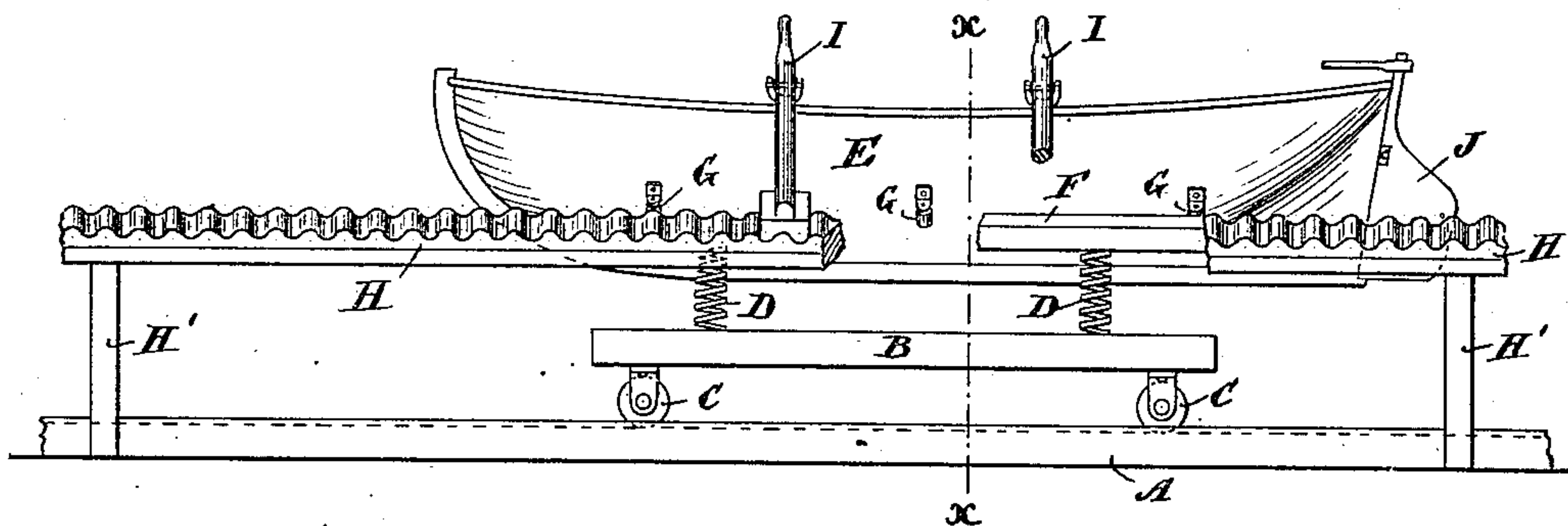


FIG. 2.

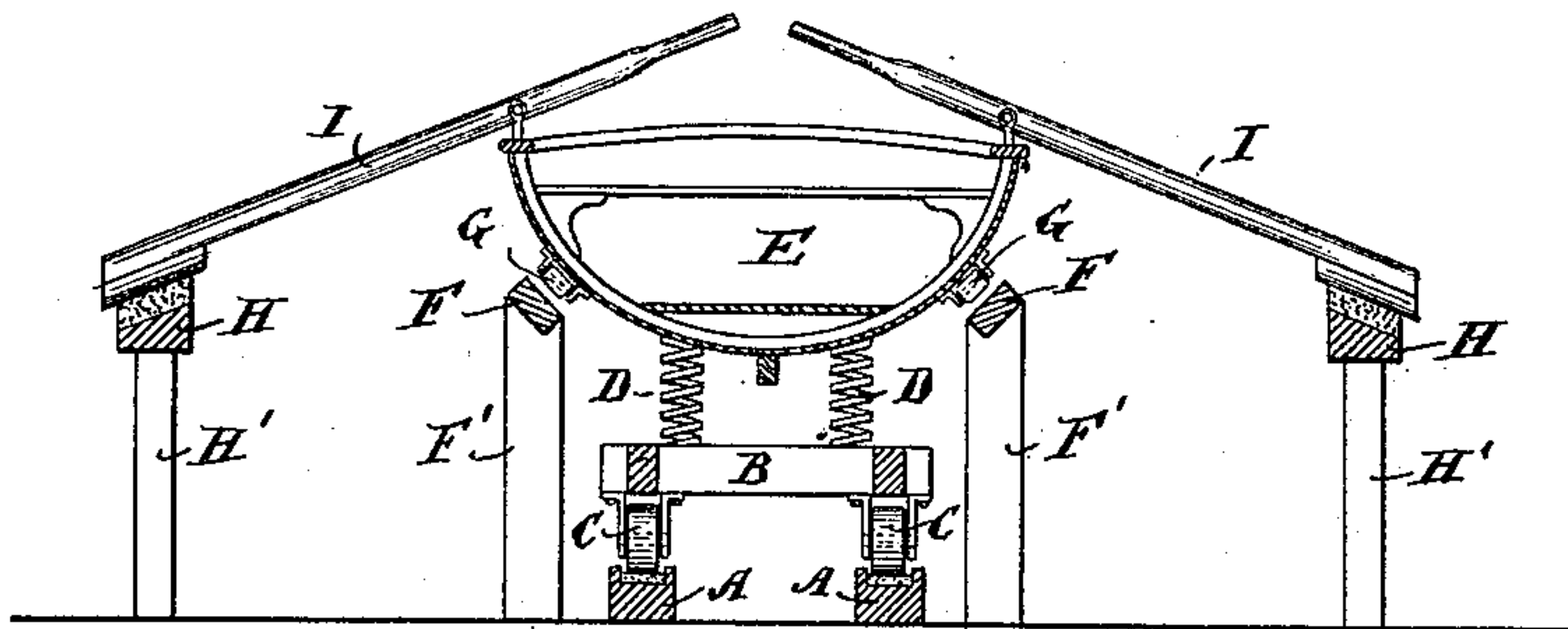
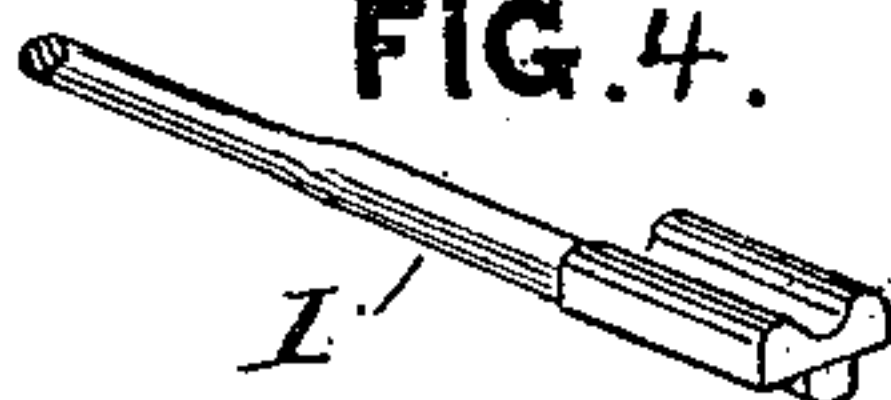


FIG. 3.



FIG. 4.



Witnesses.

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UNITED STATES PATENT OFFICE.

HOSEA W. LIBBEY, OF BOSTON, MASSACHUSETTS.

EXERCISING-MACHINE.

SPECIFICATION forming part of Letters Patent No. 335,597, dated February 9, 1886.

Application filed April 24, 1885. Serial No. 163,374. (No model.)

To all whom it may concern:

Be it known that I, HOSEA W. LIBBEY, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented a new and Improved Exercising-Machine, of which the following is a specification.

The object of my invention is to provide means whereby persons may indulge in the pleasurable and healthy exercise of propelling a boat or vessel on land.

The invention consists of a boat or vessel mounted upon springs carried by a truck, the wheels of which run on tracks or ways; also, in side ways and friction-rollers on the side of the boat to prevent its tipping too far at either side or leaving the track; and, also, in the means of propelling the boat by oars, the outer ends of which are made flat with the under surface corrugated or serrated and fitted to enter ways or tracks on each side of the boat with corresponding corrugated or serrated surfaces.

Referring to the accompanying drawings, Figure 1 represents a side view of a boat with truck and ways constructed according to my invention. Fig. 2 is a vertical section taken on line *xx* of Fig. 1. Fig. 3 is a perspective view of a portion of the corrugated or serrated track. Fig. 4 is a perspective view of the corrugated or serrated outer end of the oars.

A represents the main tracks or ways; B, the truck mounted upon wheels C and carrying springs D, that support a boat or vessel, E.

On standards F' are supported side ways, F, against which friction-rollers G, secured to the side of the boat, bear when from any cause the boat F leans too much on either side. They also prevent the boat from leaving the track.

H H are ways placed at a suitable distance from the sides of the boat, and are provided with corrugated or serrated surfaces of india-rubber, felt, or other analogous material.

I I are oars properly supported on the sides of the boat, and the outer ends of which are provided with india-rubber, corrugated or serrated to correspond with the ways H. These tracks are supported at a convenient height by standards H', so that when the occupant of the boat dips the oar to the proper angle it will come into contact with the ways H, and by drawing on the handle the boat is

propelled forward by reason of the corrugated surface of the oar fitting into the track H.

J is a rudder, that can be utilized as a brake, which is effected by causing the outer end of the rudder to bear against the way F at either side.

The tracks A may be formed with flanges on each side, as shown, to prevent the wheels C from running off; or they may be made flush on their upper surfaces, and they are covered with india-rubber, so as to make the apparatus as noiseless as possible.

It will be seen that by means of the springs D an oscillating motion may be imparted to the boat E when the same is being propelled similar to a boat in the water, and by covering the tracks A with india-rubber the motion will be practically noiseless.

It is designed to erect tracks of any desired length in private or public grounds, seaside resorts, or in public buildings, such as skating-rinks, &c.

Single tracks only may be used, but I prefer to erect two or more tracks side by side, so that races may be rowed or sculled between two or more boats.

What I claim as my invention is—

1. The combination, with the boat E, of the springs D, truck B, wheels C, and track A, substantially as shown and described.

2. The combination, with the boat or vessel A, of the friction-rollers G and ways F, supported on standards F', as shown and described.

3. In combination with the boat E, the oars I I, provided with corrugated or serrated ends, and the ways H H, provided with corrugated or serrated surfaces, substantially as shown and described.

4. The combination of the boat E, the truck B, and means for connecting the boat with said truck, the rollers C, and the tracks or ways A, provided with a surface or covering of india-rubber, as and for the purpose described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HOSEA W. LIBBEY.

Witnesses:

J. H. ADAMS,
E. PLANTA.