

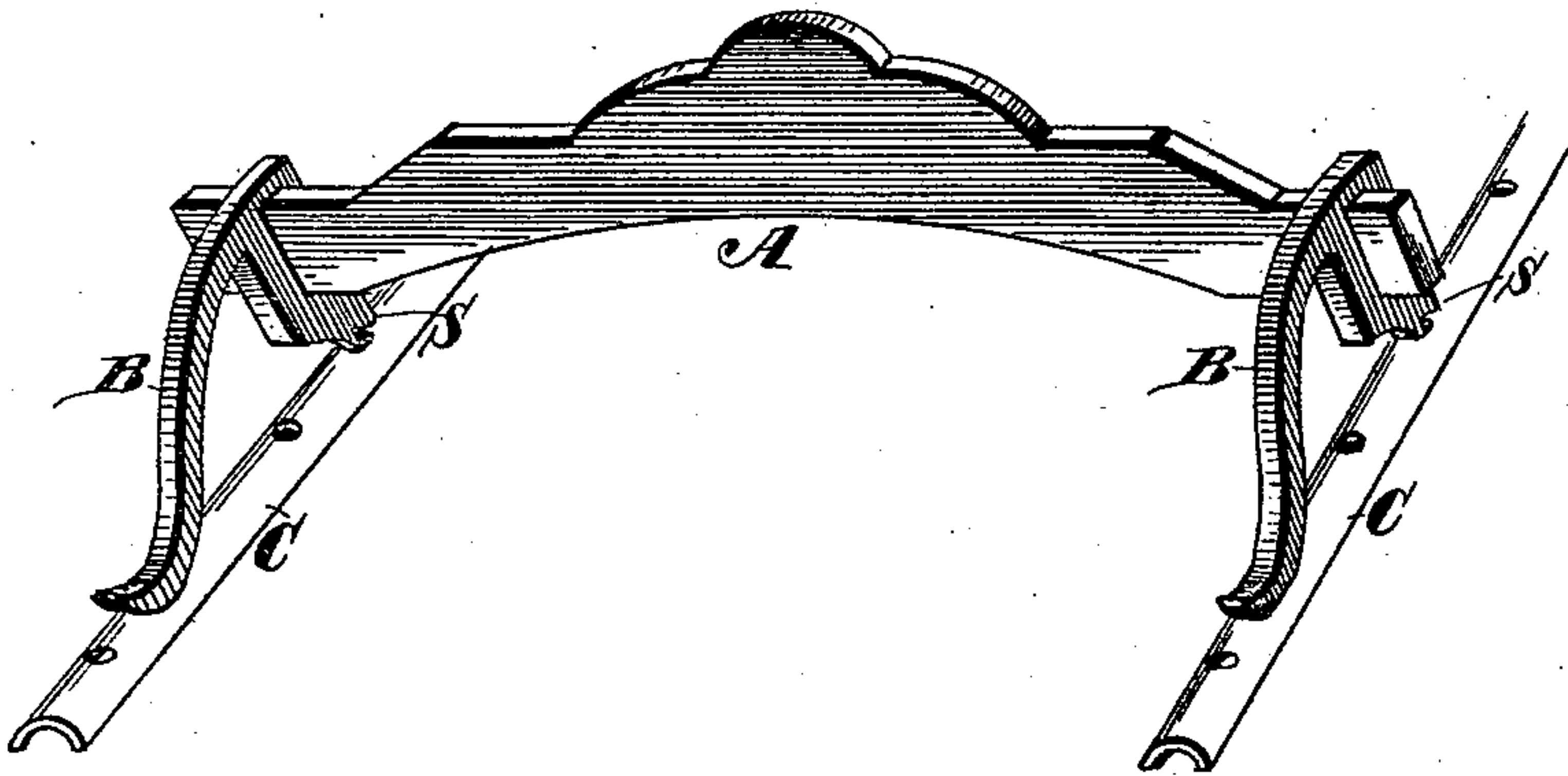
(No Model.)

E. E. TRUSCOTT.  
FOOT REST FOR ROW BOATS.

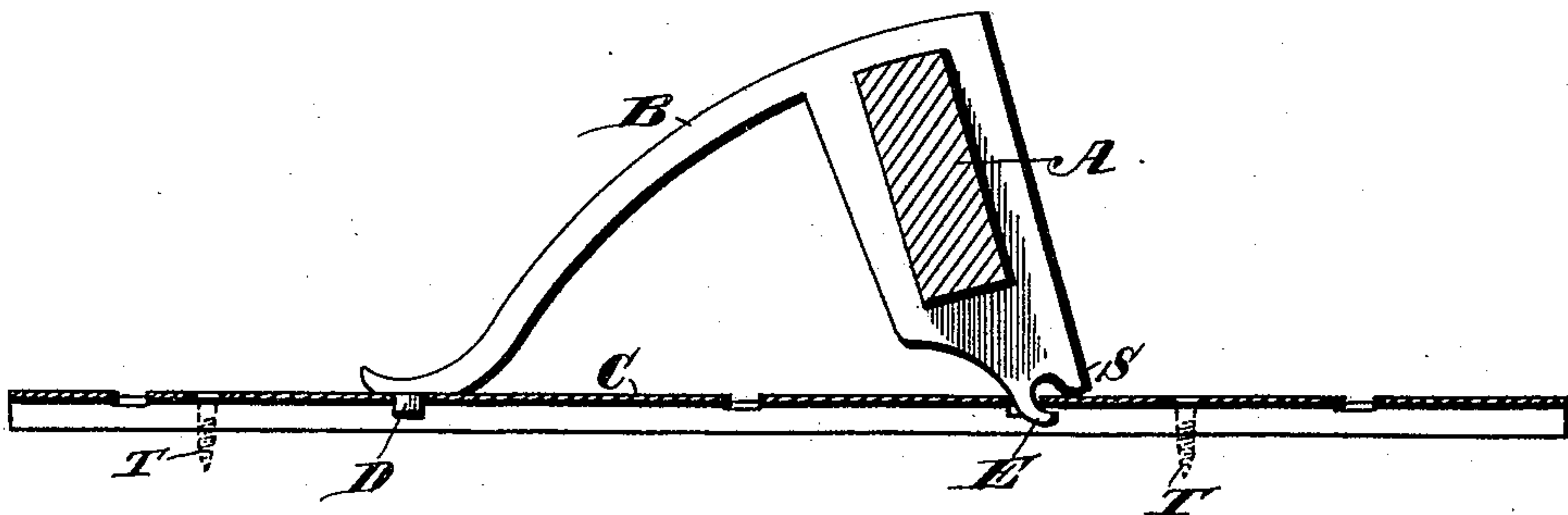
No. 457,236.

Patented Aug. 4, 1891.

*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



*Witnesses.*

*Robert Everett,*

*J. A. Rutherford*

*Inventor*

*Edward E. Truscott.*

*By*

*Edward Taggart,*

*Atty.*

# UNITED STATES PATENT OFFICE.

EDWARD E. TRUSCOTT, OF GRAND RAPIDS, MICHIGAN.

## FOOT-REST FOR ROW-BOATS.

SPECIFICATION forming part of Letters Patent No. 457,236, dated August 4, 1891.

Application filed October 2, 1890. Serial No. 366,832. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD E. TRUSCOTT, a citizen of the United States, residing at the city of Grand Rapids, in the county of Kent and State of Michigan, have invented a certain new and useful Foot Rest or Brace for Row-Boats, of which the following is a specification.

My invention relates to a new and useful foot brace or rest for row-boats; and the invention consists in a frame-work supporting a foot-rest, in combination with a series of stops or catches, said foot-rest being made adjustable, so as to adapt itself to the use of the person operating the row-boat, the object being to provide a foot-rest which may be readily detached and attached, and which can be moved to and from the person using the same, in order to adapt itself to the length of limbs or the peculiar location of the seat within the boat. These objects I accomplish by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 shows a front view of the foot-rest in perspective. Fig. 2 shows an end view, and Fig. 3 shows a cross-section, of a modified form of the base-support of the frame-work.

Similar letters refer to similar parts throughout the several views.

A represents that portion of the foot-brace against which the foot presses. This portion is preferably made of wood.

B B represent the frame-work supporting the part A. Each of the braces B is made, preferably, of metal, provided with an opening, as shown in Fig. 2, for the reception of the part A. Each brace B is provided with a projection or stud D, adapted to fit into holes in one of a pair of parallel base-bars C. It is also provided with a bent projection E, which is also adapted to fit into the holes or recesses in the support C. The base C is preferably made of a bent or semicircular piece of metal and provided with holes for the reception of the studs or projections on the frames B B. These bases C C may be attached to the boat by means of screws passing through small holes provided in the base for such purpose, one form being shown in Fig. 2 by T T; or the base may be provided with a flange and fastened through said flange by

means of screws or bolts, as shown in Fig. 3 by O O. It is obvious that this form of support may be modified without departing from the spirit of the invention.

The cross-piece A is securely fastened to the frames B B, so as to make a rigid frame-work, and the same is attached to the supports C C by simply fitting the projections E E into opposite holes in the base and then dropping the studs D D into holes prepared for such purpose. Thus the pressure upon the part A does not lift the frame out of the base, the same being held therein by means of the curved projections E E.

Whenever it is desired to adjust the frame the studs D D are lifted out of the holes, when the projections E E are easily lifted, and the frame may be moved to or from the user. Ordinarily I prefer to place the holes about an inch or an inch and a half apart, such adjustment being close enough to answer all ordinary purposes.

The bases C C may be constructed of any suitable length; but I prefer to make them from a foot to eighteen inches in length, which allows for sufficient adjustment to the frame. When the frame is not in use, it may be readily removed, and the base, being made of metal, takes up little or no room in the boat.

In order to facilitate the removal of the frame from the base-supports, I provide each frame with a projection or shoulder. (Shown in the drawings by S.) This shoulder or projection serves to act as a fulcrum or lever when the frame is lifted, so as to remove the ends D from the base, and the shoulder S may also serve as a lock to secure the hook E in position when the frame is placed upon the bases for use.

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

1. In an adjustable foot-brace for row-boats, the combination of the cross-piece A, provided with two frames B B, said frames each provided with a stud and hook, and longitudinal bases provided with openings, the hooks and studs of each frame adapted to engage with openings in the bases, said foot-brace adapted to be adjusted to and from the user, substantially as described.



2  
2. A foot-rest for row-boats, consisting of a pair of parallel base-bars C and a cross-piece A, having upright end frames B B, each of which detachably connects at the lower part  
5 of its front and rear ends with one of the parallel base-bars for adjusting the end frames along the base-bars, substantially as described.

3. The combination, in a foot-rest for row-boats, of the base-bars C, having openings,  
10 and a cross-piece A, having upright end frames B, each provided at its lower end with a stud

D, a hook E, and a shoulder S, said shoulder arranged in front of and in juxtaposition to the hook to serve as a fulcrum in unhooking the end frame, substantially as described. 15

In witness whereof I have hereunto set my hand and seal in the presence of two witnesses.

EDWARD E. TRUSCOTT. [L. S.]

Witnesses:

ARTHUR C. DENISON,

HARRY P. VAN WAGNER.