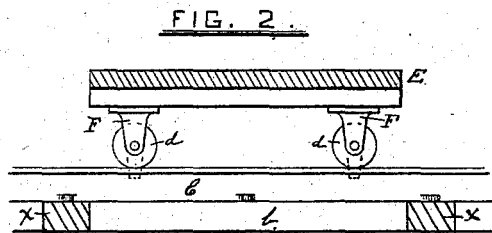
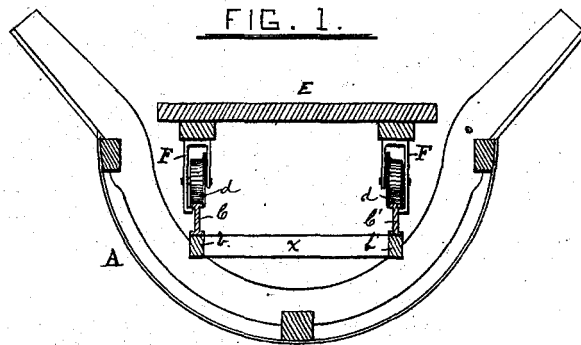


(No Model.)

C. T. SONIAT.
Seat for Row Boats.

No. 239,872.

Patented April 5, 1881.



WITNESSES

P. J. Finney
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INVENTOR

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UNITED STATES PATENT OFFICE.

CHARLES T. SONIAT, OF NEW ORLEANS, LOUISIANA.

SEAT FOR ROW-BOATS.

SPECIFICATION forming part of Letters Patent No. 239,872, dated April 5, 1881.

Application filed May 25, 1880. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. SONIAT, a resident of the city of New Orleans, parish of Orleans, and State of Louisiana, have invented a certain new and useful Improvement in Seats for Row-Boats; and I do hereby declare the following to be a full, clear, and correct description of the same, reference being had to the annexed drawings, making a part of this specification.

This invention is designed as a substitute for the sliding seats heretofore applied to row-boats of various kinds. My object is to retain the same movement with a reduced amount of friction, as well as to avoid all possibility of binding or wedging the working parts thereof. Thus its use enables the rower to move forward and backward to a greater extent than with the sliding seats heretofore mentioned, and with much more ease and facility.

In order that my invention may be fully understood, reference must be had to the annexed drawings, on which—

Figure 1 represents a cross-section of a boat with my improvement applied thereto. Fig. 2 is a longitudinal section of the seat and its supporting-rails.

A represents a portion of an ordinary scull or row-boat, the interior of which is provided with a frame composed of two longitudinal strips, *b b'*. These may be made of wood or of any other material, for the support of a pair of rails, *c c'*, over which the wheels *d* of the seat *e* operate.

In lieu of the longitudinal strips *b b'*, two or more strips may be secured crosswise, as shown at *x*,

The wheels *d* have their journals operating in wheel-boxes *F*, which are secured by any desired means to the bottom of the seat. One side of each box is made of sufficient length to project below the tread or head of the rail *C*, and its extreme end is turned inward so as to lap under the said head portion, and thus guard against the raising of the seat during its forward or backward movement.

Other means may be employed whereby the seat may be operated on rollers or wheels—for instance, a series of wheels may be journaled in the rails and the seat be placed thereupon, or the rails may be placed at the sides of the boat and the seat be suspended therefrom by means of hangers provided with wheels for operating upon the said rails. These movements I consider equivalent, and hence

I claim—

The combination of a row-boat having the frame composed of the longitudinal bars *b b'*, with rails *c c'*, and a sliding seat provided with the wheels *d* and journal-boxes *F*, the latter having arms extending below and under the tread or head of the rails on the platform of the boat, whereby the raising of the seat during its forward and backward movements is prevented, substantially as described.

In testimony whereof I have hereunto signed my name.

CHAS. T. SONIAT.

In presence of—

J. C. HUBBELL,
P. J. FINNEY.