

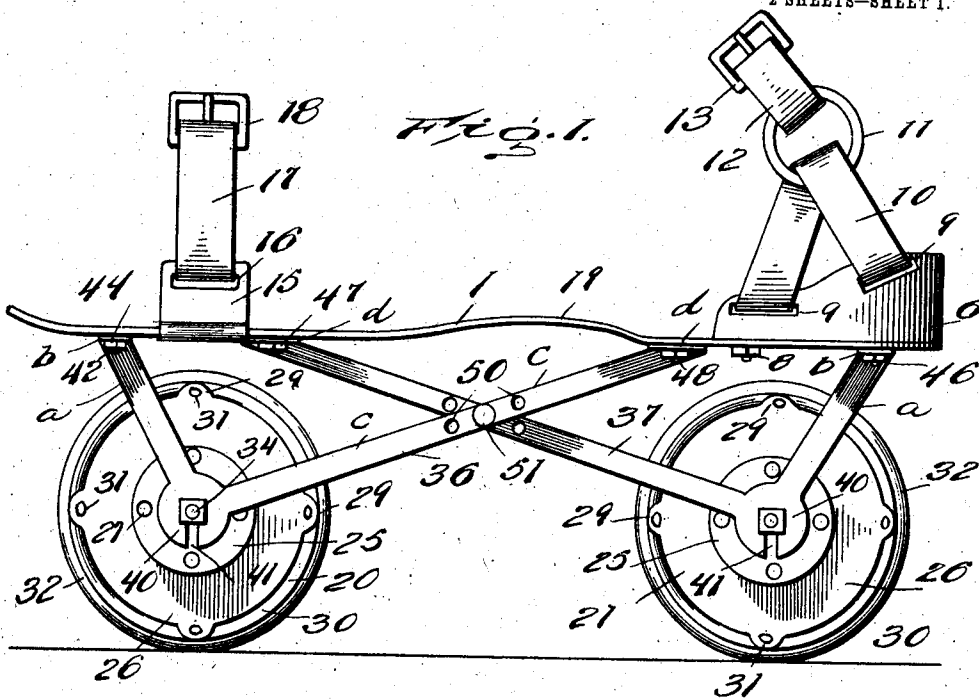
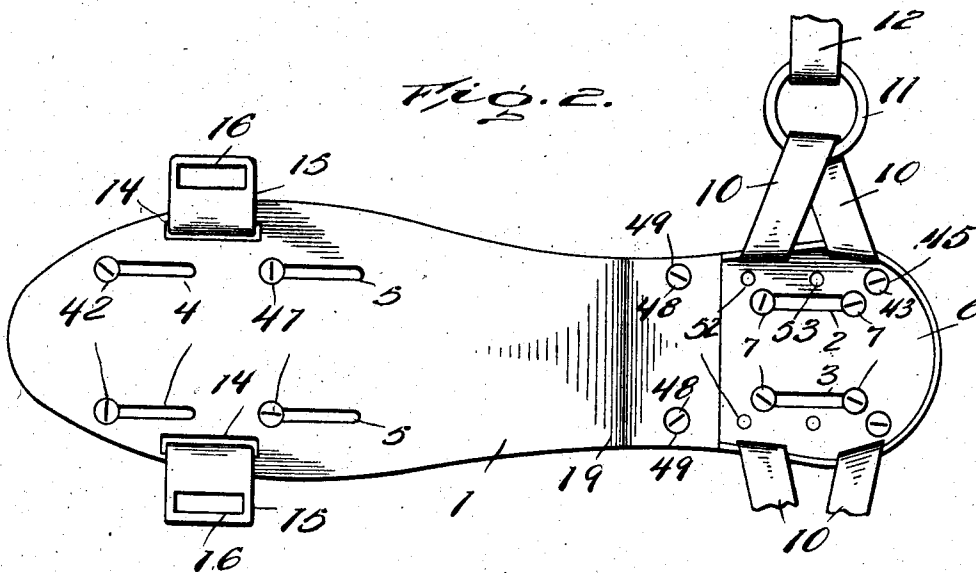
No. 834,526.

PATENTED OCT. 30, 1906.

H. R. JONES.
ROLLER SKATE.

APPLICATION FILED JULY 18, 1905.

2 SHEETS—SHEET 1.



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Witnesses

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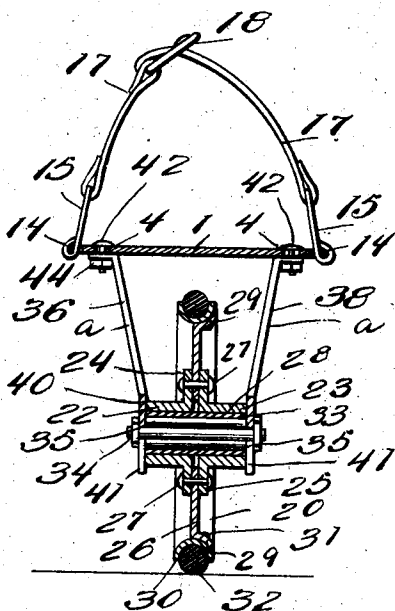


Fig. 3.

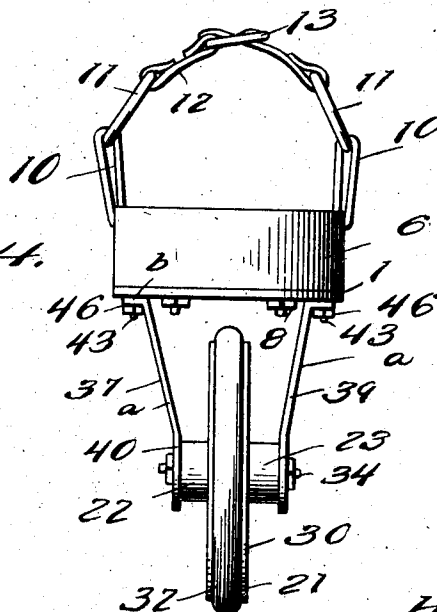


Fig. 4.

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HOBERT R. JONES, OF KANSAS CITY, MISSOURI.

ROLLER-SKATE.

No. 834,526.

Specification of Letters Patent.

Patented Oct. 30, 1906.

Application filed July 18, 1905. Serial No. 270,265.

To all whom it may concern:

Be it known that I, HOBERT R. JONES, a citizen of the United States, residing at Kansas City, in the county of Jackson, State of Missouri, have invented certain new and useful Improvements in Roller-Skates; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to roller-skates.

One object of the invention is to provide a simple, inexpensive, durable, and efficient skate of the cycle variety.

Another object of the invention resides in the provision of a skate having wheels arranged in tandem, the wheels being so mounted that they may be readily adjusted toward and away from each other.

A still further object of the invention is to provide a skate of such character that the parts forming the complete skate may be readily assembled and disassembled for cleaning or other purposes.

With these and other objects in view the present invention consists in the combination and arrangement of parts as will be hereinafter more fully described, shown in the accompanying drawings, and more particularly pointed out in the appended claims, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the claims without departing from the spirit or sacrificing any of the advantages of the present invention.

In the drawings, Figure 1 is a side elevation of my invention. Fig. 2 is a top plan view. Fig. 3 is a transverse vertical section, and Fig. 4 is a rear end view.

Referring now more particularly to the accompanying drawings, the reference character 1 designates a foot-plate having oppositely-disposed slots 2 and 3 formed at its rear or heel end and pairs of alining slots 4 and 5 at its forward or toe end.

The heel-plate 6 is disposed upon the rear end of the plate 1 and held in position with respect thereto by means of suitable fastenings 7, passed through the bottom of the heel and the corresponding slots 2 and 3, there being a pair of fastenings 7 working in each of the slots 2 and 3, a nut 8 being secured to the lower ends of the said fastenings to prevent accidental disengagement thereof. It will be observed that opposite sides of the

heel-socket 6 each have a pair of slots 9 for the reception of the ankle-straps 10, which converge toward each other and are connected at their upper ends to a ring 11, to which latter is secured the fastening-strap 12. The ankle and fastening straps pass upon opposite sides of the foot, with the fastening-straps 12 fastened together by means of a suitable buckle 13.

Pivotally mounted in slots 14 at the edge of the forward or toe portion of the foot-plate 1 are oppositely-disposed hinge-plates 15, each plate 15 having a slot 16 formed in its outer edge for the reception of the toe-straps 17, which latter are fastened together by means of a suitable buckle 18.

It will be observed that the foot-plate 1 is raised intermediate its ends, as indicated by the reference character 19, the raised portion being formed to fit the sole of the shoe worn by the wearer in using the skate.

As has been premised in the foregoing, but two wheels are employed in the present skate, one wheel being arranged at the forward end and another wheel at the rear end. As both wheels 20 and 21 are the same in formation, but one wheel will be described. As shown, the hub of the wheel 20 is formed of two sections 22 and 23, each section having a peripheral flange 24 and 25, between which is secured the disk 26 by means of a suitable fastening 27, which pierces the flanges 24 and 25 and the disk 26, it being seen that the disk is provided with a central opening which is larger than the cross-sectional diameter of the bore 28 of the hub. The outer edge of the disk 26 is provided with equidistant ears 29, which are bent upon a curve and at an angle to the disk and secured to the outer face of the channel-shaped felly 30 of the wheel by means of a suitable fastening 31, there being a solid or other rubber tire 32 fitted in the grooved rim 30 and disposed against disengagement therefrom in any suitable manner. It will be observed that a tubing 33 is located within the hub to provide a boxing, between which and the axle 34 are friction-rollers 35, the axle extending outwardly of the corresponding sides of the hub for a purpose presently explained. These wheels 20 and 21 are supported beneath the plate 1 by means of pairs of brackets 36 and 37 and 38 and 39, arranged, respectively, upon opposite sides of the plate. It will be seen that the brackets are angular in formation and that each is provided with a circu-

lar portion 40 at its point of angle. Each circular portion 40 is provided with a slot 41 for engagement with the corresponding nut of the corresponding axle 35. The upper extremities of the shorter angular portions *a* of the brackets are bent and provided with a perforation *b* for the reception of suitable fastenings 42 and 43, the fastenings 42 working in the slots 4 and the perforations *b* and secured against displacement by means of suitable nuts 44, the fastenings 43 working through suitable perforations 45, formed through the bottom of the heel-plate and the rear of the plate 1 and prevented from being displaced by means of suitable nuts 46. The longer portion *c* of the several brackets have their upper ends bent, as at *d*, the bent ends of the rear brackets being pierced for the reception of suitable fastenings 47, working in the slots 5 at the forward end of the foot-plate, and the bent ends of the forward brackets being pierced in similar manner for the reception of fastenings 48, which work in perforations 49 near the rear end of the foot-plate in advance of the heel-plate 6. It will be observed that the longer portion of each bracket is provided with a series of perforations 50, there being a suitable fastening 51 passed through alining perforations of the bracket interchangeably to secure the corresponding brackets of each set together.

It has been stated above that the wheels 20 and 21 can be adjusted toward and away from each other. Now in order to accomplish this adjustment the bent ends of the portions *a* of the forward brackets may be adjusted to any point along the line of the slots 4, as may also the bent ends *d* of the longer portions *c* of the rear brackets in the slots 5, there being pairs of perforations 52 and 53 formed at the rear of the foot-plate 1

to permit of the adjustment of the opposite ends of the brackets.

From the foregoing it will be seen that my improved skate is of a comparatively simple nature and that the wheels may be adjusted with respect to each other and the foot-plate as may be desired. Of course when the wheels are adjusted toward and away from each other the fastening 51 of the corresponding brackets at each side of the skate may be adjusted through the corresponding perforations 50 of each pair of brackets at their intermediate point of crossing, as well understood.

What is claimed is—

1. A roller-skate comprising a foot-plate; securing-straps connected to the forward and rear ends of the plate; and a pair of brackets arranged upon opposite sides of the foot-plate and extending longitudinally thereof; a wheel supported at each end of the foot-plate in said brackets; and means whereby the brackets may be adjusted to dispose the said wheels toward and away from each other.

2. A roller-skate comprising a foot-plate; having an intermediate rest portion; a pair of brackets arranged upon each side of the foot-plate and extending longitudinally thereof; a wheel supported to each end of the foot-plate in said brackets; means whereby the brackets may be adjusted to dispose the wheels toward and away from each other; and means for securing the skate to the foot of the wearer.

In testimony whereof I affix my signature in presence of two witnesses.

HOBERT R. JONES.

Witnesses:

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