

(No Model.)

2 Sheets—Sheet 2.

A. O. VERY.
CYCLE SKATE.

No. 540,036.

Patented May 28, 1895.

Fig 3

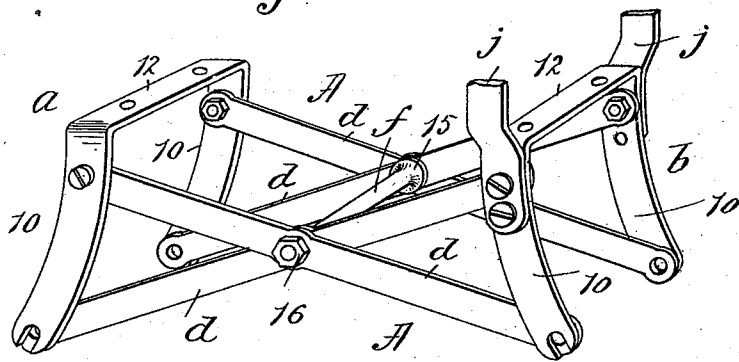
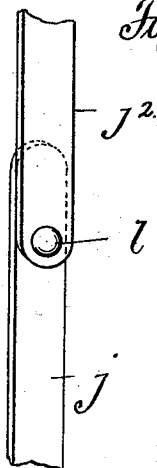


Fig 4



Witnesses
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UNITED STATES PATENT OFFICE.

ALPHA O. VERY, OF SPRINGFIELD, MASSACHUSETTS.

CYCLE-SKATE.

SPECIFICATION forming part of Letters Patent No. 540,086, dated May 28, 1895.

Application filed October 4, 1894. Serial No. 524,921. (No model.)

To all whom it may concern:

Be it known that I, ALPHA O. VERY, a citizen of the United States, residing at Springfield, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Cycle-Skates, of which the following is a specification.

This invention relates to improvements in cycle skates, the object being to provide a construction which will permit the use of but a single wheel under the sole and a single wheel under the heel, both in the same longitudinal plane, and which, moreover, will permit the employment advantageously of wheels very much larger than has been common in roller skates, from which the present device is to be distinguished by peculiar characteristics which do not pertain to roller skates; and the invention otherwise has as its object to attain advantages in point of strength, durability, simplicity, and practicability and economy of construction, all as will become more manifest by reason of the description hereinafter contained.

The invention consists in constructions and combinations of parts, all substantially as will hereinafter fully appear and be set forth in the claims.

In the accompanying drawings, Figure 1 is a side elevation of the improved cycle-skate. Fig. 2 is a side view of the upright bars comprising a modified construction to be hereinafter mentioned. Fig. 3 is a perspective view of the framing for the cycle-skate. Fig. 4 is a perspective view showing still another detail form of construction at the joint of the upright bars.

In the drawings, A represents the framing comprising the front fork, *a*, the rear fork, *b*, and the diagonally arranged and crossing side pairs, *d*, *d*, of uniting bars. Each fork consists of the legs, 10, 10, and the uniting transverse top or crown, 12. Each of the side bars, *d*, extends from near the top of the fork leg, at which it is bolted, or otherwise securely affixed, to the lower extremity of the other fork leg. The transverse tie-bar, *f*, extends between the crossing pairs of side bars, *d*, *d*, and firmly unites them. The extremities of the said tie-bar are necked down forming shoulders, one of which is seen at 15, Fig. 3, and outside of such shoulders the said ex-

tremities are screw-threaded, and they pass through perforations in the crossing side-bars and are firmly held by the nuts, 16, screwed upon their protruding end portions, firmly clamping the bars between them and the said shoulders. Each fork carries by and between the legs thereof, an axle, *g*, for a single wheel, C, the front and rear wheels being in the same central longitudinal plane.

The wheels employed are comparatively large and preferably comprise metallic rims and inflatable valved pneumatic tires, although "cushion" tires or solid rubber tires may be employed if desired.

Ball bearings may be applied between the hubs of the wheels and the axles, which are held immovably at the lower corners of the frame.

The forks, united the one to the other by the cross-tied side-bars as described, have at their tops the sole and heel rest-plates, *h*, *h*, which are provided with the clamps indicated in a general manner at *i* and *i*², but no novelty is comprised in the particular construction of the clamping devices. The rear fork has rigidly secured thereto and rising thereabove the bars, *j*, *j*, to extend along the sides of the leg and these bars comprise, as to their upper portions, the pivotally jointed members, or extensions, *j*², *j*². These pivoted members have at their tops the metallic eyes, *j*³, *j*³, for the engagement, therewith, of the strap, *k*, which binds the upright bars to the leg. By pivotally jointing the upright bars, as shown, the free movements at the ankle are not impeded.

Means are provided to limit, within proper bounds, the extent of the swinging movements of the upper pivoted members, *j*, *j*, which means, as seen in Fig. 1, consist in providing a stud, *m*, on the lower bar member, *j*, above the pivotal connection, *l*, for the upper bar member which stud protrudes through the arc-slot, *n*, formed, above the pivot, in the upper members, *j*². The same end is attained by the construction shown in Fig. 2, wherein the stud, *m*², is seen below the pivot, *l*², and the upper bar member, *j*², has below the pivot the forked extension, *n*², which widely embraces the stud.

In Fig. 4 the joint is shown between the members, *j*, *j*², of the upright bar as without

the means for limiting the extent of the swinging movement of the upper, relative to the lower, member. In this construction it will be perceived that the pivot, *l*, is quite a little distance below the upper end of the lower member, *j*, so that the one member may, by the other, be steadied against lateral distortion.

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

1. In a cycle-skate, in combination, a front fork, and a rear fork, both with single wheels mounted therewithin in a coinciding longitudinal plane, diagonally arranged crossing bars rigidly uniting the legs of the forks at each side, a transverse tie-bar connecting the opposite pairs of side-bars at their crossing points, and appliances provided at the upper

portions of the forks for securing the cycle-skate to the foot, substantially as described.

2. In a cycle skate, in combination, a front fork and a rear fork and side-bars rigidly uniting them, a single wheel mounted within each fork, sole and heel plates, with clamps, at the tops of the forks, and bars rigidly connected to, and rising above each side of the rear fork to extend along the sides of the leg and comprising, as to their upper portions, pivotally jointed members which are capable of forward and rearward swinging movements, means for limiting the extent of swinging movements of said pivoted members, and the top strap, substantially as described.

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Witnesses:

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