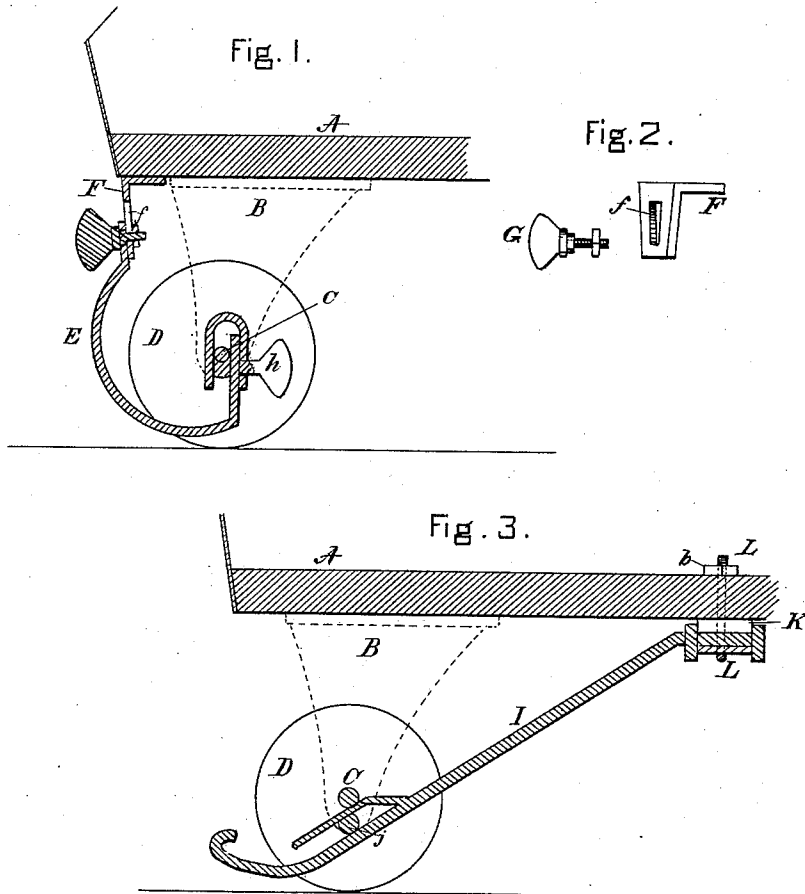


(No Model.)

C. C. DAVIS.
ROLLER SKATE.

No. 340,703.

Patented Apr. 27, 1886.



Attest,
E. W. Richter
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UNITED STATES PATENT OFFICE.

CHARLES C. DAVIS, OF CINCINNATI, OHIO.

ROLLER-SKATE.

SPECIFICATION forming part of Letters Patent No. 340,703, dated April 27, 1886.

Application filed April 6, 1885. Serial No. 161,273. (No model.)

To all whom it may concern:

Be it known that I, CHARLES C. DAVIS, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Roller-Skates, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to an improvement in roller-skates; and it consists in providing the rear truck of such skates with suitable mechanism for controlling the forward motion of the skate—that is, with a brake—by which the forward motion of the skate may be retarded or entirely stopped. Said mechanism or brake consists in a band or plate of metal attached to the skate and extending back of the rear truck and sufficiently near the floor to be brought into contact therewith by the elevation of the toe or forward end of the skate. That portion of the band or plate of metal which is brought into contact with the floor by the elevation of the toe of the skate should be so curved as to slide over the floor without catching, and at the same time produce such friction as to stop the forward motion of the skate. The degree of friction can of course be regulated by the amount of pressure against the floor, which will depend upon the height to which the forward end of the skate is elevated. The rubbing-surface of the band or plate may be faced with leather, rubber, or other suitable material.

In the accompanying drawings, Figure 1 is a side elevation, in section, of the rear truck of a skate, having one form of my improved brake. Fig. 2 is a slotted bracket and thumb-screw for fastening the brake to the skate plate or bottom. Fig. 3 is a side elevation, in section, of the rear truck of a skate, showing a modified form of the improved brake. Fig. 4 is a socket or clamp for holding the fixed end of the brake-bar.

The same letters of reference are used to indicate identical parts in all the figures.

A is the bottom or foot plate of a roller-skate, which is usually supported by two trucks, one near each end.

B is the standard of the truck, carrying the axle C of the wheel or wheels D.

E, Fig. 1, is a band or plate of metal, pre-

erably of steel, for the purpose of securing elasticity. This band is attached at its upper end to the plate of the skate by a bracket, F, and set-screw G. The bracket is provided with a vertical slot, *f*, to permit the vertical adjustment of the band E. This band E is curved down in the rear of the wheels D in a semicircular form, so that its lowest point comes near the floor in the rear of the wheels, and the lower end of the band is curved up and attached to the axle of the wheels D. As this end of the brake bar or plate should also be adjustable vertically, I fasten it to the axle C by means of a clamp, H, provided with a set-screw, *h*, by which the end of the bar is clamped firmly against the axle C, and is at the same time adjustable by means of the thumb-screw *h* at any convenient point. Any convenient mode of fastening the band E to the axle C may of course be employed, as I do not limit myself to the clamp H for that purpose.

By means of the set-screws G and *h* the band E may be raised and lowered to any convenient distance from the floor. It is apparent that as the toe or forward end of the skate is elevated the lowest point on the curved band E will touch the floor, and, as it is pressed against the floor by the further elevation of the toe of the skate, the friction produced will stop the motion of the skate.

By adjusting the band E so as just to escape the floor when the skate is in its normal position or level a very slight elevation of the toe or front truck will bring the brake into action, and its force will be increased as the toe is further raised.

In Fig. 3 is shown a modified form of my brake, in which the band or plate I is attached to the under side of the plate A, in front of the rear truck, and extends downward and backward under the axle C, the rear end projecting back of the wheels D, and bent upward so as to present a curved surface to the floor in the rear of the axle C. A tongue, J, on the upper side of the band or plate I, passes over a brace or pin, *j*, at the lower end of the truck. This brace *j* may be either simply a brace connecting the lower ends of the bracket B of the truck, or it may be a shoulder cast in the truck, or a pin, its object being to support and hold in position the rear end of the band I, supporting the band I in its normal

position, and serving as a brace or stop to limit its upward movement when the rear end is pressed against the floor.

K is a saddle on the under side of the plate, (shown in section in Fig. 3,) for fastening the forward end of the band E. The socket is held in place by a clamp, L, in the form of a staple, the upper ends of which pass through the plate A, and are then held by nuts *e*. By loosening these nuts the saddle K, with the band E, may be adjusted backward or forward. As the toe of the skate is lifted; the rear end of the bar I is pressed against the floor or ground, acting as a brake upon the skate. By adjusting the band I backward or forward it may be brought nearer to or farther from the floor.

Instead of the saddle K, the band I may be attached to the plate A by a ball-and-socket or universal joint, thus affording a wider scope of movement.

I do not wish to claim, broadly, a brake as applied to a roller-skate; but,

Having thus fully described my invention, I claim—

1. In combination with the sole-plate of a roller-skate, a hanger-frame secured thereto and carrying rollers, and a flexible bar at-

tached at one end to the sole-plate and at its other end to the truck-axle, and extending in rear of the roller in proximity to the floor-level.

2. In combination with the rear truck of a roller-skate, a flexible band or bar of metal or other suitable material attached to the foot-plate of the skate by a flexible or universal joint and to the truck, and exposing a curved surface to the floor in the rear of the axle, and extended to such proximity to the floor-level as to have its curved surface brought into contact with the floor by slightly raising the toe of the skate, substantially as described.

3. In combination with the rear truck of a roller-skate, a brake-band having its ends attached, respectively, to the axle and to the heel of the skate, and its intermediate curved surface brought into proximity to the floor-level in the rear of the axle, and adapted to be brought into contact with the floor by raising the toe of the skate, substantially as described.

CHAS. C. DAVIS.

Witnesses:

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OTTO RICHTER.