

M. ROCHAT.
 PROPELLING DEVICE FOR LAND AND WATER.
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1,013,818.

Patented Jan. 2, 1912.

Fig. 1.

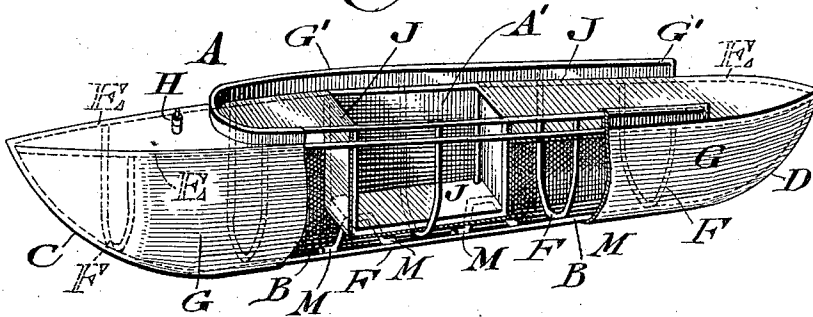


Fig. 2.

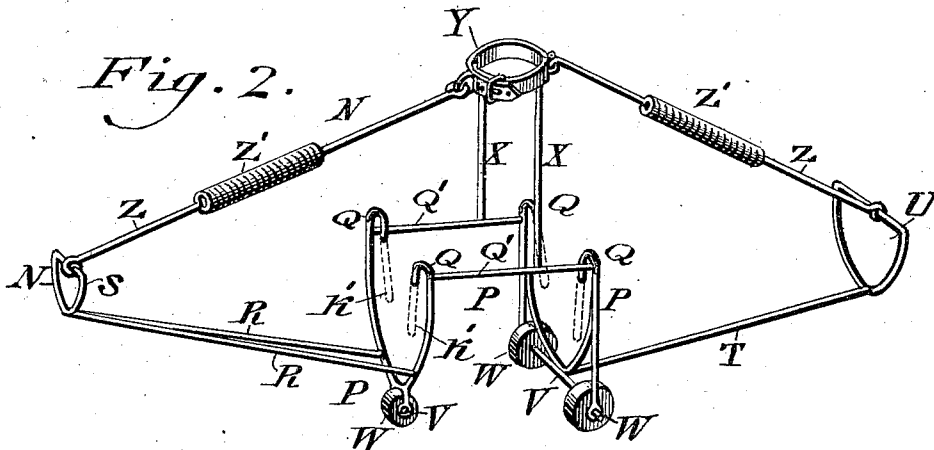


Fig. 3.

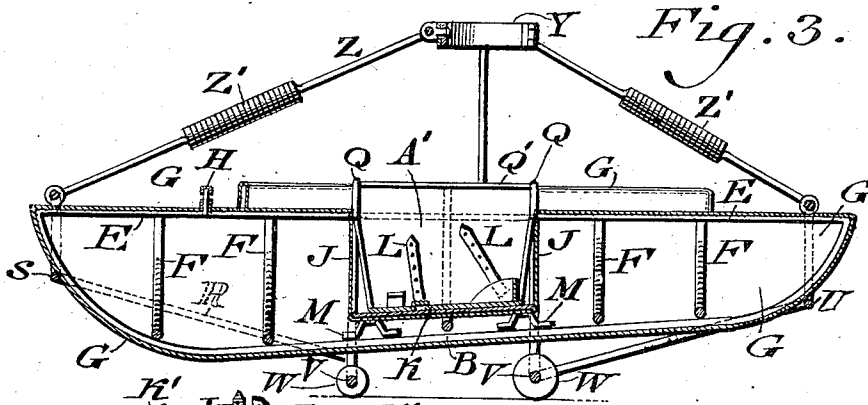


Fig. 4.

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PROPELLING DEVICE FOR LAND AND WATER.

1,013,818.

Specification of Letters Patent.

Patented Jan. 2, 1912.

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To all whom it may concern:

Be it known that I, MAURICE ROCHAT, a citizen of the United States, residing in the city and county of New York, State of New York, have invented a new and useful Propelling Device for Land and Water, of which the following is a specification.

My invention consists of a device capable of land and water propulsion, the same embodying combined carriages and floats, so that the rider or user may use the device continuously on land or water operating the same after the manner of skating.

The novel features of the device will be hereinafter described and pointed out in the claims.

For the purpose of explaining my invention, the accompanying drawing illustrates a satisfactory reduction of the same to practice, but the important instrumentalities thereof may be varied, and so it is to be understood that the invention is not limited to the specific arrangement and organization shown and described.

Figure 1 represents a perspective view of one of the members of the propelling device embodying my invention. Fig. 2 represents a perspective of the other member thereof. Fig. 3 represents a longitudinal section of the conjoined members in operative condition. Fig. 4 represents a top or plan view of one of the foot rests employed.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings:—A designates a float or floating body having a frame composed of the keel-piece or bottom B bent up at the front as the bow C and at the rear as the stern D, the top rods E which extend from the bow to the stern and are spread laterally between the same so as to impart the proper width to the frame, the cross ribs F which are comparatively of U-shape and joined to the keel-piece B and the rods E, thus forming a strong and light structure which is inclosed throughout excepting at the foot-receiving opening or chamber A', at or about the center of the top by a covering G of sheet rubber or other water proof material, the said covering also extending around the sides and bottom of said cham-

ber, thus forming an air tight and water tight body which may be inflated with air through the nipple or valve H, so as to be capable of flotation on water. Rising from the upper portion of the frame and extending above the covering G is the gunwale G' which has a guard for preventing water from washing into said opening A' in the top of the frame.

The float is adapted to be worn on the foot, a float being provided for each foot. For this purpose, there depends on the body in the opening A' of the body above referred to, the hanger J which is secured to the frame of the body and forms a recess to receive the foot of the user of the device, the base of said hanger supporting a foot rest K, which is provided with straps L for connecting the foot with the same. The foot rest is thus near the bottom of the float so as to set the device well into the water and steady it and prevent overturning of the same. In order to support said hanger J on the keel-piece B, there are connected with the underside of the same, the brackets M which are also connected with the keel-piece B.

The body or device as described is adapted to be fitted to and sustained by the traveler, truck or carrier N, which is composed of the crib P, which is composed of a vertically extending light and strong frame somewhat U-shaped within which the proper portion of the float is received, the sides of said frame holding said portion and having their upper ends inturned as at Q so as to overhang and embrace the corresponding upper portions of the body A, said ends being joined by the longitudinally extending braces for purposes of strength. Reaches R extend from the crib P, to the front, where they join the loop S, and a reach T extends from the crib to the rear where it joins the loop U to receive respectively the bow and stern portions of the body A and hold the latter. Axles V are connected with the lower end of the crib P and on the same are wheels or rollers W, thus forming the running gear of the traveler.

Rising from the sides of the crib are the standards X on which is supported the ring

Y to contain the leg of the user, said ring being formed of sections of a strap hinged to each other and adapted to be opened to admit said leg and to be adjusted thereon, and it may be closed by a buckle suitably applied. In order to further sustain the ring Y, I employ braces Z which extend from the same to the loops S U, and are properly secured to said parts. In order to render said braces resilient, there are attached to the same in the lengths thereof, the springs Z', the same yielding under strain and relieving the leg of the user of injurious action of said strain.

K' designates braces which rise from the foot rest K, their upper ends hooking over the inturned ends Q of the crib P and being properly secured thereto, said foot rest thus being suspended from the crib and firmly connected therewith.

It will be seen that the user or rider straps his feet to the rests K and moves his legs as in the act of skating when the travelers are propelled on the wheels or rollers W which run on the ground. When water is reached, the rider continues into the same when the bodies A float the rider and are propelled through the water by the motions of the legs as before. When land is again reached, the traveler runs on the same and so both land and water skating or propulsion may be accomplished as desired.

It is evident that the device is applicable to an air ship or balloon and will be suspended from a proper part of the same, so as to provide means whereby the aviator may run on land for purposes requiring the same, and if the ship or balloon descends over water and reaches the same, the aviator will be provided with floats for his safety there, as is evident.

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

1. In a propelling device for land and water, a carriage composed of a crib, a frame therefor and running gear, and a float adapted to occupy said crib and connected with the same and said frame.

2. In a propelling device for land and water, a carriage having a crib, a frame therefor, running gear, and means on the frame of the carriage and crib to hold a float thereon.

3. In a propelling device for land and water, a carriage having a crib, and a float on said crib, said float comprising a frame with a water and air-tight covering adapted to be inflated, and a foot-receiving chamber within the frame of said float.

4. In a propelling device for land and water, a float comprising a frame composed of a keel-piece, top members, and ribs connected with said piece and members, a water and air-tight covering for said frame,

a foot-receiving chamber within said frame, a crib, and means on said crib for connecting said float therewith.

5. In a propelling device for land and water, a float having a foot receiving chamber in the frame thereof, a carriage having a crib, running gear therefor, a frame on the latter with looped members on its ends, and a float adapted to occupy said crib and have its bow and stern portions fitted in said members, a foot rest in said chamber of the float, and means for connecting said rest with the frame of the carriage.

6. In a propelling device for land and water, a float supporting a carriage composed of a crib, running gear therefor, and a frame extending from said crib to the front and rear ends of the carriage, and means for connecting said float with said crib and frame where the float occupies said crib.

7. In a propelling device for land and water, a float supporting carriage composed of a crib, a frame connected with said crib, and a leg-receiving band supported on said crib.

8. In a propelling device for land and water, a float supporting carriage, composed of a crib, reaches extending from said crib to the front and rear ends of the carriage, a leg-band supported on said crib, and resilient braces connected with said band and reaches.

9. In a propelling device for land and water, a carriage composed of a crib, a frame therefor, and running gear, a float adapted to be fitted on said crib and being connected with the same and said frame, said float having a foot receiving chamber therein, a hanger in said chamber, a foot rest in said chamber, the same being provided with means of attachment of the foot of the occupant of said chamber thereto, and means for connecting it with members of said hanger.

10. In a propelling device for land and water, a carriage, a float adapted to be fitted therein and secured thereto, said float having a foot receiving chamber and a hanger in the same secured to the frame of the float, and a foot rest adapted to occupy said chamber and rest in the base of said hanger, and means on the bottom of the frame of the float adapted to sustain said base.

11. In a propelling device for land and water, a carriage having a crib, a float supported on said crib and composed of a frame, a water and air-tight covering therefor adapted to be inflated, a comparatively closed chamber in said frame, and a foot attaching rest on the base of said chamber.

12. In a propelling device for land and water, a float composed of a frame, a water and air-tight covering therefor adapted to be inflated, a suspended foot-receiving cham-

ber in said frame, a hanger for said foot-receiving chamber, means connecting said hanger with the keel piece and supporting said hanger, and means for preventing water
5 from washing into said chamber.

13. In a propelling device for land and water, a frame composed of a keel piece, top members and ribs connecting said keel piece and members, a water and air-tight covering

over said frame, a hanger suspended within 10 said frame, and means forming a chamber in said frame and a foot-attaching rest in said chamber, said chamber being open at top and tightly closed at its sides and bottom.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."