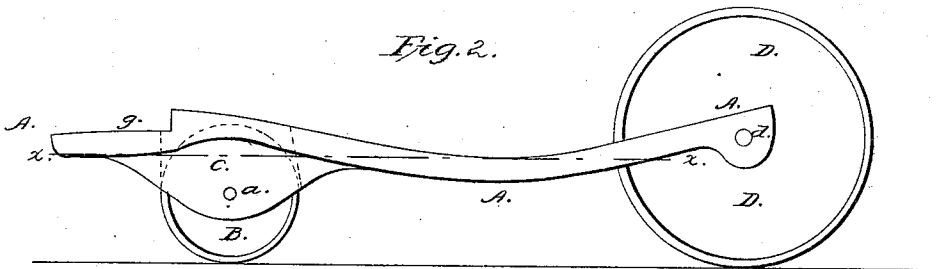
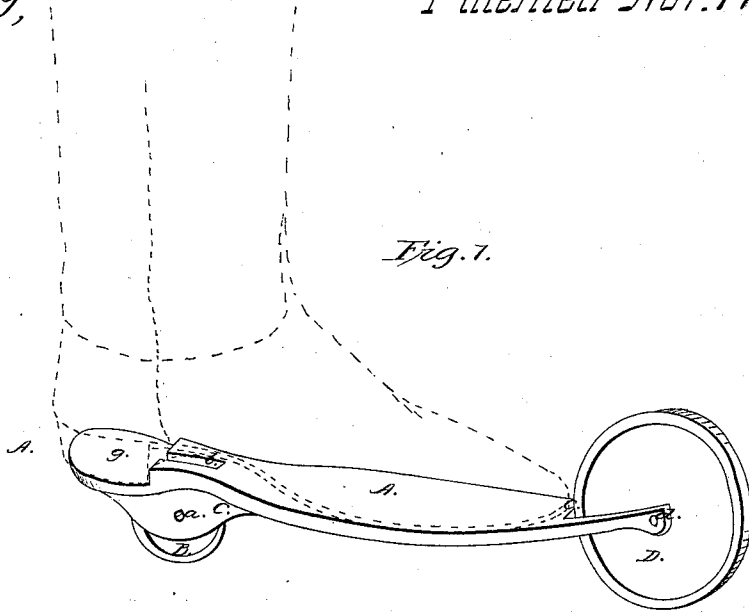


*A. Anderson,*

*Parlor Skate,*

*No 33,689,*

*Patented Nov. 12, 1861.*



*Witnesses:*  
*J. W. Coombs.*  
*R. S. Spencer.*

*Inventor:*  
*Albert Anderson*  
*per Munn & Co*  
*Attorneys.*

# UNITED STATES PATENT OFFICE.

ALBERT ANDERSON, OF BRIDGEPORT, CONNECTICUT.

## IMPROVEMENT IN ROLLER-SKATES.

Specification forming part of Letters Patent No. 33,689, dated November 12, 1861.

*To all whom it may concern:*

Be it known that I, ALBERT ANDERSON, of Bridgeport, in the county of Fairfield and State of Connecticut, have invented a new and useful Improvement in Roller-Skates; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the improved roller-skate. Fig. 2 is a side view of the same.

Similar letters of reference indicate corresponding parts in both figures.

To enable those skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

This invention and improvement was invented with a view to remedy the objections attending the roller-skates which have heretofore been used, such as the liability of the skater's falling when in motion or when standing still, the great exertion and difficulty required to skate on uneven surfaces, and the very slow rate of speed at which the skater can move, besides many other objections which attend the common roller-skates.

A is the stock or foot-stand of the skate, which may be made of wood or of metal, or partly of both, as it may be desirable, though wood will be found to answer ordinary purposes. This foot-stand is made about as wide as stands of the common description, but it is made much longer in proportion to the length of the foot it is intended to fit than the common stands, and under its rear end or heel part is pivoted the ordinary roller or wheel B, which wheel is pivoted at *a* between two ears C C, which project down from the bottom of the skate-stock. A slot *b* is formed through the stock A above wheel B, to allow the stock to rest as low as possible, or so that the periphery of the wheel will not be higher than the surface of the stock. The axis of wheel B in the present instance is slightly in advance of the heel-seat, but the exact relative position of this when with the heel-seat is not important.

At the toe or front part of the stock A a slot *c* is cut centrally into this stock a suitable distance to receive a large wheel D, which wheel is pivoted at or near the end of the

stock A, and the pivot (lettered *d*) of this wheel D is above the horizontal plane of the surface of the depressed or concave portion of the surface of the stock, as indicated by the horizontal line *xx*, Fig. 2. The rear portion of the stock A, it will be observed, is higher than the central portion, which latter is made concave to receive the ball of the foot. The rear portion of the stock is made higher than the central part in order to throw the weight of the skater forward upon the large front wheel, and thus relieve the small rear wheel. The front wheel D is thus made to receive and carry the greatest proportion of the weight, and owing to its large size it runs more easily and will more readily mount and pass over obstructions than would a small wheel. The skate may thus be started with great ease, and the front wheel, owing to its large size, will rise and fall over obstructions in a comparatively gradual manner, without so much liability to violent concussions and sudden stoppages as the common small-wheeled skates involve. The rear wheel B, in consequence of its partial relief from weight, as before described, will pass without difficulty any obstructions that the front wheel has gone over.

The ball of the skater's foot, as before stated, rests in the concave portion of the stock, which is lower than the axis *d* of the front wheel D. This arrangement, together with the placing of the wheel D in front of the skater's foot, prevents all danger to the skater of falling forward in the act of starting, which is a serious objection to roller-skates as heretofore made. The construction of the heel or rear portion of the skate higher than the portion that receives the ball of the foot is also advantageous in preventing the skater from falling when he leans back to stop his progress by throwing the principal weight upon the small rear wheel. To prevent falling in this direction it is purposed in Tyer's English Patent of 1823 to have a wheel placed at some distance behind the heel and running between arms that extend back from the stock of the skate. My improved method of constructing the stock obviates the necessity of such a rearward wheel.

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

1. The construction of wheeled skates with

a large front wheel D, substantially as herein shown and described, when the axis of said wheel is arranged above that portion of the stock which receives the ball of the skater's foot, so that obstructions may be easily mounted, and so that the skater will be prevented from falling forward, as described.

2. The construction and arrangement of the stock A so that its rear portion will be higher

than the part which receives the ball of the foot, so that the weight of the skater will be partially thrown forward upon the large front wheel, and so that the skater will be prevented from falling backward, all as herein set forth.

ALBERT ANDERSON.

Witnesses:

EGBERT MAISH,  
ANDREW BURKE.