No. 622,815. Patented Apr. 11, 1899.

A. N. LINDSLEY.

ROAD SKATE.

(Application filed Mar. 16, 1898.)

(No Model.)

Fig. 1.

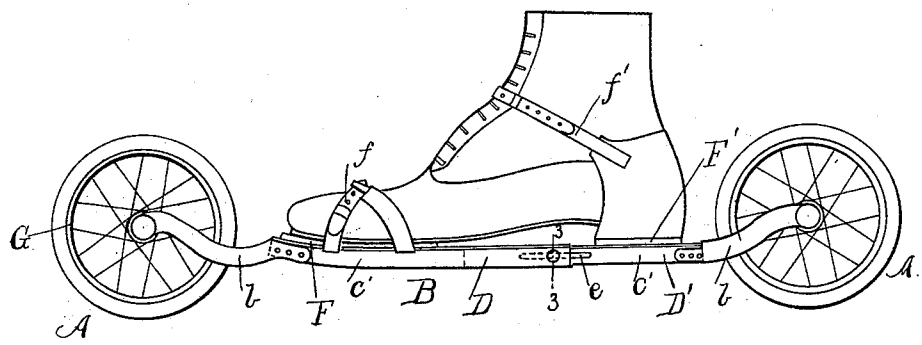


Fig. 2.

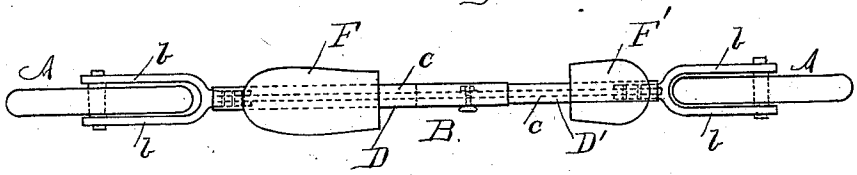
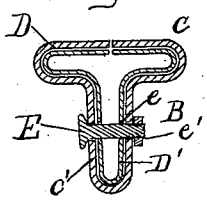


Fig. 3.



WITNESSES

Wm. H. MacJennett

L. M. Hollister

INVENTOR

Augustus N. Lindsley,

BY

Edgar Tate & Co.

ATTORNEYS.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

AUGUSTUS N. LINDSLEY, OF NEW YORK, N. Y.

ROAD-SKATE.

SPECIFICATION forming part of Letters Patent No. 622,815, dated April 11, 1899.

Application filed March 16, 1898. Serial No. 674,093. (No model.)

To all whom it may concern:

Be it known that I, AUGUSTUS N. LINDSLEY, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Road-Skates, of which the following is a full and complete specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to that class of road-skates which embody end wheels sustaining a frame or foot-support intermediately arranged between said wheels.

The object of my invention is to provide a simple and improved skate of this class which can be longitudinally adjusted to adapt it for different-sized feet and which will possess a maximum degree of strength, durability, and effectiveness.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which the separate parts of my improvement are designated by the same letters of reference in each of the views, and in which—

Figure 1 is a side view of a road-skate embodying my improvements. Fig. 2 is a top or plan view of the same. Fig. 3 is a detail transverse sectional view taken on the line 3 3, Fig. 1.

Referring to the drawings, A designates the wheels, which are respectively arranged at each end of the skate, and B is the longitudinal web or body portion, which is sustained by and extends between said wheels. The longitudinal web or body portion B is provided at its respective ends with forks or bifurcated extensions *b*, which embrace the wheels and provide a bearing-support for the same.

In carrying out my improvements the web or body portion B is preferably approximately T-shaped in cross-section, as shown in Fig. 3, and it may be formed of a metallic plate bent into shape or may be otherwise formed, as desired. This construction and arrangement insures the greatest measure of strength and rigidity and provides a transverse horizontal head portion *c*, beneath which extends centrally a longitudinal vertical projecting portion *c'*. To provide for the adjustment of the skate in a longitudinal plane, so that it can be lengthened or shortened to adapt it for various sizes of feet, as desired, the central web or body portion B is divided into two sections D and D', respectively, of corresponding contour, said sections being adapted to relatively slide in respect to each other and one of said sections D' being received within the other section D. The sections D and D' are secured in adjusted position with respect to their relatively-sliding movement by means of a transverse headed pin or bolt E, which passes through and is maintained in fixed connection with one of the sections D and passes through a longitudinally-disposed slot *e* in the other section D', a set-nut *e'* being provided in one end of said bolt.

The forks *b* are composed of separate side plates riveted or bolted to the ends of the vertical portion *c'* of the central web or body portion of the frame and beneath the transverse head portion thereof, and said side plates of said forks are curved outwardly and downwardly to support the wheels A in proper relative position with reference to the central web or body portion B and to hold said web or body portion at a proper distance above the ground, and the transverse head portion *c* of the central web or body portion operates, in connection with the rivets or bolts by which the said sides of the fork *b* are secured to the central web or body portion, to form a rigid and strong connection between the said yokes *b* and the said central web or body portion of the device.

Upon the flat top surface of the T-head of one of the sections D is mounted and secured a platform or plate F, upon which the sole portion of a shoe is adapted to rest, a suitable securing-strap *f* being provided in connection with said plate, while upon the corresponding top surface of the other sections D' is mounted a similar plate or platform F', upon which the heel portion of the shoe is adapted to rest, suitable securing straps or members *f'* being also provided in connection with this plate or platform. In the relative adjustment of the sections D and D' longitudinally a proper position of the foot and heel supports F and F' is thus always maintained with respect to the size of the shoe for which the adjustment is made, said

supports being respectively carried upon the different sections.

By constructing the central longitudinal body portion of my improved skate of telescopic tubular sections and by making said parts T-shaped in cross-section I secure a frame having a maximum of strength and a minimum of weight and I also provide for a more convenient adjustment of said parts than would be possible with other forms of construction or if said parts were placed side by side.

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

The herein-described road-skate, comprising a central longitudinal body portion or web which is T-shaped in cross-section and composed of two similar tubular parts or sections, one of which is telescopic in and adjustable within the other, each of said sections being provided at its outer end with a fork consisting of two side plates which are rigidly secured to the vertical portion of said web or body portion and beneath the cross-head or top of said web or body portion, a wheel mounted in each of said forks, means for longitudinally adjusting said sections and holding the same at any desired point of adjustment, said sections being also provided one with a heel and the other with a toe plate, and ankle and toe straps connected with said plates, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 14th day of March, 1898.

AUGUSTUS N. LINDSLEY.

Witnesses:
L. M. MULLER,
M. A. KNOWLES.