

(No Model.)

H. C. HART.
ROLLER SKATE.

No. 324,376.

Patented Aug. 18, 1885.

Fig. 1.

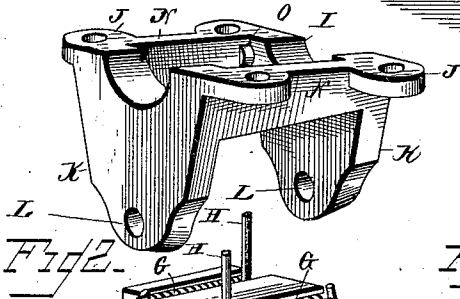
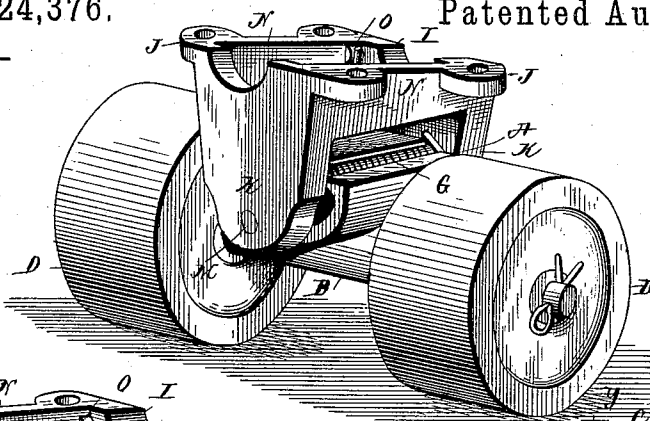


Fig. 2.

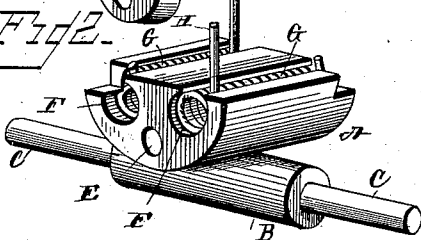


Fig. 3.

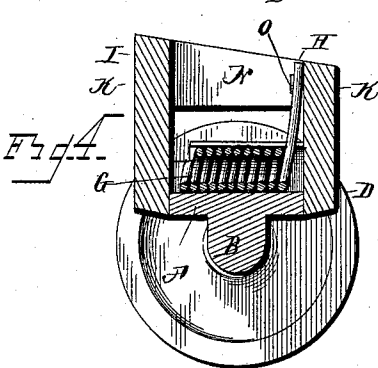


Fig. 4.

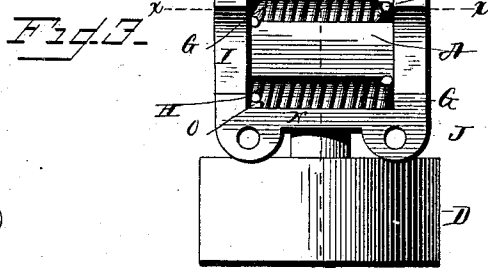


Fig. 5.

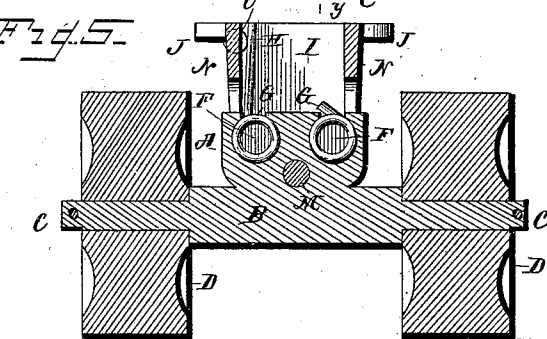
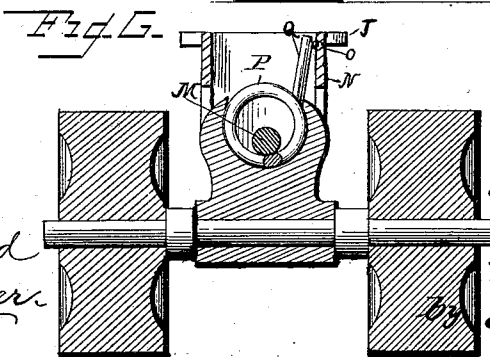


Fig. 6.



WITNESSES
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UNITED STATES PATENT OFFICE.

HUBERT C. HART, OF UNIONVILLE, CONNECTICUT.

ROLLER-SKATE.

SPECIFICATION forming part of Letters Patent No. 324,376, dated August 18, 1885.

Application filed April 24, 1885. (No model.)

To all whom it may concern:

Be it known that I, HUBERT C. HART, a citizen of the United States, and a resident of Unionville, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Roller-Skates; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of the truck detached from the foot-board. Fig. 2 is a perspective view, showing the upper and lower parts of the truck separated or detached from each other. Fig. 3 is a top view of the truck complete. Fig. 4 is a longitudinal vertical sectional view taken through one of the springs, on the line *xx* in Fig. 3. Fig. 5 is a transverse vertical sectional view taken on the line *yy* in Fig. 3, and Fig. 6 is a transverse vertical sectional view illustrating a modification.

The same letters refer to the same parts in all the figures.

This invention relates to roller-skates; and it has particular reference to the construction of the truck and to the arrangement therein of a spring or springs.

The invention has for its object to provide a device which shall possess superior advantages in point of simplicity, durability, inexpensiveness, and general efficiency.

With these ends in view it consists in the improved construction, arrangement, and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A designates the body or lower portion of the roller-truck, which is provided on its under side with the transversely-arranged axle B, having spindles C C at its ends for the reception of the wheels or rollers D D. The said body A is provided with a longitudinal perforation, E, adjoining which are a pair of longitudinal recesses, F F, formed in the upper side of the said body, for the reception of a pair of coiled

springs, G G, having upwardly-extending ends or arms H H at the outer sides of the said recesses.

I is a yoke or holder, the upper side of which is provided with lugs J J, having perforated recesses for the reception of screws, whereby the said yoke or holder may be attached to the under side of the foot board or plate. Said yoke is provided with downwardly-extending arms K K, having perforations or bearings L, for the reception of the ends of a pin, M, passing through the perforation E in the body A, and by means of which the latter is attached pivotally to the said yoke. The sides N N of the yoke are provided on their inner sides with suitably-located friction-rollers O O, against which the ends or arms H H of the springs are arranged to bear, thus enabling the body parts A to rock freely in their bearings and avoiding undue friction.

The operation and advantages of this invention will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed.

The construction is simple and inexpensive, and any one of the component parts may in case of accident or injury be readily replaced.

In Fig. 6 of the drawings has been illustrated a modification of the invention, which consists in substituting for the two springs G G a single spring, P, which is coiled directly upon the pivoting-pin M, thereby dispensing with the separate recesses for the two separate springs. The ends Q Q of the spring P will be arranged to bear against the friction-rollers O O, although, as before, the latter may be dispensed with.

When two springs are used, they may be coiled in opposite directions upon the pivoting-pin M within the body or barrel. Many other modifications may also be resorted to without departing from the spirit of my invention.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a truck for roller-skates, a body piece or barrel having one or more springs within

said barrel, and arranged to strain in opposite directions at right angles to the length of the coil against a suitable yoke or holder, substantially as and for the purpose herein set forth.

5 2. In a truck for roller-skates, the combination, with a yoke, of a pivoted body piece or barrel, and a spring arranged in the said barrel, and having its ends arranged to bear
10 against the sides of the said yoke, substantially as and for the purpose set forth.

3. In a truck for roller-skates, a body piece or barrel having a pair of longitudinal recesses for the reception of a pair of separate
15 springs, substantially as and for the purpose set forth.

4. In a truck for roller-skates, the combination, with a suitable yoke or holder, of a pivoted body having a pair of longitudinal
20 recesses, and coiled springs seated in the said

recesses, and having arms bearing against the sides of the yoke, substantially as and for the purpose set forth.

5. In a truck for roller-skates, the combination of a yoke or holder, friction-rollers 25 mounted in the inner sides of the side pieces of said yoke, a pivoted body having an axle carrying the wheels or rollers, and a spring or springs arranged longitudinally in the said body, and having arms arranged to bear 30 against the friction-rollers in the yoke, substantially as and for the purpose herein set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature 35 in presence of two witnesses.

HUBERT C. HART.

Witnesses:

W. W. WOODFORD,
C. H. BROOKS.