

M. SCHIESARI.  
MONOCYCLE SKATE.  
APPLICATION FILED SEPT. 19, 1911.

1,023,882.

Patented Apr. 23, 1912.

2 SHEETS—SHEET 1.

Fig. 1

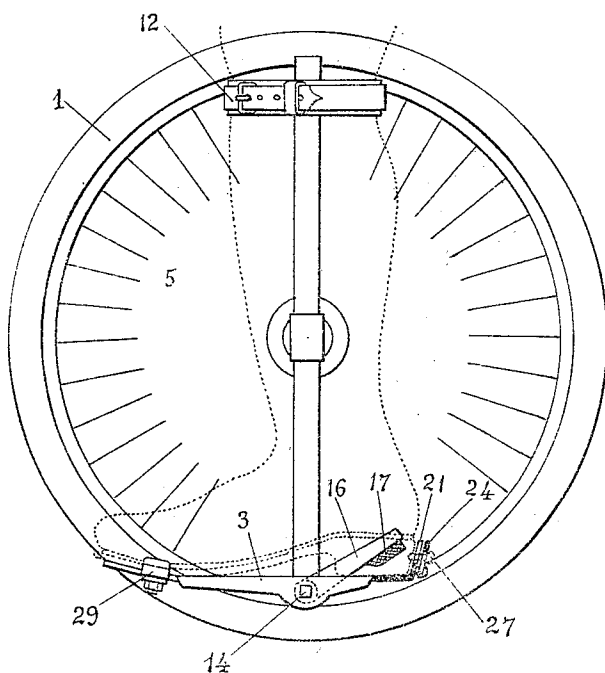


Fig. 2

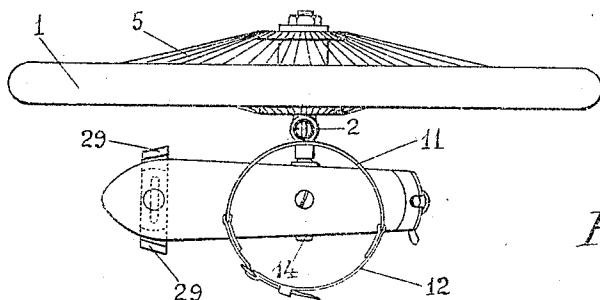
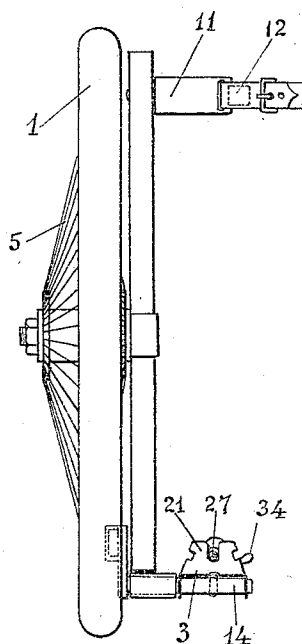


Fig. 3

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2 SHEETS—SHEET 2.

Fig. 4

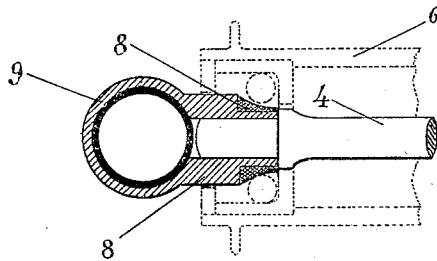
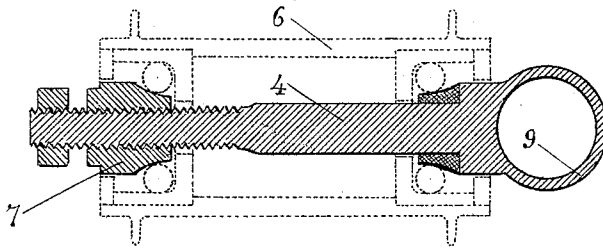


Fig. 5

Fig. 6

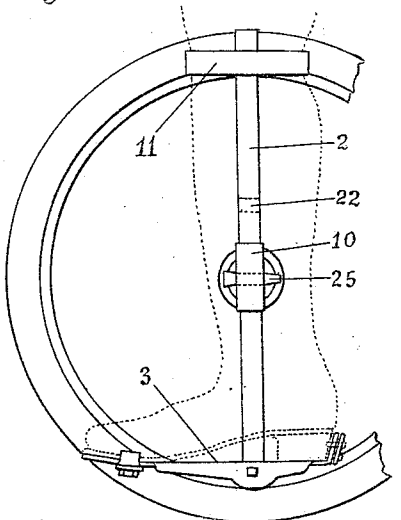
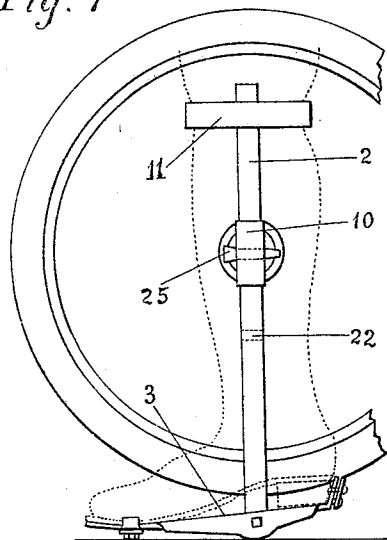


Fig. 7



Witnesses:

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# UNITED STATES PATENT OFFICE.

MARIO SCHIESARI, OF TURIN, ITALY.

## MONOCYCLE SKATE.

1,023,882.

Specification of Letters Patent.

Patented Apr. 23, 1912.

Application filed September 19, 1911. Serial No. 650,222.

*To all whom it may concern:*

Be it known that I, MARIO SCHIESARI, a subject of the King of Italy, residing at Turin, Italy, have invented certain new and useful Improvements in or Relating to Monocycle Skates, of which the following is a specification.

This invention relates to a road skate mounted on a frame secured to the leg in such a manner that the foot is very near the ground, for the purpose not only of obtaining the center of gravity as low as possible in spite of the diameter of the wheel or roller being made as large as possible, but also for the purpose of enabling the ground to be reached with the toe, and thus an energetic propulsion to be brought about.

The wheel or roller of the skate must have the largest possible diameter, so as to overcome easily the obstacles met on the road, and the center of gravity of the system must be as near as possible to the ground, so as to improve the stability of the skate.

This type of skate can be used as means of locomotion on the road either by running on the skate or by holding on to a vehicle.

A construction according to this invention is illustrated by way of example in the accompanying drawing in which:—

Figure 1 is a side elevation; Fig. 2 a front view; Fig. 3 a plan, while Fig. 4 is a detail view of the construction of the hub of the wheel; Fig. 5 shows another construction of the said hub, and Figs. 6 and 7 show the method of raising the wheel on the frame in order to enable the sole of the foot to be pressed against the ground.

As shown in Figs. 1-3, on a wheel 1 of any construction is mounted a frame 2 constituted by a rod to the bottom end of which is pivoted a sole plate 3, while to the other end of the same is pivoted a collar or ring 11, so as to enable the leg to be secured or strapped on. The spokes of the wheel are preferably almost completely inclined toward the outside, for the purpose of enabling the system to be arranged in a plane very near the wheel, and thus to reduce the couple of forces which have the tendency to turn over the wheel toward the inside.

The support for the foot 3 (Figs. 1-3) consists of a sole plate provided at its front end with two movable parts 29 engaging with the edges of the sole of the boot, and at the rear end with a vertical projection 21 against which the heel rests. This vertical

projection is provided with a recess with which engages a spur 27 secured to the heel, the said recess being closed automatically by a spring pawl 24.

The frame 2 can be mounted on the wheel 1 in any suitable manner; for instance by providing a collar on one end of the spindle 4 of the hub, which end is soldered or keyed to the rod 2 and can be made in one piece with the spindle 4 of the hub (Fig. 4) in which case the adjustment is effected from the outside by means of a cone 7, or it can be screwed to the spindle 4 as shown in Fig. 5, in which case the screw threaded portions of the ends of the spindle of the left handed wheel must be of opposite hand in order to prevent the spindle from becoming unscrewed during the rotation. The latter construction enables an ordinary hub to be easily used, as one of the cones is replaced by the part 8 which plays the same part and is connected to the frame 2 by means of a collar 9.

Instead of securing the spindle 4 of the hub to the frame 2, it can be mounted on the same in an adjustable manner by means of a sleeve 10 (Figs. 6 and 7) and secured afterward at a given height of the frame 2 by means of a pin or cotter 25 passing through the sleeve 10 and the hole 22 provided in the frame 2. In that way, the wheel can be raised in order to put the feet on the ground, walk, etc.

The sole plate 3 is pivoted to the frame 2 by means of a spindle 14, for the purpose of enabling the foot to be inclined forward for putting the toe to the ground and generally for having the free movement of the foot. This construction is also utilized for braking the skate, since by inclining the foot backward, a part comes into contact with the inner surface of the rim. To that end, the spindle 14 secured to the sole and pivoted to the frame 2, carries an arm 16 provided with a shoe or block 17 intended to come into contact with the rim. It is therefore sufficient to incline the sole backward in order to brake the wheel.

With this skate it is possible to run on ordinary roads owing to the large radius which can be given to the wheel or roller, and owing to the stability of the system, and the propulsion is obtained by pressing with the toe of one foot while the rim of the wheel can be braked simply by lowering the heel.

What I claim as my invention and desire to secure by United States Letters Patent is:—

1. Road skate with a single wheel comprising in combination a wheel of large diameter, a frame on which said wheel is mounted and intended to be attached to the leg, and a sole plate to which the foot is secured pivoted to the said frame at a small distance from the ground and provided with a brake block engaging the rim of the wheel when the heel is lowered.

2. Road skate with a single wheel comprising in combination a wheel of large diameter, a frame on which said wheel is mounted, and intended to be attached to the leg, and a sole plate rigid with a spindle passing through a support fixed to the bottom end of the said frame, this spindle carrying an arm provided at its end with a brake block intended to engage the rim of the wheel when the heel is lowered.

3. Road skate with a single wheel comprising in combination a wheel of large diameter, a frame intended to be attached to the leg, a member fixed to said frame and acting as spindle for the wheel hub and a sole plate pivoted to said frame at a small distance from the ground and provided with

means for causing a brake block to engage with the rim of the wheel when the heel is lowered.

4. Road skate with a single wheel comprising in combination a wheel of large diameter, a frame intended to be attached to the leg, a member fixed to said frame and connected to the spindle of the wheel hub, and a sole plate pivoted to said frame at a small distance from the ground and provided with means for applying a brake block on the rim of the wheel when the heel is lowered.

5. Road skate with a single wheel comprising in combination a wheel of large diameter, a frame intended to be attached to the leg, means for mounting the wheel on the frame at two different heights, a sole plate pivoted to the frame at a small distance from the ground and provided with means for applying a brake block on the rim of the wheel when the heel is lowered.

In testimony whereof I affix my signature in presence of two witnesses.

MARIO SCHIESARI.

Witnesses:

SECONDO CORTRE,  
FRANK L. SENBUER.