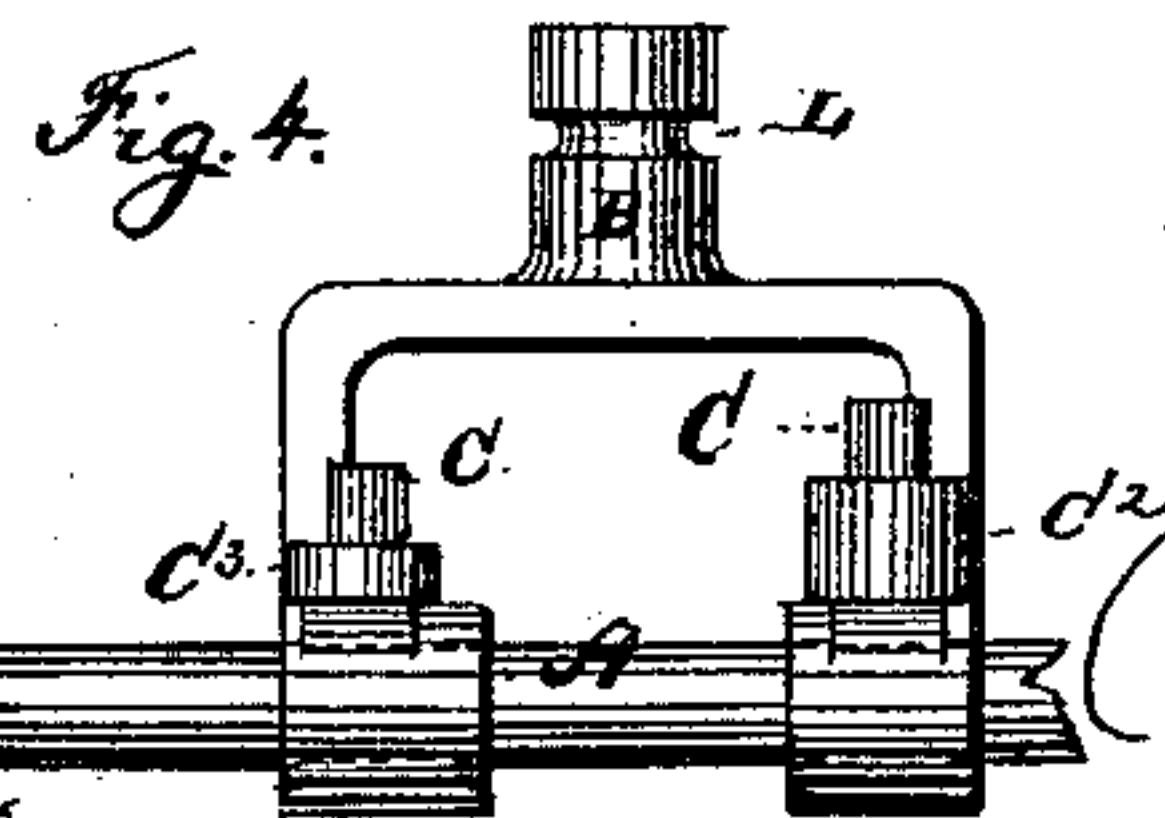
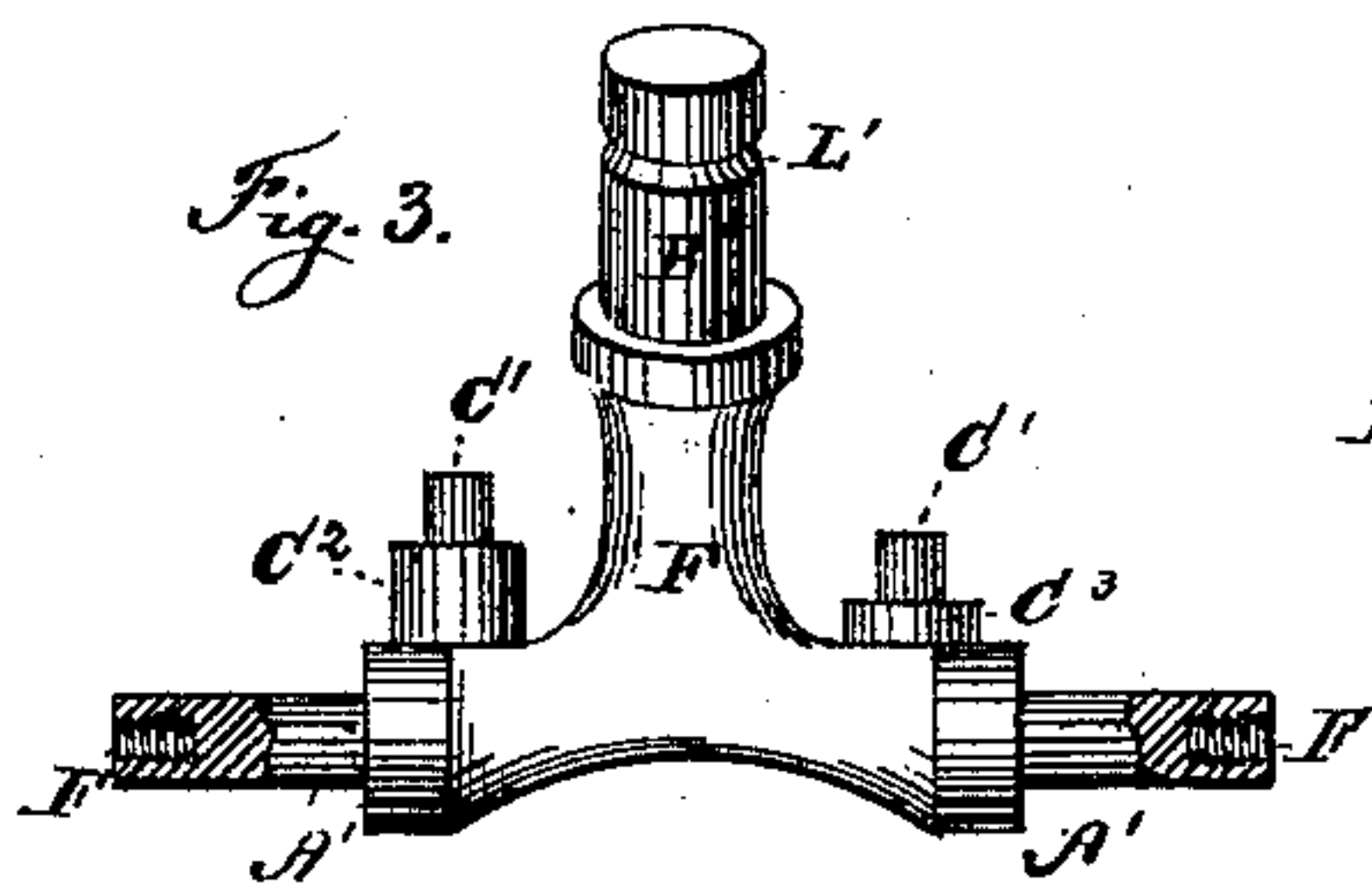
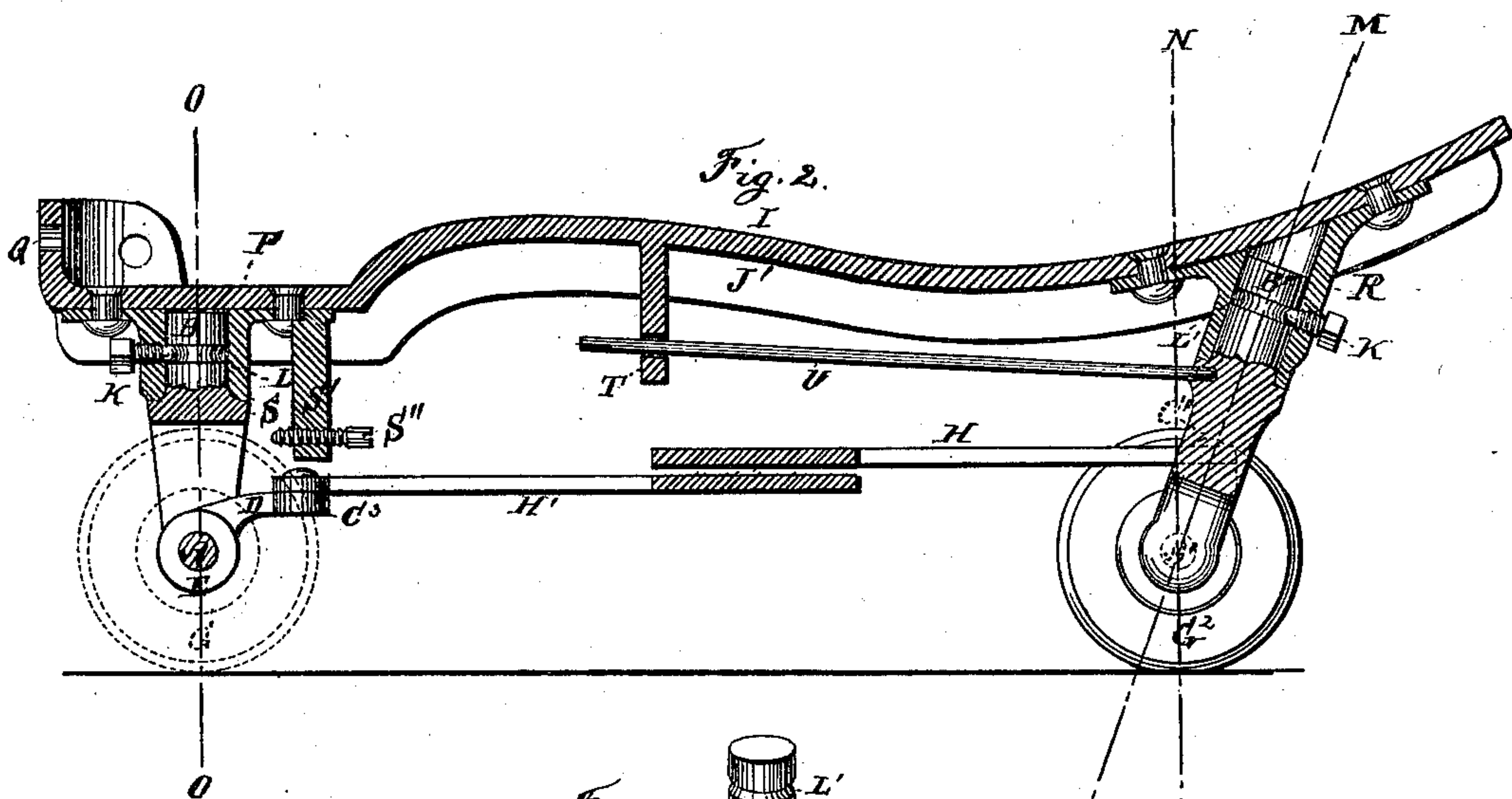
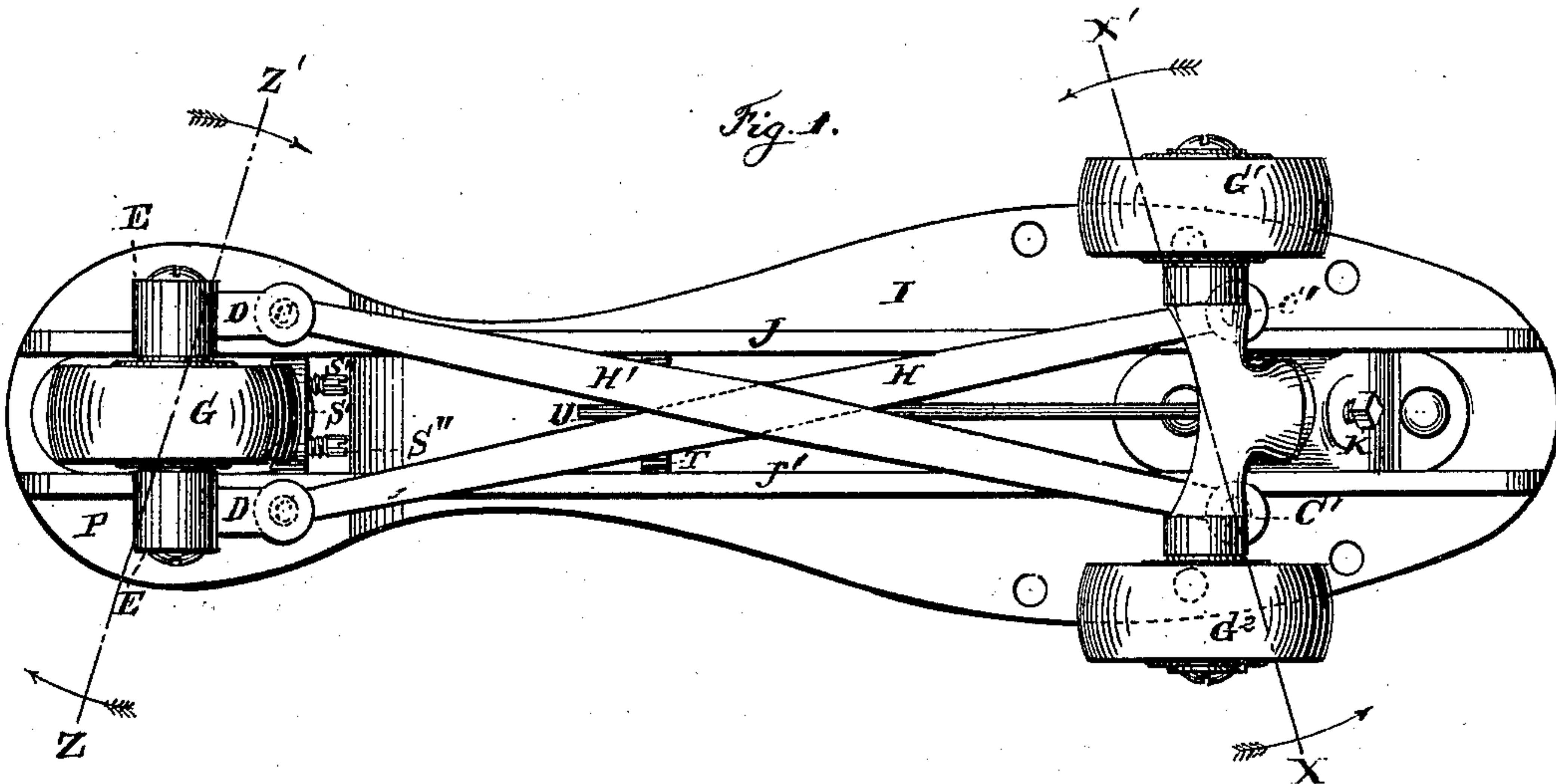


C. W. SALADEE.
PARLOR SKATES.

No. 177,568.

Patented May 16, 1876.



WITNESSES:

Thos. L. Luten
Abby C. Saladee

INVENTOR:

Cyrus W. Saladee

UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN PARLOR-SKATES.

Specification forming part of Letters Patent No. **177,568**, dated May 16, 1876; application filed May 2, 1876.

To all whom it may concern:

Be it known that I, CYRUS W. SALADEE, of Washington city, in the District of Columbia, have invented certain Improvements in Parlor-Skates, of which the following is a specification:

To enable others skilled in the art to make and use my invention, I herewith submit the following description:

I am aware that attaching rollers to the stock or foot-stand of a parlor-skate in such a manner that they will be "turned," "cramped," or "adjusted" so as to run the skate in a curved line to the right or left, by tipping or canting the stock or foot-stand upon a hinged intermediate mechanism interposed between the stock and the axles of the skate, is old and well known, and that is no part of my invention.

I seek in this invention to prevent the rocking or oscillating motion of the stock or foot-stand, and retain it in its horizontal position, in such manner that the greater pressure of the foot on one side or the other of the stock, together with the forward motion of the skate, will adjust the rollers and direct the skate in a curved line to the right or left, as desired.

My invention consists in the employment, in a parlor-skate, of two diagonal bars to connect the front and rear rollers, to compel a unity of action between their axles when the skate is describing a curve, causing them both to assume a position radial to the curve; also, in connecting the center bearing and pin of the rear axle to the stock of the skate in a perpendicular position, while the pivot of the front axle is secured to the stock in a slightly-inclined position, which will bring the axle-bearings of the latter in the rear of the center bearing, while the rear and front axles are connected by the before-mentioned diagonal bars, whereby a unity of action between the rollers is secured when the skate is describing curves to the right or left; also, in the employment of a "stop," connected to the under side of the stock, and provided with set-screws to regulate the degree of curvature the skate is required to take.

In the drawings, Figure 1 is a bottom-plan view of a skate according to my invention. Fig. 2 is a longitudinal vertical section through

its center. Fig. 3 is a detached view of the front axle, showing the center-pin and the bearings for the front ends of the equalizing-bars; and Fig. 4 is a detached view of the yoke, in which is secured and operated the carrier-roller under the heel of the stock, with its center-pin and bearings for the equalizing-bars.

The stock I is made of wood or metal, in the usual way. To the front end is secured the socket R, which receives the center-pin B' of the front axle. The connection is retained by means of the screw K working in the groove L' in the center-pin. This socket and center-pin are inclined in relation to the stock, as shown by the dotted line M M, thus bringing the axles of the guide-rollers G¹ and G² slightly in the rear of the center bearing B', as indicated by the dotted line N N. The carrier-roller G is secured to the rear end of the stock by means of the socket S and center-pin B, in a manner similar to the front socket and center-pin; but the center-pin B is on a line, O O, perpendicular to the stock. Combined with the socket and yoke of the carrier-roller is the stop S¹, having set-screws S², whereby the degree of curvature in which the skate is to run is regulated. The yoke in the rear and the axle in front are provided with bearings C² C³, having pins or screws C C¹, on which are secured and operated the ends of the bars H and H', connecting the front and rear axles, as shown. The stock I is provided with the usual fastenings to secure it to the boot of the skater.

In the use of this skate the following conditions will be observed, wherein is found not only its novelty, but also its superior advantages over all others having in view the adjustment of the rollers to direct the course of the skate: The single carrier-roller in the rear serves as a center on which to turn and direct the skate, while, at the same time, it sustains the burden imposed on that end. The guide-rollers having their bearings on the floor at an equal distance to the right and left from the center bearing B', and being connected to the yoke of the carrier-roller in the rear by the diagonally-arranged bars H and H', it will be observed that the greater pressure of the foot on the one side or the other of the stock I will impose a correspondingly greater weight upon the guide-roller on that side. The roller

sustaining the greater pressure or weight will, by the forward motion of the skate, be retarded in its progress, the floor acting as a "brake" upon the burdened roller. If, for instance, the greater weight is thrown upon the roller G^1 , that roller will be retarded, and the axle will take the position indicated in the dotted line $X X'$. At the same instant, through the medium of the diagonal bars $H H'$, the axle of the carrier-roller G will take the position indicated by the dotted line $Z Z'$, when it is obvious that the skate will be directed in a curve, the axles of the wheels assuming a direction radial thereto.

To direct the skate in a straight line the pressure of the foot is maintained in the center of the stock. To direct it in a curve toward the right or the left the pressure is thrown on that side of the stock. In no case is there an unsteady or uncertain "rocking" or "tipping" motion, as is the case in all parlor-skates which are constructed to adjust

their rollers by the interposition of a hinged mechanism operated by the oscillating, rocking, or tipping motion of the stock.

I claim—

1. In a parlor-skate, the diagonally-arranged bars H and H' , in combination with the front and rear axles and rollers, substantially as and for the purpose herein set forth.

2. In a parlor-skate, the rear wheel G , having the vertical center-pin B , in combination with the front wheels $G^1 G^2$, having the inclined center-pin B' and the diagonally-arranged equalizing-bars $H H'$, substantially as and for the purpose herein set forth.

3. In a parlor-skate, the stop S^1 , provided with set-screws S^2 , in the manner and for the purpose substantially as shown and described.

CYRUS W. SALADEE.

Witnesses:

STELLA J. CHAMBERS,
ABBY C. SALADEE.