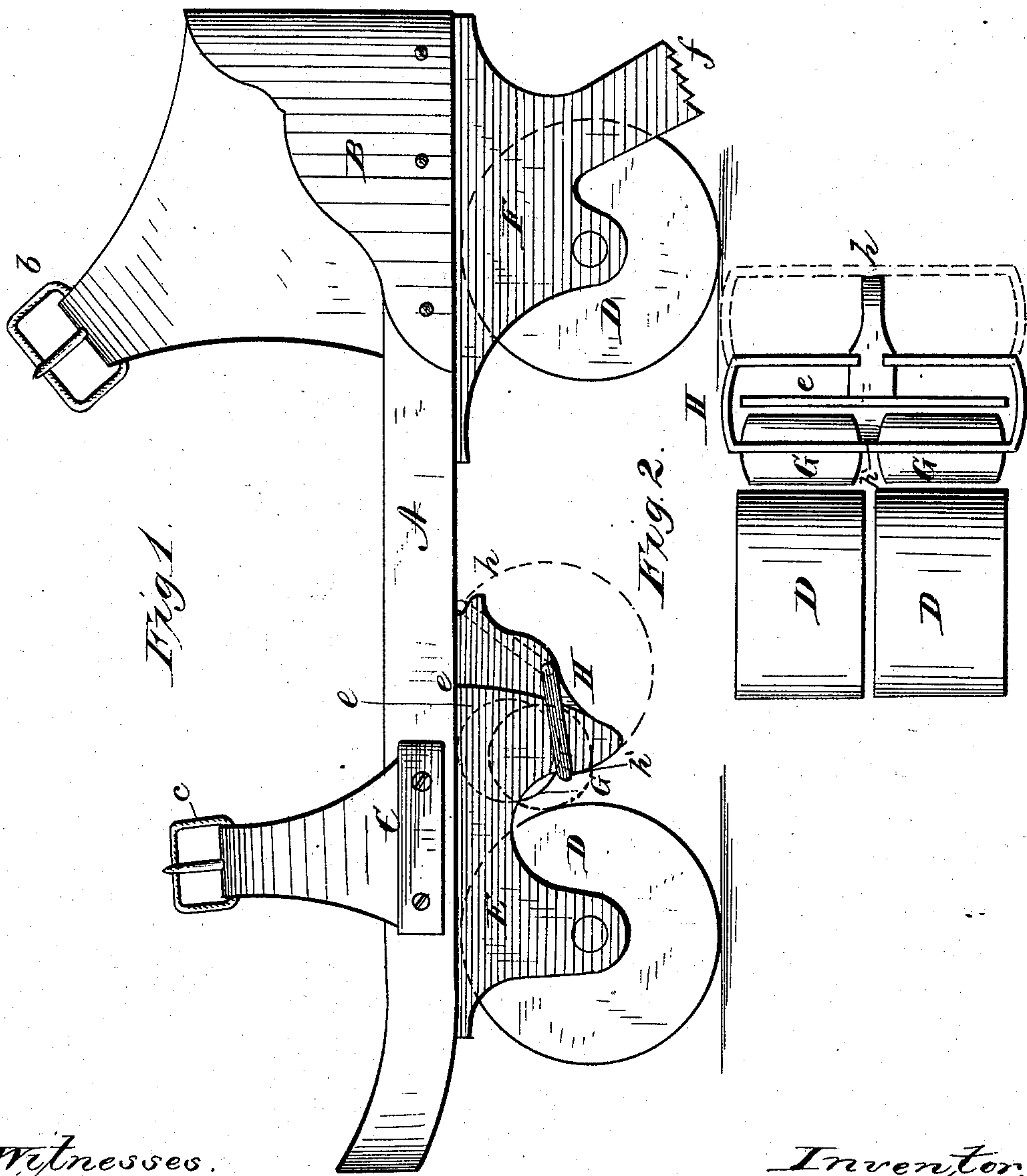


(No Model.)

E. W. TAYLOR.  
ROLLER SKATE.

No. 255,694.

Patented Mar. 28, 1882.



Witnesses.  
F. L. Ourand  
George Cornell.

Inventor.  
Elmore W. Taylor,  
per L. Deane  
his atty



# UNITED STATES PATENT OFFICE.

ELMORE W. TAYLOR, OF DETROIT, MICHIGAN.

## ROLLER-SKATE.

SPECIFICATION forming part of Letters Patent No. 255,694, dated March 28, 1882.

Application filed July 20, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, ELMORE W. TAYLOR, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Roller-Skates; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a side elevation of a skate embodying the present invention. Fig. 2 is a detail to show the construction and operation of the friction-roller.

This invention relates to that class of devices known as "roller-skates;" and the novelty consists, first, in a stop or clutch or equivalent device to prevent the reverse or backward motion of the skate; also, in the use of a brake or equivalent device whereby at the will of the skater the skate can be stopped; and, finally, in the general construction and combination of all the parts, whereby a very useful, safe, and beautiful skate is produced, all as will now be more fully set out and explained.

In the drawings, A denotes the usual body or foot-rest of a roller-skate; B, the heel-piece, and C the toe-piece, respectively provided with straps and buckles *b* and *c*, all in any ordinary or desired way.

D and D' are the usual rollers, properly mounted at front and rear in supports or frames E and F, which are duly attached to the body A. To the rear of the forward rollers are applied the loose friction-rollers G, that are held in place by the construction of the main-roller support E, which has in its rear a chamber, *e*, formed by the sides and back wall of E, the back *e'* being curved to the front. When the skate moves forward the roller G rests or revolves loose in the chamber *e*. When the wheel D reverses, the friction-roller drops into the wedge-shape space between D and *e'*, and comes in frictional contact with the main roller D, causing a lock or brake upon the roller.

If for any reason it is desired to so adjust the friction-rollers G that the skate may have free backward movement, as for skating backward, it is only necessary to change the swinging wire spring H from the notch *h* to the notch *h'*. The spring then strikes the lower surface of the friction-rollers, and elevates them, as shown by the dotted circle, and removes them from contact with the main roller D, allowing a free backward or forward movement of the skate. If desired, such a clutch or brake may be applied to the rear as well as to the front rollers, or both.

The lower part or end of the frame F, in which the rear rollers, D', are mounted, is serrated at *f*. In any ordinary use of the skate this edge or end is sufficiently above the floor or ground not to obstruct in the slightest manner the use of the skate; but if the skater should desire to stop the skate he can do this with the utmost facility by merely raising the forward part of the foot, which movement will bring the edge *f* upon the floor or ground and speedily prevent the further onward movement of the skate. This construction is also of advantage in preventing the skater from falling backward by losing his balance.

All of the above features are very important, as has been amply proved by the experience of persons who have used these devices. With this skate one is enabled to readily walk up inclines, go up or down steps or stairs, over crossings, and such places where it is not practicable to skate.

The changes in structure now described will not in any essential degree alter the appearance of the skate, or increase to any serious amount its cost.

It will be observed that in the mere detail of constructing or applying the stop or clutch to the forward rollers, I may make very many mere mechanical changes, without in the least departing from the invention above described.

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

1. In a roller-skate, the combination of the roller with a loose and automatic stop, substantially as described.

2. In a roller-skate, a frame for the roller having a chamber for a loose friction-roller, substantially as shown and described.

3. The frame E, having partition *e*, combined  
5 with roller D and spring H, substantially as set forth.

4. The rear frame, F, in which are mounted the rollers D', provided with a serrated lower edge, *f*, substantially as set forth.

10 5. In a roller-skate, and in combination with

the rollers, an automatic stop which is capable of being moved out of contact with the rollers, when desired, substantially as described.

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

ELMORE W. TAYLOR.

Witnesses:

S. S. BABCOCK,

R. A. PARKER.