

(No Model.)

H. CARTER.  
ROLLER SKATE.

No. 306,384.

Patented Oct. 14, 1884.

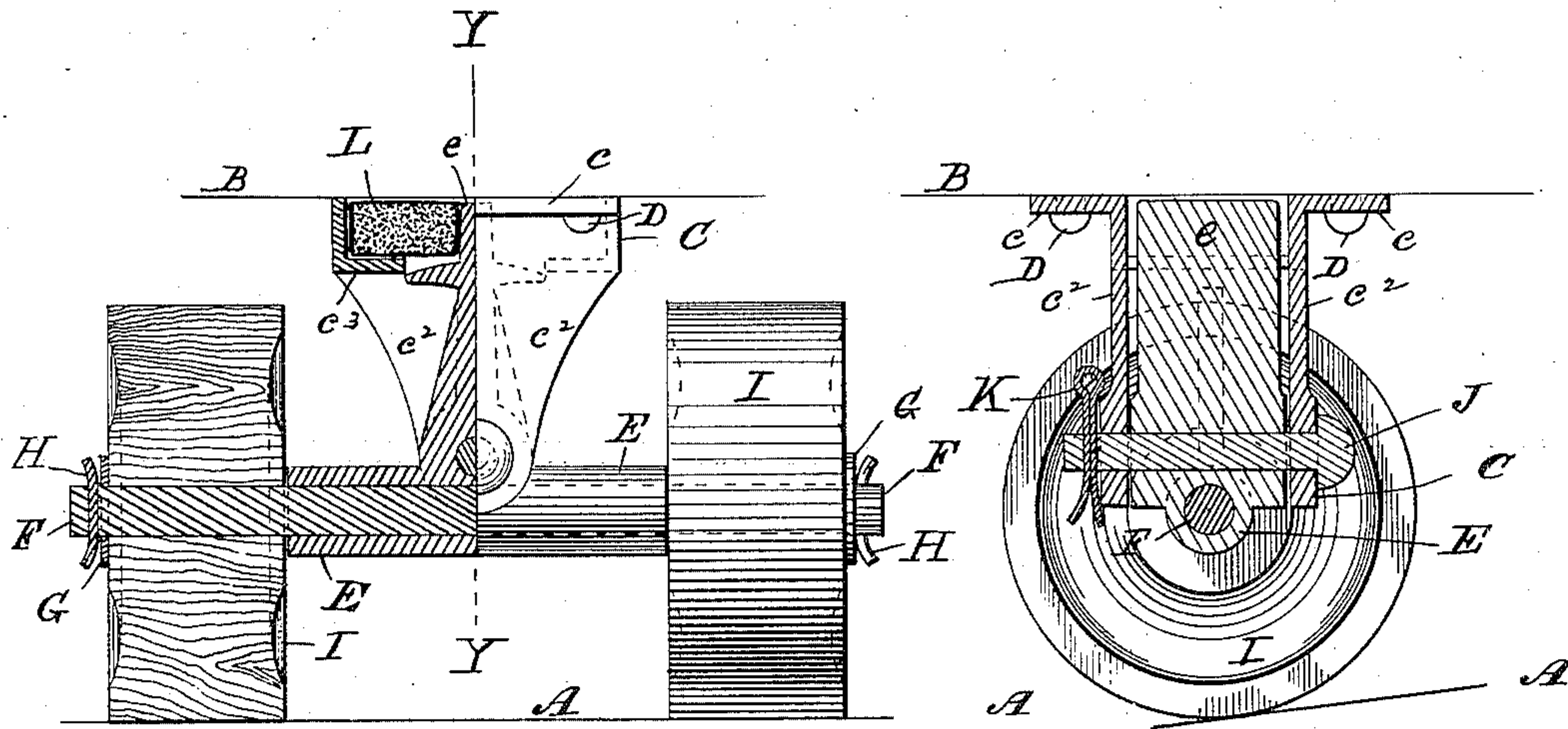


Fig: 1,

Fig: 2,

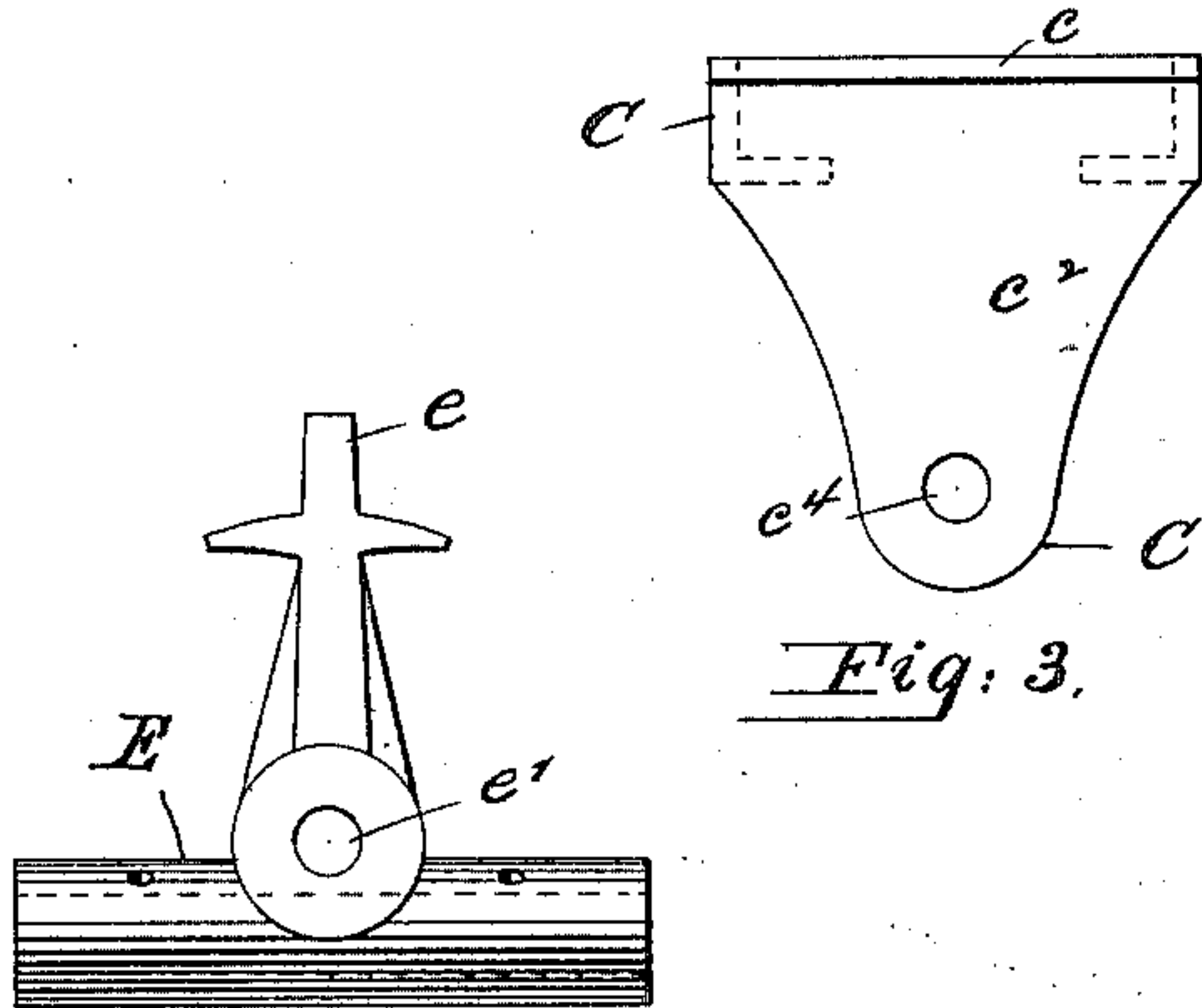


Fig: 3,

Fig: 4,

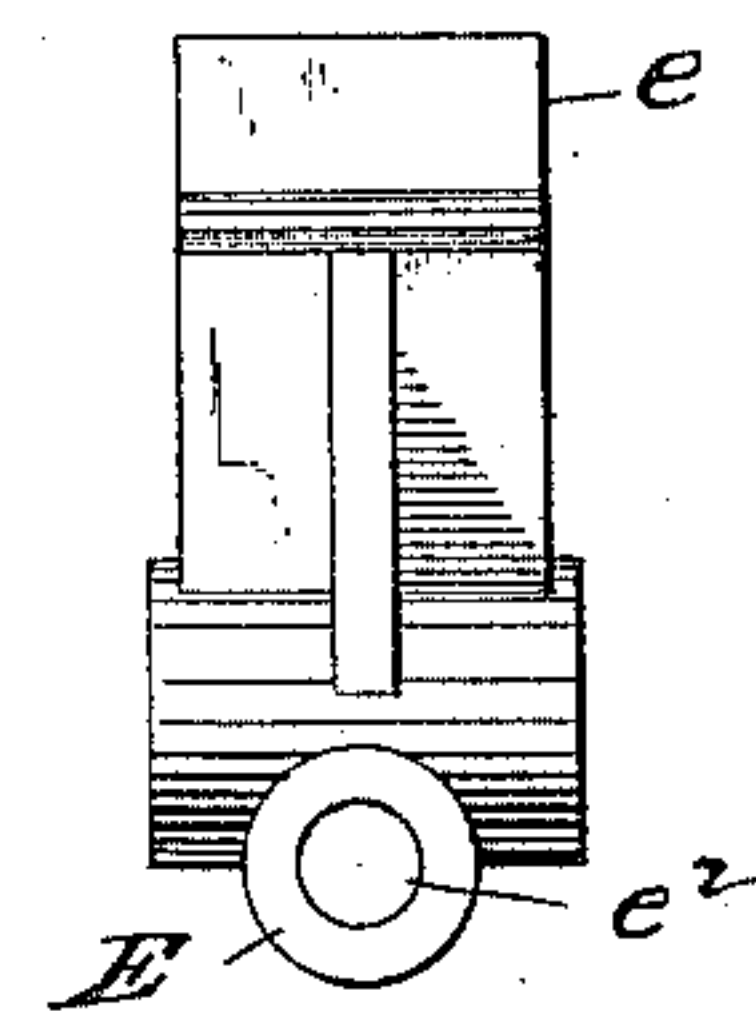


Fig: 5,

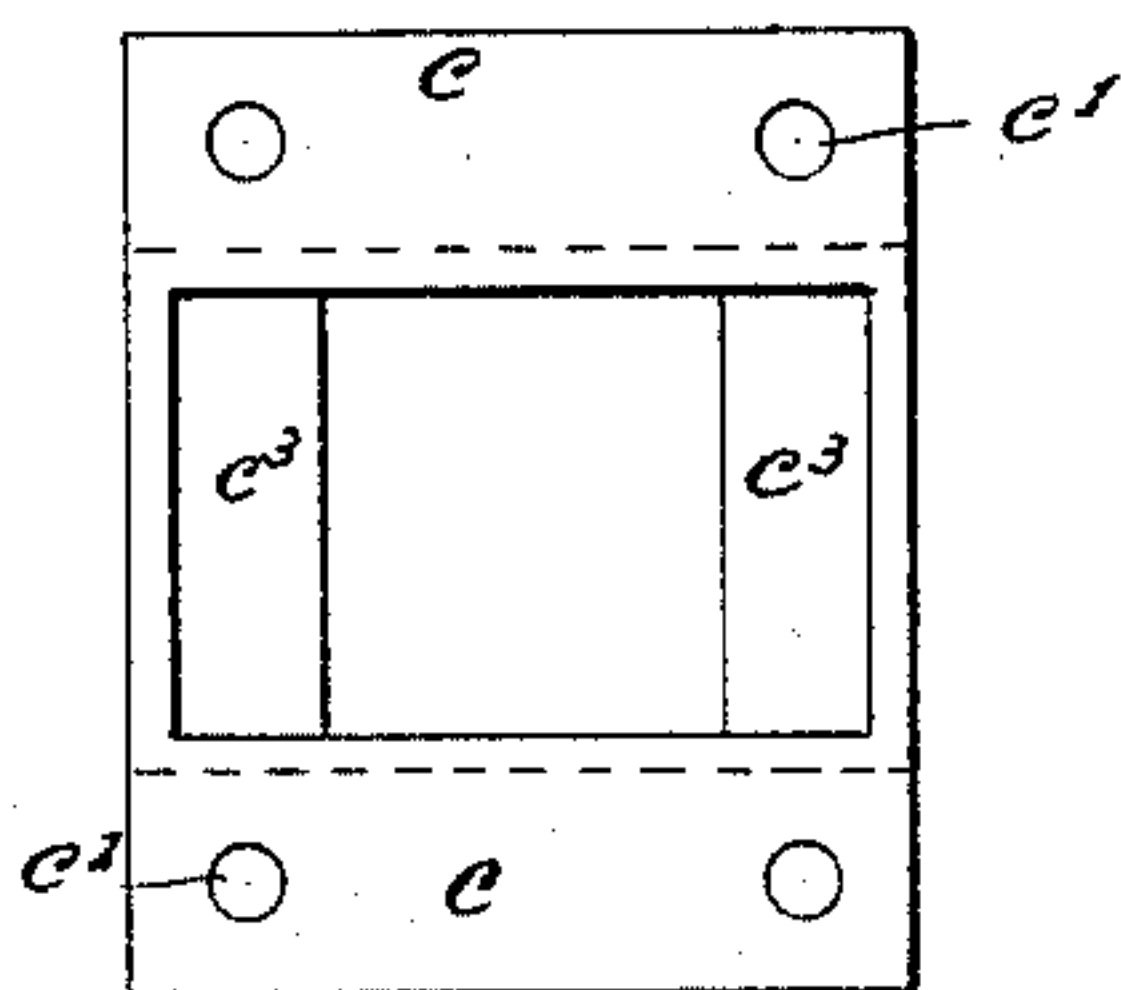


Fig: 6,

Witnesses,

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# UNITED STATES PATENT OFFICE.

HENRY CARTER, OF CONCORD, NEW HAMPSHIRE.

## ROLLER-SKATE.

SPECIFICATION forming part of Letters Patent No. 306,384, dated October 14, 1884.

Application filed March 4, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY CARTER, a citizen of the United States, and a resident of Concord, in the county of Merrimac and State of New Hampshire, have invented a certain new and Improved Truck for Roller-Skates, of which the following is a specification.

My invention relates to that class of skates of which the foot-plate is permitted a limited amount of rocking both ways from an imaginary vertical line perpendicular with the floor, which enables a skater to determine and control his course, while bearing his weight upon one or upon both skates when either going forward or backward, by a simple movement of the ankle, thereby causing the sole of the shoe or boot to rest on an incline in either direction from said perpendicular line with the floor.

The nature of my improvements will be hereinafter clearly explained.

In the accompanying drawings, forming part of this specification, Figure 1 represents a front sectional elevation of my improved truck, having the rolls mounted upon their axle ready for use. Fig. 2 is a central vertical section at Y Y of Fig. 1. Fig. 3 is a detailed front view of the hanger, which is fastened by either screws or rivets to the sole-plate of a skate, and connected by a pivot to the axle-bearing. Fig. 4 represents a front view of the axle-bearing in detail. Fig. 5 is an end view of the same, Fig. 6 being a plan view of Fig. 3.

The line A in the drawings represents the floor, and B the sole-plate, which may be of any approved form and thickness, and to which the hanger C is secured by means of screws or rivets D, passed through the flanges  $c$  at  $c'$ , and thence into or through the said sole-plate. Said flanges  $c$  project from the front and back walls,  $c^2$ , of the said hanger C, which are left open or without sides for three-quarters of the distance (more or less) from the bottom to the top thereof, the remainder being inclosed and provided with a shelf,  $c^3$ , of suitable width, the purpose of which to be hereinafter described, and extending in each case from one to the other of the walls  $c^2$ .

The axle-bearing E is made sufficiently long to separate the rollers I the proper distance,

and midway from either end thereof an arm,  $e$ , (the position of which is vertical and at right angles with said bearing,) is provided, having a hole,  $e'$ , bored through it crosswise of and as near as possible to the hole  $e^2$  in said bearing, which carries the axle F, which is provided upon either end with the washers G and the pins H, for the purpose of holding the rollers I in position close to the ends of the bearing E.

To connect or disconnect the hanger C with the bearing E the rivet or pin J is provided, which passes through the hole  $c^4$  in the lower part of either wall  $c^2$  of said hanger, sustaining the said bearing E within the same by means of the hole  $e'$ . Said pin J is provided with a suitable head at one end, the other end having a hole, into which a split key or pin, K, is inserted. Rubber blocks L of the proper size are placed within the top part of the hanger C, resting upon the shelves  $c^3$ , acting as springs upon the arm  $e$ , the top part of which passes up between said rubber blocks L, by means of which the hanger and the sole-plate of a skate will be held central, except at such time as a skater desires to direct the course of the skate on a curve, when, by tipping his foot, the desired result will be accomplished. Spiral springs may also be used in place of the rubber blocks L with perhaps equally as good results.

It may be well to mention here that the trucks (two of which are required for each skate) are placed upon the sole-plate slanting away from each other. In other words, the hangers, measured from center to center, when in position upon the sole-plate, would be nearer together by three-quarters of an inch (more or less) than would the axles taken from center to center, which accounts for the floor A, Fig. 2, being drawn on an incline.

Suitable oil-holes may be bored in the top part of the bearing E, as shown in Fig. 4, for the proper lubrication of the axle F.

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

In a truck for roller-skates, the hanger C, constructed substantially in the manner described, having flanges  $c$ , perforated with

holes  $c'$ , and shelves  $c^3$ , and pivoted by the pin  
J and split pin K to the axle-bearing E, car-  
rying the axle F and rolls I, and provided  
with the arm or lever  $e$ , projecting upward  
5 from the center of said axle-bearing within  
said hanger, and the rubber springs L, placed  
upon the shelves  $c^3$ , within the hanger C, and  
bearing upon either side of the lever  $e$ , so

constructed for the purpose of controlling and  
limiting the tilting of the sole-plate of a skate, 10  
as specified.

HENRY CARTER.

Witnesses:

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