

No. 616,802.

Patented Dec. 27, 1898.

J. REINHARD, Dec'd.

C. F. NASH, Executor.

ROAD SKATE.

(Application filed Dec. 8, 1897.)

(No Model.)

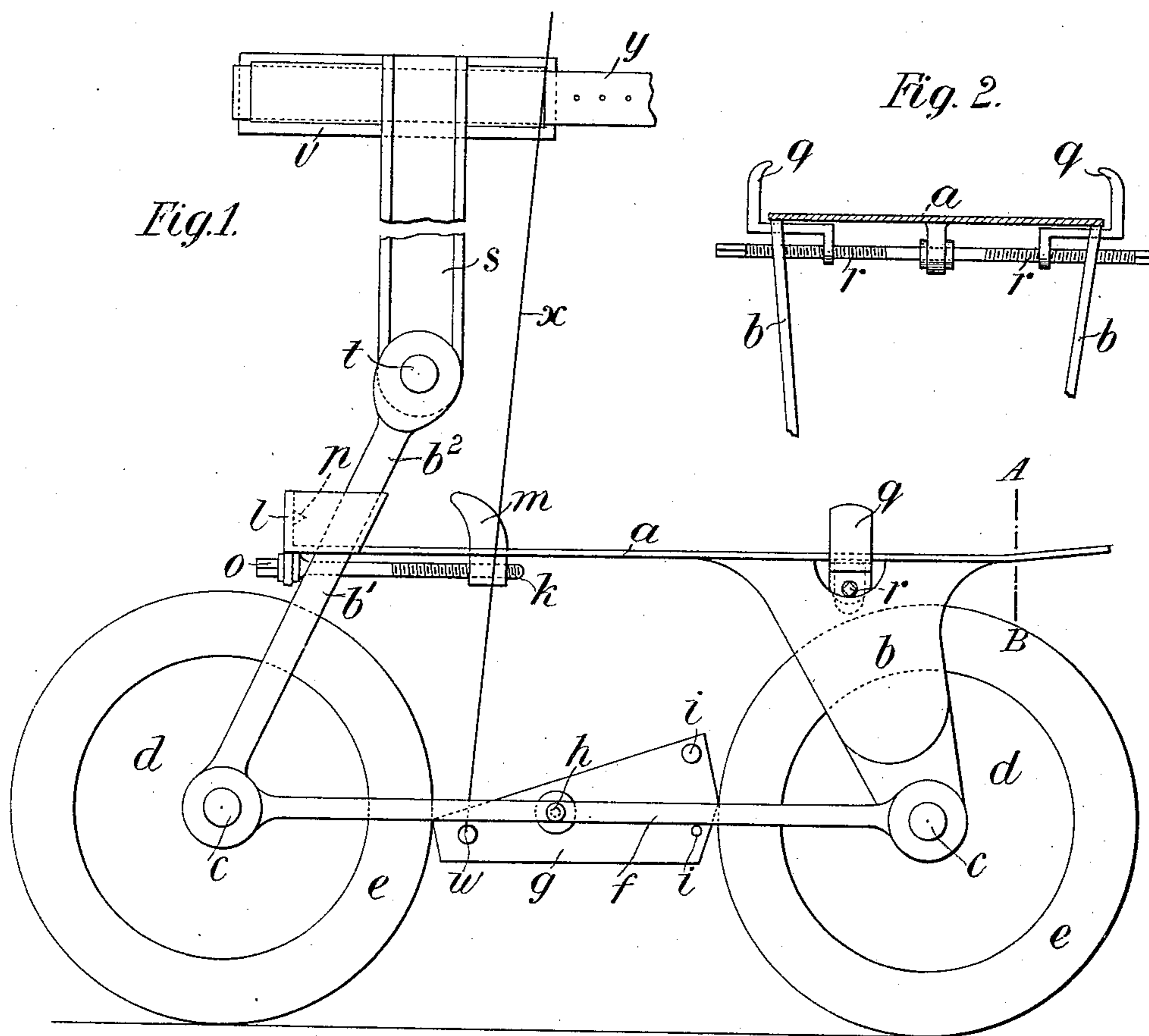


Fig. 2.

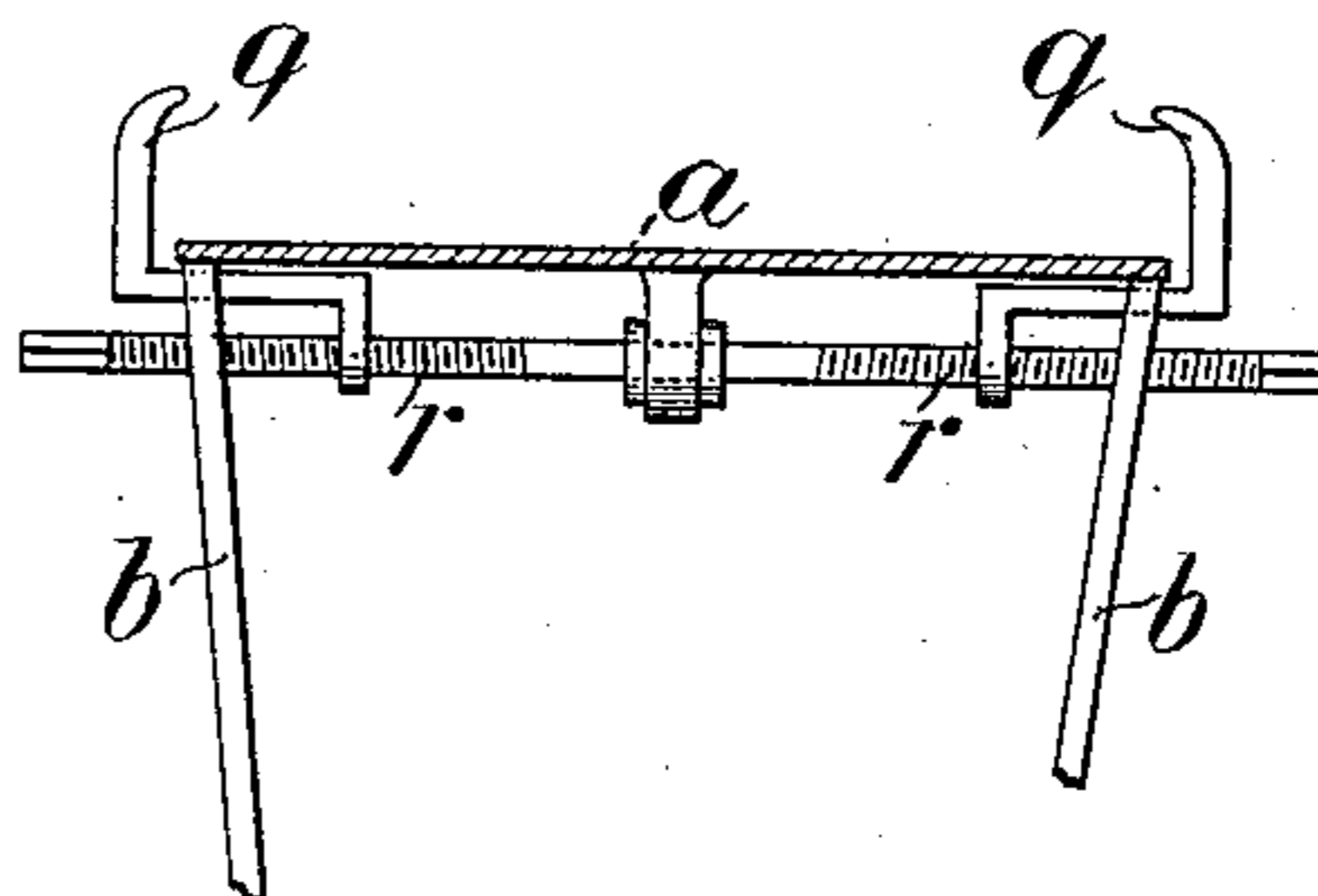
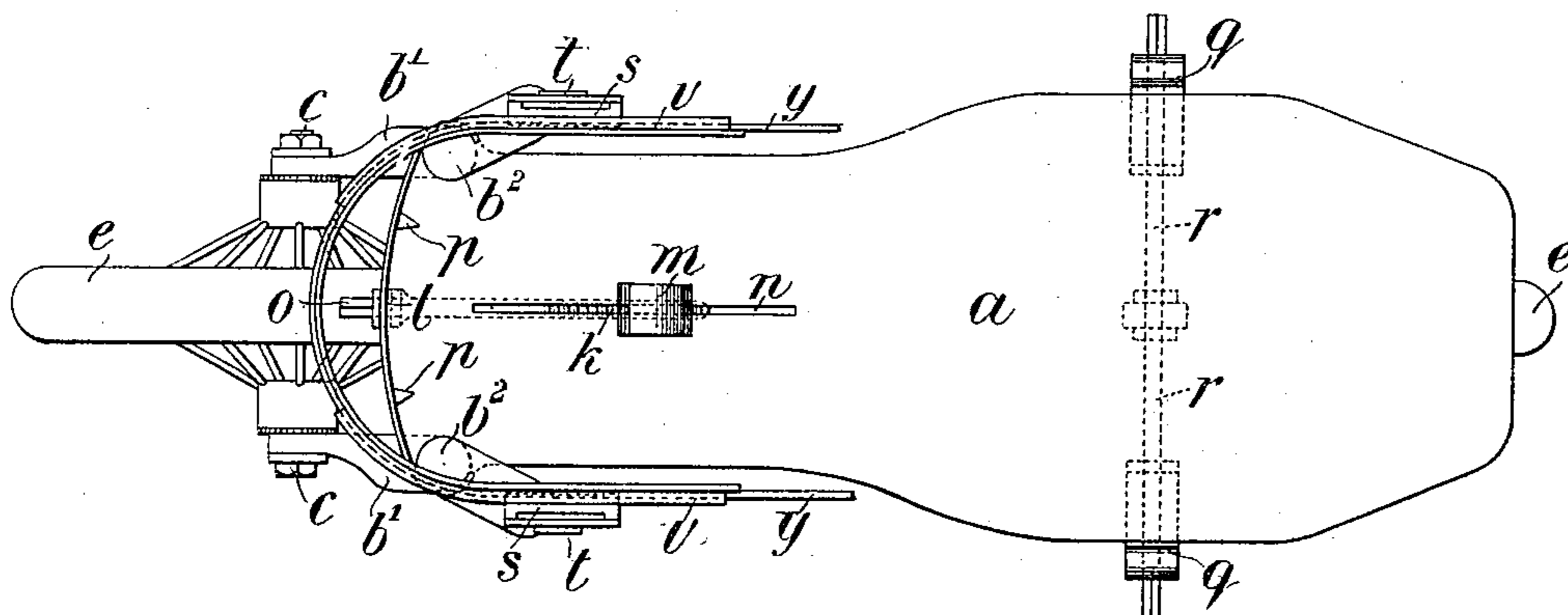


Fig. 3.



Witnesses.

J. D. Kugobury
 J. D. Kugobury

Inventor:
 Charles Fredrick Nash
 Executor of Joseph Reinhard, deceased
 By Whitaker Purcell Atty.

UNITED STATES PATENT OFFICE.

CHARLES FREDERICK NASH, OF LONDON, ENGLAND, EXECUTOR OF JOSEPH REINHARD, DECEASED, ASSIGNOR TO MONTAGUE STANLEY NAPIER, OF SAME PLACE.

ROAD-SKATE.

SPECIFICATION forming part of Letters Patent No. 616,802, dated December 27, 1898.

Application filed December 8, 1897. Serial No. 661,199. (No model.)

To all whom it may concern:

Be it known that I, CHARLES FREDERICK NASH, a subject of the Queen of Great Britain, residing at London, England, the executor of the last will and testament of JOSEPH REINHARD, deceased, (as by reference to the duly-certified copy of letters testamentary hereto annexed will more fully explain,) am in possession of a new or Improved Road-Skate, (for which the said JOSEPH REINHARD obtained patents in Great Britain, No. 13,856, dated July 17, 1893; in Germany, No. 77,660, dated February 25, 1894, and in France, No. 239,971, dated July 11, 1894,) of which the following is a specification.

This invention relates to a road-skate.

According to this invention, in a suitable framing forming the foot-stock of the skate I mount two wheels in a line and provided preferably with india-rubber tires, and I fit an automatic brake to prevent the skate running backward. One way of effecting this is to pivot a piece of wood or other suitable material between the two wheels, such piece forming the brake-block, and this block is cut at suitable angles at each end, so as to brake the wheels in one direction, but to allow them to run freely in the opposite direction. To the heel of the foot-stock I fix a support, which straps or otherwise fastens round the leg of the wearer in order to keep the ankle in position.

In order to explain my said invention more fully, I will describe the same with reference to the accompanying drawings, in which—

Figure 1 shows a side elevation of a road-skate constructed according to this invention; Fig. 2, a section on the line A B, Fig. 1; and Fig. 3, a top plan view.

Similar letters denote the same parts in all the views.

a shows the foot-stock of the skate, which may be of metal, wood, or other suitable material. To the stock *a* are fixed the front and rear hangers or brackets *b b'*, carrying the spindles *c c*, on which the wheels *d* are mounted. The wheels *d* may be disk wheels or they may have spokes.

e e show pneumatic tires; but any other tire may be used.

f is a rod fixed to the hangers or brackets *b b'*. Onto this rod the brake-block *g* is pivoted at *h*.

i i are stop-pins to prevent the brake-block *g* from rising or falling too far. 55

k is a screw-bolt passing through the heel portion of the plate *a* and screwing into a clip-piece *m*, which latter works in a slot *n* in the stock *a*, so that by turning the nut *o* the heel of the boot is clipped between the piece *m* and 60 the spikes *p*. The toe of the sole of the boot is clipped between the clips *q q*, which are actuated by the right and left handed screws *r*.

s is an upright flat piece of metal. This is pivoted at *t* to an extension or bracket *b'*. 65 The pivot *t* should come just below the ankle of the wearer. The upright *s* has a semi-circular or curved piece *v* fixed thereto. This piece is to encircle the back part of the leg of the wearer under the knee and is held onto 70 the leg by means of a strap *y*.

It will be observed that the portion of the brake-block forward of its pivot *h* is thicker and therefore heavier than the rear portion, so that the block is maintained in constant 75 contact with the front and rear wheels by gravity. The block is also provided with angular portions engaging the elastic peripheral portions of the wheel, so that the instant the wheels tend to revolve backward the 80 brake-block will indent the elastic surface and prevent such backward movement. It will also be noted that by drawing upon the cord *x*, attached to the block and extending to a point within reach of the skater, the 85 brake-block can be forcibly applied to the wheels to check their forward movement.

Although I have shown the brake-block *g* as acting on both wheels, it may be made so as to act on one wheel only by making it 90 shorter, so as not to touch one of the wheels.

w is a stud on the brake-block *g*, to which a long piece of cord or chain *x* is attached, so that the wearer may put the brake in action when going downhill by pulling the said cord 95 or chain up.

When using skates made according to this invention, the ankle will be well supported by means of the extension *b'* and piece *s*, although only two wheels are used placed in a 100

line as in a bicycle, and a good speed may be obtained without much fatigue, and the one foot may be pushed forward while the other one is prevented from running back
5 on account of the brake acting in the reverse or backward direction.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed,
10 I declare that what I claim is—

1. In a road-skate, the combination with foot-support and the supporting-wheels, of a brake-block pivoted between its ends and having its end portions engaging the periph-
15 eries of a front and rear wheel simultaneously, means for holding said block normally in engagement with said wheels to prevent the rearward movement of said wheels, substantially as described.

2. In a roller-skate, the combination with 2 the foot-support, of two supporting-wheels secured thereto in line with each other, a brake-block pivoted between its ends located between said wheels and having angular sur-
2 faces for engaging the peripheries of said wheels, simultaneously, means for holding said block normally in engagement with both of said wheels to prevent their rearward movement and independent means for forc-
3 ing said block to bear firmly upon said wheels to retard their forward movement, substantially as described.

CHARLES FREDERICK NASH,
Executor of the estate of Joseph Reinhard,
deceased.

Witnesses:

ARTHUR KENNEDY,
J. H. S. BUTT.