

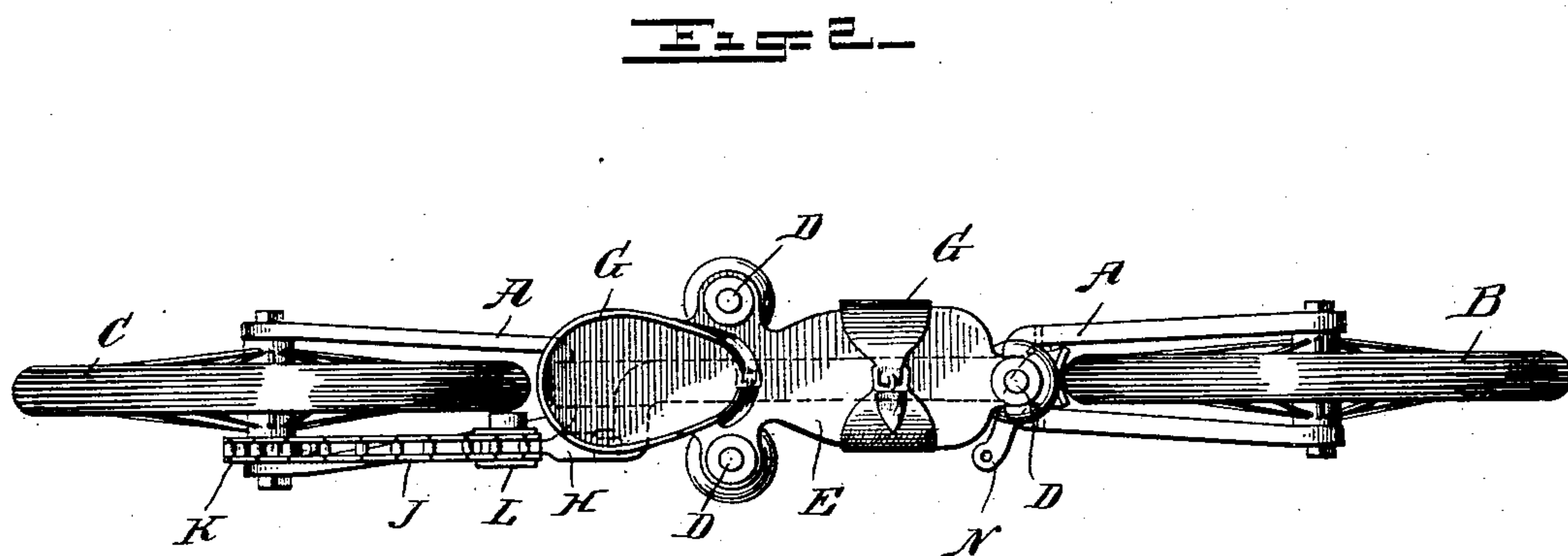
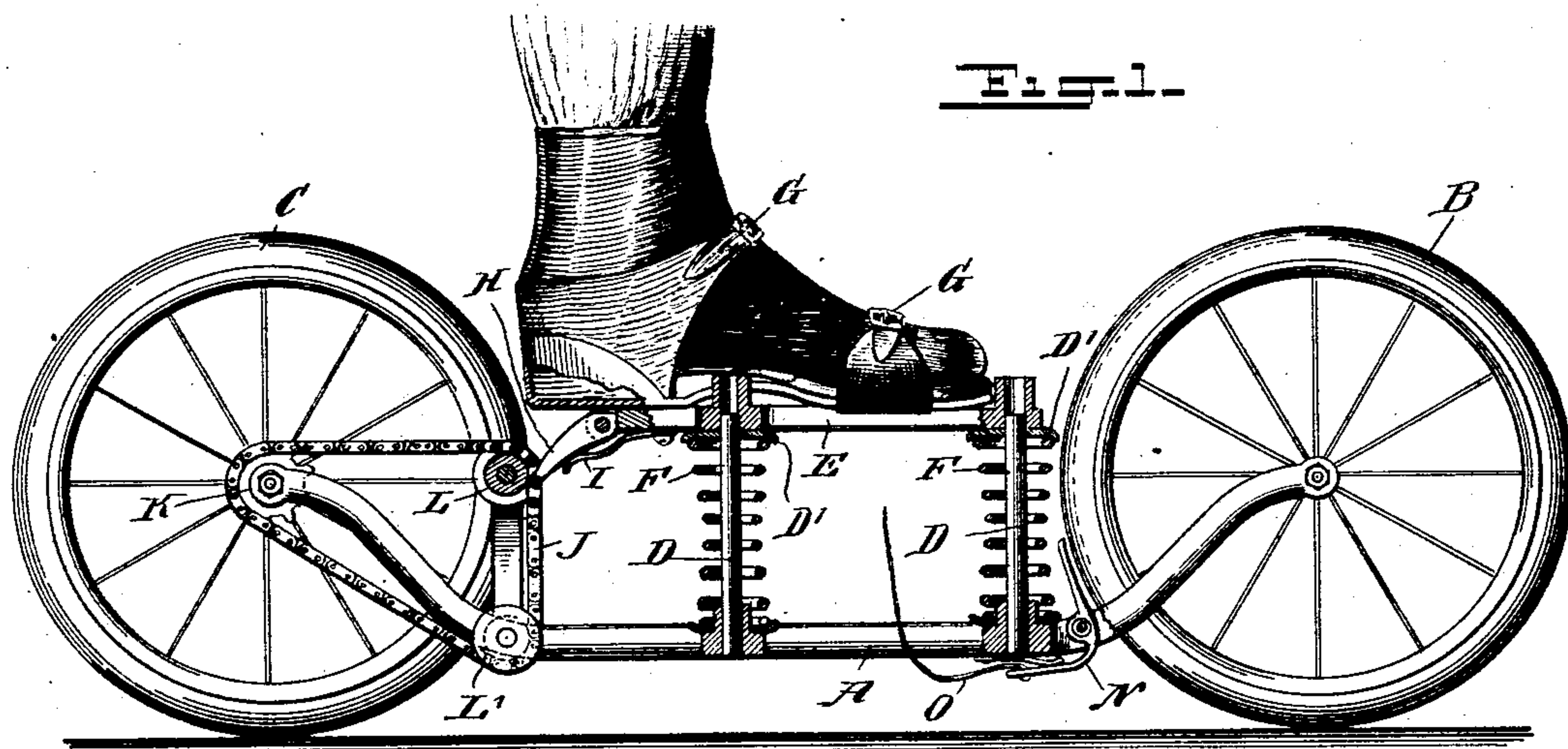
No. 684,260.

Patented Oct. 8, 1901.

P. JASSMANN.  
ROLLER SKATE.

(Application filed Apr. 18, 1901.)

(No Model.)



WITNESSES:

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# UNITED STATES PATENT OFFICE.

PAUL JASSMANN, OF BROOKLYN, NEW YORK.

## ROLLER-SKATE.

SPECIFICATION forming part of Letters Patent No. 684,260, dated October 8, 1901.

Application filed April 16, 1901. Serial No. 56,043. (No model.)

*To all whom it may concern:*

Be it known that I, PAUL JASSMANN, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Roller-Skate, of which the following is a full, clear, and exact description.

The invention relates to roller-skates in which a foot-rest is geared with one of the wheels and is moved downward by the weight of the skater and upward by a spring.

The object of the invention is to provide a new and improved roller-skate which is simple and durable in construction, easily attached to the foot, and arranged to transmit the downward motion of the foot-rest to one of the wheels to propel the roller-skate and the skater at a high rate of speed.

The invention consists of novel features and parts and combinations of the same, as will be fully described hereinafter and then pointed out in the claim.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both the views.

Figure 1 is a side elevation of the improvement with parts in section, and Fig. 2 is a plan view of the same.

The roller-skate consists, essentially, of a frame A, in which is journaled a front wheel B and a rear wheel C, and said frame A supports a number of guide-posts D, on which is mounted to slide vertically a foot-rest E, normally held in an uppermost position by springs F, coiled on the guide-posts D and resting with their lower ends on the frame A and their upper ends on washers D', engaging the under side of the foot-rest E. The foot-rest E has suitable fastening means G for securing the foot of the skater in place on the said foot-rest E.

On the rear end of the foot-rest E is secured a pawl H, pressed on by a spring I and adapted to engage the vertical portion of an endless sprocket-chain J, passing over a sprocket-wheel K, secured to the rear or driving wheel C of the roller-skate. The sprocket-chain J passes over idlers L L', journaled one above the other on the frame A, the portion extend-

ing between the said idlers being adapted to be engaged by the spring-pressed pawl H. The pawl H is prevented from turning backward by a square heel formed on the pawl and engaging a relatively stationary shoulder. The spring I tends to engage together with the heel and shoulder.

As each of the skater's feet is provided with a roller-skate of the character described, it is evident that in skating along the weight of the skater is transferred to the roller-skate on the ground at the time, so that the foot-rest E in this skate is pressed downward against the tension of its spring F, and this downward movement of the foot-rest causes the pawl H to impart movement to the sprocket-chain J and turn the sprocket-wheel K and the rear wheel C to propel the skate and the skater forward. When the skater plants the other skate down on the ground and lifts the previously-acting skate off the ground, then the springs F return the foot-rest E to a normal uppermost position, the pawl H gliding over the sprocket-chain J. It is understood that in the meantime the other skate is actuated in the manner above described—that is, the weight of the operator on the foot-rest E causes a downward movement of the foot-rest to propel the rear wheel C in the manner described by the pawl imparting movement to the sprocket-chain J.

In order to stop the forward motion of a skate whenever it is desired to do so by the skater, a brake N is provided, fulcrumed on the frame A and adapted to engage the tire of the front wheel B. The pivoted brake N is connected at its rear end with a rope O, extending upwardly and taken hold of by the operator with one hand, so that the skater upon pulling the rope moves the brake N in engagement with the tire of the front wheel B to stop the forward motion of the skater.

The frame A between the wheels B C is depressed to come as near to the ground as possible, and thereby bring the foot-rest slightly above the centers of the wheels at the time the foot-rest is in an uppermost position. By this arrangement the skater can properly steer and at the same time great stability is obtained, so that the skater is not liable to tip over and sprain the ankle.

Having thus fully described my invention,

I claim as new and desire to secure by Letters Patent—

5 A roller-skate, comprising a frame, front and rear wheels journaled therein, guide-posts mounted vertically on the frame, a foot-rest arranged to slide on the guide-posts, springs bearing between the frame and foot-rest to hold it yieldingly in raised position, a sprocket-chain in connection with one of the  
10 wheels, guide-pulleys over which the chain runs, said guide-pulleys disposing the chain

in triangular form with a vertically-extending run, and a spring-actuated pawl on the foot-rest and working with said vertically-disposed run of the sprocket-chain. 15

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

PAUL JASSMANN.

Witnesses:

FELIX W. PATERMAN,  
SAMUEL LORING.