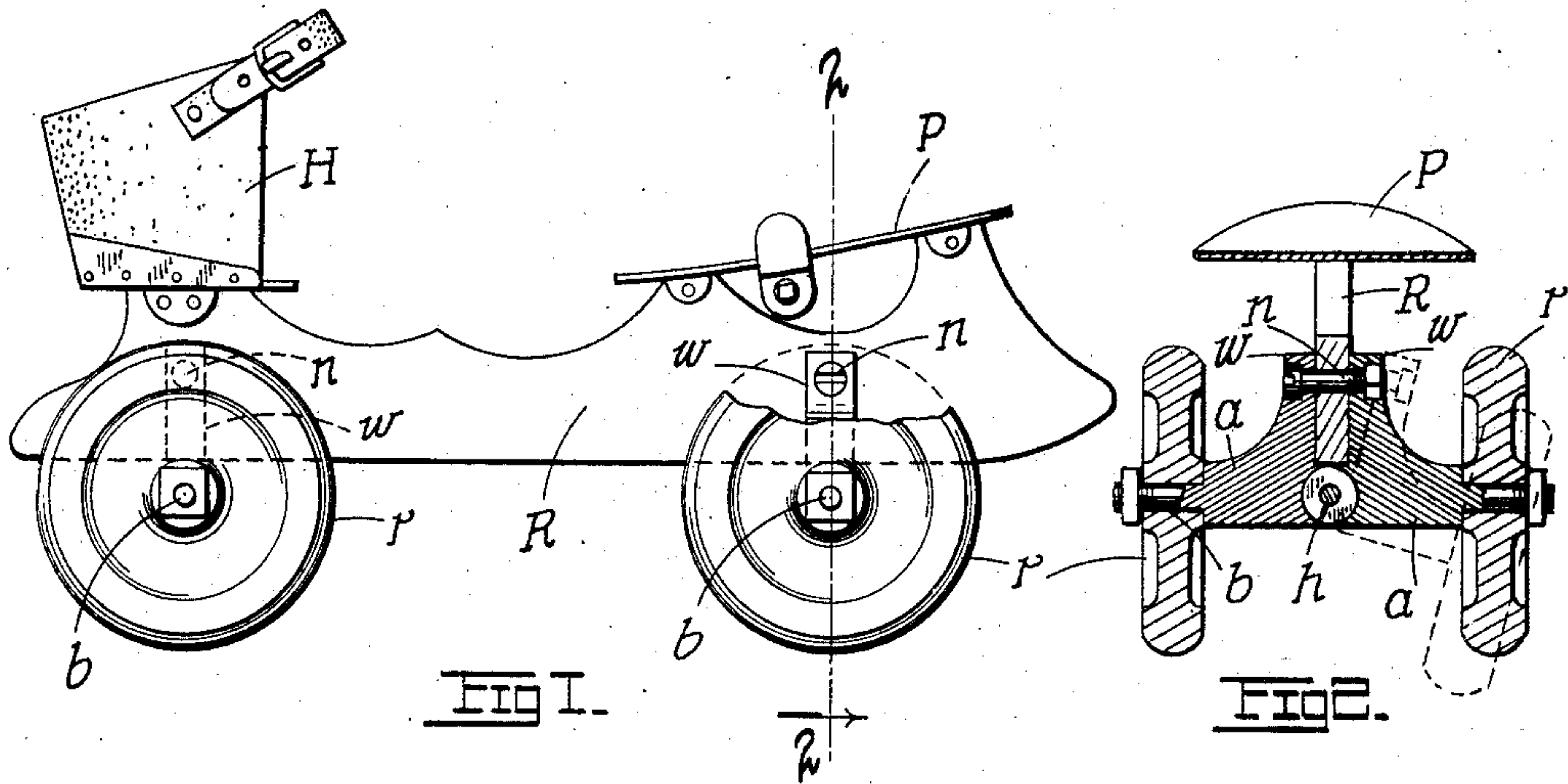


C. W. QUIN & M. E. MASSEY.  
SKATE.

APPLICATION FILED FEB. 8, 1908.

906,929.

Patented Dec. 15, 1908.



WITNESSES:

*Paul J. Navy*  
*Josamuel*

INVENTORS,  
Charles W. Quiri and  
Milton E. Massey

BY

*Ernest Starek*  
ATTORNEY.

# UNITED STATES PATENT OFFICE.

CHARLES W. QUIN AND MILTON E. MASSEY, OF ST. LOUIS, MISSOURI.

## SKATE.

No. 906,929.

Specification of Letters Patent.

Patented Dec. 15, 1908.

Application filed February 8, 1908. Serial No. 414,934.

*To all whom it may concern:*

Be it known that we, CHARLES W. QUIN and MILTON E. MASSEY, citizens of the United States, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Skates, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

Our invention has relation to improvements in skates; and it consists in the novel details of construction more fully set forth in the specification and pointed out in the claim.

In the drawings, Figure 1 is a side elevation of an ice-skate with one form of our roller attachment secured thereto; and Fig. 2 is a transverse vertical section on line 2—2 of Fig. 1.

The object of our invention is to construct a skate serviceable either for ice-skating or roller-skating according to the character of runner with which it may be temporarily equipped.

The invention contemplates the conversion of an ice-skate into a roller-skate or vice versa by the simple attachment to, or removal of the roller-axes or trucks from, the ice-runner as will be more fully apparent from a detailed description of the invention which is as follows:

Referring to the drawings, P, represents the foot-plate or supporting platform of the skate, H, the heel-guard and R the runner or blade adapted to operate on an icy surface. These features are common to all ice-skates and no particular stress is laid thereon as they may be of any conventional form or design. In our roller attachment we employ two hinged truck sections *a a* whose outer ends terminate in cylindrical axles or bearings *b b* for the support of the wheels or roll-

ers *r, r*. Forming integral parts of the truck-sections *a a*, and disposed adjacent to the hinge-pin *h* and extending at right angles to the axes of the axle bearings *b b*, are formations or wings *w*, which, when the sections are swung to bring the axle bearings into parallelism form a socket for the reception of the runner R (Fig. 2), the wings *w* closing against the opposite faces of the runner to which the wings are subsequently secured by a bolt *n* passed through registering openings formed in the wings and the body of the runner respectively. Thus the hinged sections *a a* with the wheels *r r* form roller-trucks which may temporarily be secured to the blade or runner of the ice-skate, thus temporarily converting the latter into a roller skate. Both front and rear trucks are the same so that a description of one suffices for both.

Having described our invention, what we claim is:

In combination with a skate having an ice-runner or blade, a roller-supporting truck disposed at either end of the runner, the truck being composed of two hinged sections having formations for engaging the opposite faces of the runner, means for securing said formations to the runner, the truck being provided with axle extensions for the mounting of suitable rollers, the peripheries of the rollers being disposed slightly beyond the edge of the runner whereby the skate may temporarily serve as a roller-skate, substantially as set forth.

In testimony whereof we affix our signatures, in presence of two witnesses.

CHARLES W. QUIN.  
MILTON E. MASSEY.

Witnesses:

EMIL STAREK,  
JOS. A. MICHEL.