2 Sheets, Sheet 1.

J. Pollitt,

Parlor Skate.

No. 108,184. Patented Oct. 11, 1870.

Fig. 1.

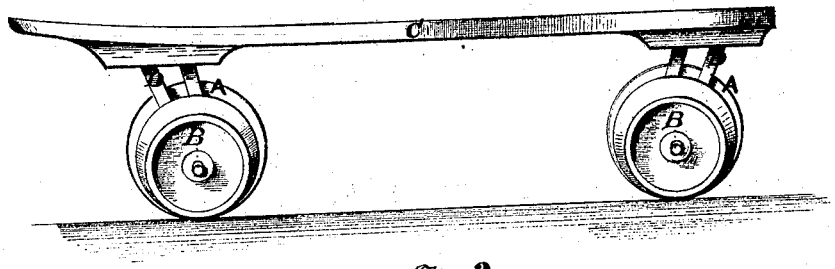


Fig. 2

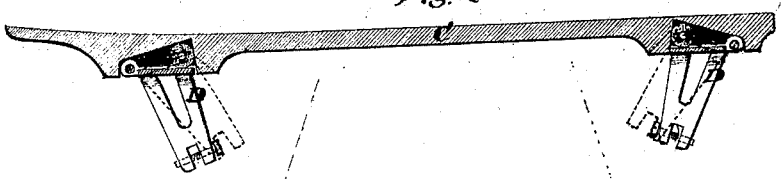


Fig. 3

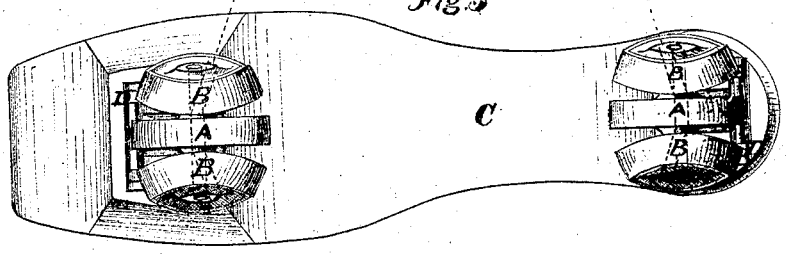


Fig. 4

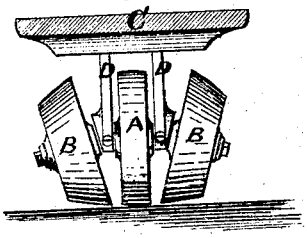


Fig. 5.

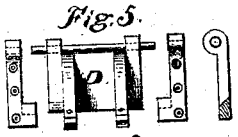
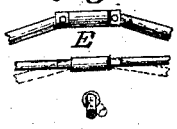


Fig. 6



John Pollitt INVENTOR.

WITNESSES.

Dan. H. Kneflen

O. F. Mayhew

2. Sheets. Sheet 2.

J. Pollitt,

Parlor Skate.

No. 108,184. Patented Oct. 11. 1870.

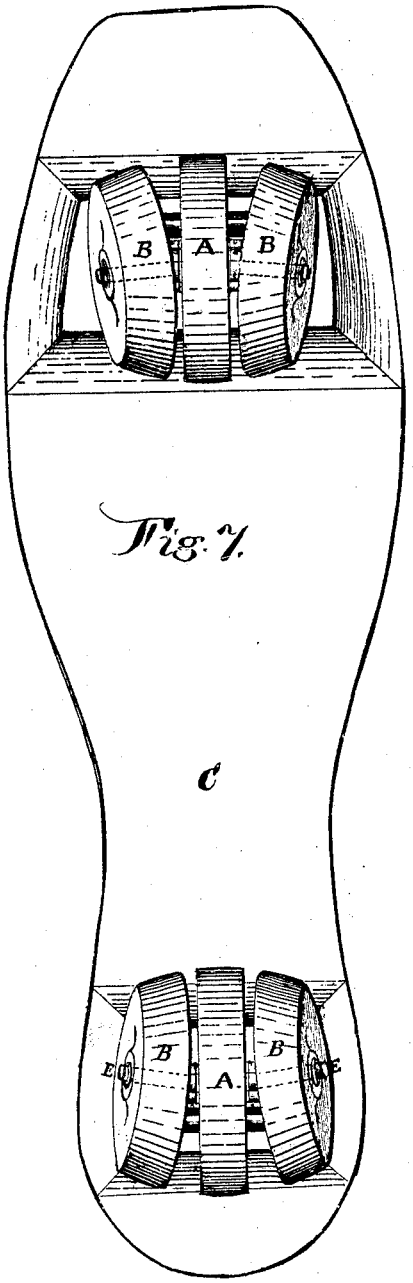


Fig. 7.

John Pollitt INVENTOR.

WITNESSES.

Daniel H. Wenefler

R. H. Lancaster.

UNITED STATES PATENT OFFICE.

JOHN POLLITT, OF INDIANAPOLIS, INDIANA, ASSIGNOR TO HIMSELF AND LYMAN MARTIN, OF SAME PLACE.

IMPROVEMENT IN PARLOR-SKATES.

Specification forming part of Letters Patent No. **108,184**, dated October 11, 1870.

I, JOHN POLLITT, of Indianapolis, in the county of Marion and State of Indiana, have invented certain Improvements in Roller-Skates, of which the following is a specification:

Nature and Objects of the Invention.

My invention consists in the construction and arrangement of the axles and rollers of roller-skates, combined with the mode of hanging the same to the foot-stock, in such a manner as to adapt them to run in straight lines, or describe curves, by the movements of the body, without in any manner depending upon the "canting" of the foot-stock to adjust or cramp the rollers so as to describe curves.

Description of the Accompanying Drawing.

Figure 1 is a side elevation of a roller-skate embodying my invention. Fig. 2 is a vertical longitudinal section through the center of the foot-stock of the skate, showing the mode of attaching and arrangement of the downward-projecting pintles or hangers in which the bent axles and rollers are hung. Fig. 3 is an inverted or bottom view of the skate. Fig. 4 is a vertical transverse section of the same. Fig. 5 is a detached detail view of the hanger or pintle in which the axles are hung. Fig. 6 is a detached view of the bent axle. Fig. 7 is an inverted view of the skate, showing the position of the hangers, axles, and rollers when the weight of the body has compressed the springs *e*, and turned the hangers from their perpendicular position, and thus turned the bent axles toward each other, for the purpose of describing curves.

General Description.

The wheels constituting the forward and rear trucks of the skate are three in number, the center one, A, revolving in a vertical plane to the foot-stock, and the outside ones, B, at an angle thereto, so arranged that as the skate is canted by the natural movements of the body in describing curves, the outside wheels are brought in contact with the floor. The bevel of the outside wheels, combined with the plane of their rotation, serves to carry the skates in curved lines, which are governed by the inclination of the body, and in harmony with such inclination as is requisite to equalize the center of gravity and momentum of the body.

The outer arms of the axles are bent downward, and the outside wheels, B, are beveled to correspond with the angle of the axles, except that the bevel of the wheels is somewhat greater, so that when the skate is perpendicular the outside wheels do not touch the floor.

The hangers in which the axles and wheels are hung are hinged by one side to the foot-stock, as shown, the opposite side resting against a rubber spring, *e*, in a recess formed in the stock. This spring is designed to be of sufficient strength that when the weight of the body is resting equally upon both skates, the hangers will be maintained in the proper position to keep the bent arms of the axles turned downward; but when the weight of the body is thrown principally on one foot, as in describing curves, the springs will be compressed, allowing the hangers to tip, the front one backward and the rear one forward, thus turning the bent arms of the axles toward each other, and bringing the wheels into position to describe a shorter curve. Curves may be described by means of the bent axles, in combination with the beveled wheels, without the vibrating movement of the hangers. This movement of the trucks does not in any way affect the running of the skate in straight lines, and is only brought into use in combination with the beveled wheels and canting of the skate in making curves.

In order to prevent the rollers from slipping on the floor, I propose inserting bits of wire in their periphery, that project slightly therefrom.

A and B are the rollers; C, the foot-stock; D, the hinged hanger, and E the bent axle.

Claims.

I claim as my invention—

1. The bent axles E, substantially as and for the purpose set forth.

2. The bent axles E and rollers A B, in combination with the hinged hanger D, all constructed and arranged substantially as set forth.

JOHN POLLITT.

Witnesses:
DAN. W. KINFLER,
O. F. MAYHEW.