(No Model.)

E. H. BARNEY.

ROLLER SKATE.

No. 265,371. Patented Oct. 3, 1882.

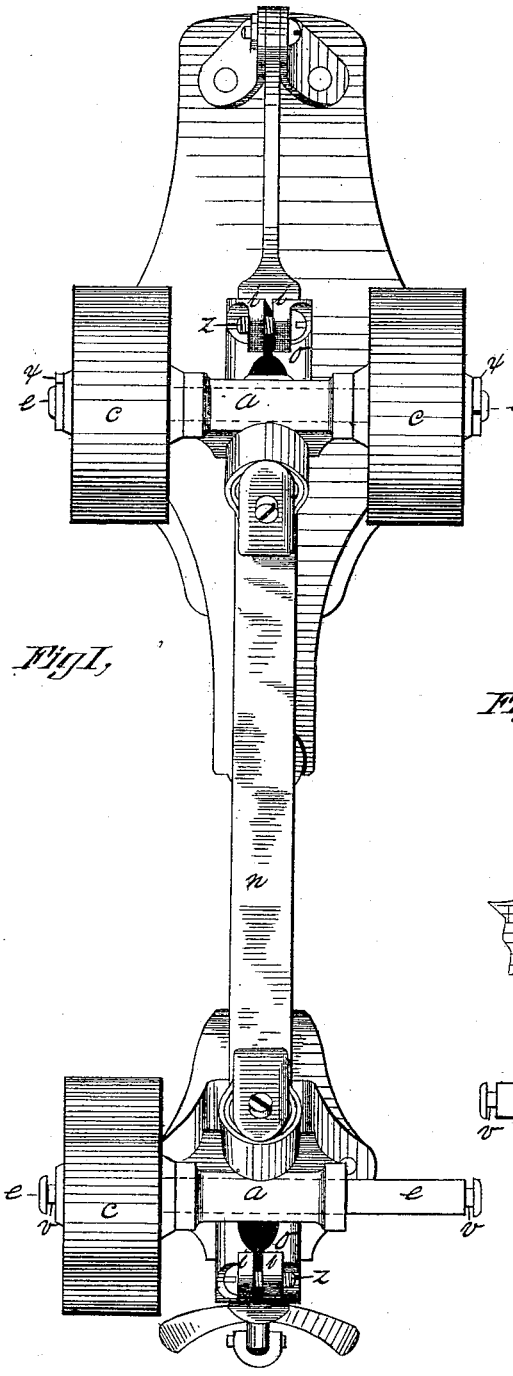

Fig I.

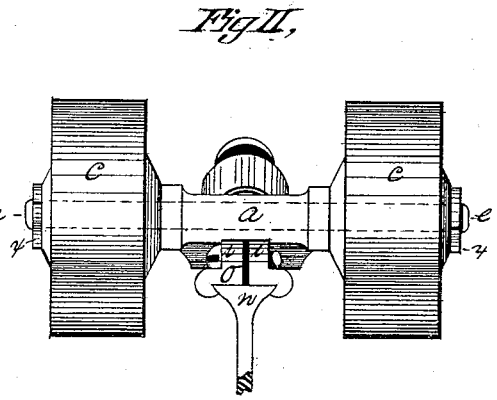

Fig II.

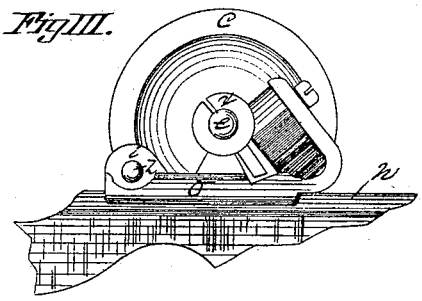

Fig III.

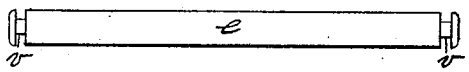

Fig IV

Witnesses,
T. F. Hyde
H. W. Chapin.

Inventor;
Everett H Barney
By Henry A Chapin
Atty

UNITED STATES PATENT OFFICE.

EVERETT H. BARNEY, OF SPRINGFIELD, MASSACHUSETTS.

ROLLER-SKATE.

SPECIFICATION forming part of Letters Patent No. 265,371, dated October 3, 1882.

Application filed July 25, 1882. (No model.)

To all whom it may concern:

Be it known that I, EVERETT H. BARNEY, a citizen of the United States, residing at Springfield, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Roller-Skates, of which the following is a specification.

This invention relates to improvements in the construction of roller-skates; and it consists of an improved metallic frame and means for securing the wheel-trucks thereon, and of an improved axle for such skates, the object being to provide for skates of this class greater facilities than have heretofore been enjoyed for moving either wheel-truck to different positions on the frame and for easily disengaging said truck from the frame, and for resecuring it thereto, and to provide improved means for securing the rollers to the axles, whereby any distortion of the latter by riveting is avoided, and all danger of catching the clothes of the wearer on the roller-fastenings is obviated.

In the drawings forming part of this specification, Figure 1 is a plan view of the under side of a roller-skate embodying my improvements, from which one roller and the roller-fastenings of the rear axle are removed. Fig. 2 illustrates one of the wheel-trucks of the skate and a portion of the frame. Fig. 3 is a side view of a section of the frame and of the truck, from which the rear wheel or roller is removed. Fig. 4 illustrates the axle and its roller-fastenings.

In the drawings, *n* is the longitudinal skate-frame, upon which the sole and heel plates are supported, and its lower edge is of a wide dovetail form, as seen in Fig. 2. The wheel-truck *o* is adapted to support the axle-case *a* and other operative parts directly connected therewith, and its upper side is provided with a dovetail groove to fit onto said frame. The longitudinal portion of said truck which comes directly in contact with the frame *n* is divided for a portion of its length from one end, and at the latter point thereon, upon each side of the dividing-slot therein, is a flange, *i*. A clamp-screw, *z*, passes freely through one of said flanges and screws into the other. When the truck is placed on frame *n* the screw *z* is turned back to let the divided end of the truck spring open, and when it is properly located on the frame said screw is turned in to draw flanges *i i* toward each other and to clamp the divided portions of the truck firmly against the edges of frame *n*, whereby said truck is rigidly secured to the latter. The frame *n* being of uniform shape from front to rear, it will be seen that either truck of the skate may be adjusted to such position thereon as may best suit the wearer, the said divided construction of one end of the truck and the clamp-screw *z* affording every needed facility for unfastening and fastening the truck.

The ordinary methods of securing the rollers *c* to the axles of roller-skates as practiced heretofore have been attended with inconveniences to both manufacturer and user, for when, as is generally done, a head is formed on the end of the axle by which to secure the roller thereto, by putting a washer upon the end thereof and upsetting or riveting the end of the axle to secure the washer, the axle within the roller becomes so expanded as to interfere with the free rotation of the latter, and when a bent wire pin through the end of the axle is employed to secure the roller it becomes a source of frequent annoyance to the skater, owing to the facilities it affords for becoming caught in the clothing of the latter.

To obviate the above-named inconveniences, the axles *e* of this skate are provided with the hereinafter-described improved roller-fastening. Said axle *e* is of cylindrical form, and is adapted to pass through and be supported by the transverse axle-case *a* on the truck *o*, between the ends of which and the ends of said axle the rollers *c* are secured. The axle *e* is provided with two grooves, *v v*, cut around it near its ends, and the rollers are secured thereon by the split washer *x*, which is made sufficiently open to be placed upon the axle within groove *v*, and then with a proper instrument it is bent so that its straight edges meet, or nearly so, as shown in the several figures, and thereby said washer is firmly secured to the axle and forms a roller-fastening, which leaves the axle itself in good condition and leaves a smooth exterior finish outside of the roller, which is unobjectionable. Said washer *x* may be easily removed from the axle by again

spreading it, so that it will come out from the groove *v*.

What I claim as my invention is—

1. In a roller-skate, the combination, with the frame *n*, of the semi-divided truck *o*, and of a suitable clamp-screw, substantially as and for the purpose set forth.

2. In a roller-skate, the hereinbefore-described roller-fastening, consisting of the axle *e*, provided with the grooves *v v*, and the split washers *x*, adapted to be secured in said grooves, substantially as set forth.

EVERETT H. BARNEY.

Witnesses:
H. A. CHAPIN,
U. O. CHAPIN.