



Historical Roller Skating

OVERVIEW

Issue No. 10

June 1984

Michael W. Brooslin,
Director & Curator

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The newsletter of the National Museum of Roller Skating is available only through membership in the museum. Minimum annual contribution is \$15. The newsletter is published 4 times a year to inform the museum's honorary members of happenings at the museum and about aspects of roller history. Although the museum cannot pay for articles, contributions by the readers are welcome. All articles, inquiries or comments should be sent to the Museum Curator.

Curator's Corner

The museum has secured the loan of several Smithsonian Institution's skates, which will be displayed during the National Championships and through the end of the year. Several of the skates are quite unique, including the 1823 "Volito" model by Robert Tyers of England. Also on display will be a collection of roller skate patent models dating from 1860 to 1888 and a unique four-wheel, in-line roller skate from 1860, loaned to the museum by the Chicago Historical Society. The museum will be open additional hours during Nationals. From July 29 through August 8, the museum will be open Monday through Friday from 9 a.m. until 6 p.m., and on Saturdays and Sundays from noon until 5 p.m. I hope all of you who are going to be in Lincoln will stop by and see how your contributions have helped the museum develop.

A few items from the museum's collection will be on display at the Oaks Skating Rink in Portland, Oregon, during the Northwest Pacific Regional meet, from June 17 to the end of the month. Several objects from our collection will also be on display during the Northeast Regional Championships at the New Riverdale Roller Rink in Warwick, Rhode Island, from June 24 through July 8. In the future, the museum will be willing to loan small displays for a temporary period (a month or so) to operators or clubs for display in skating rinks. Anyone interested in arranging for a museum loan should contact me at least two months in advance.

Concerning the two Rawson books advertised in the last newsletter, we have sold out of "The Art of Plain Skating." However, we still have copies of "Skate Dance Diagrams" available for \$5 postpaid. Also, the museum collection catalogue, "The First Fifty Years," is still available for \$5, as are the museum patches and pins.

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EVERETT H. BARNEY and THE BARNEY & BERRY SKATE COMPANY

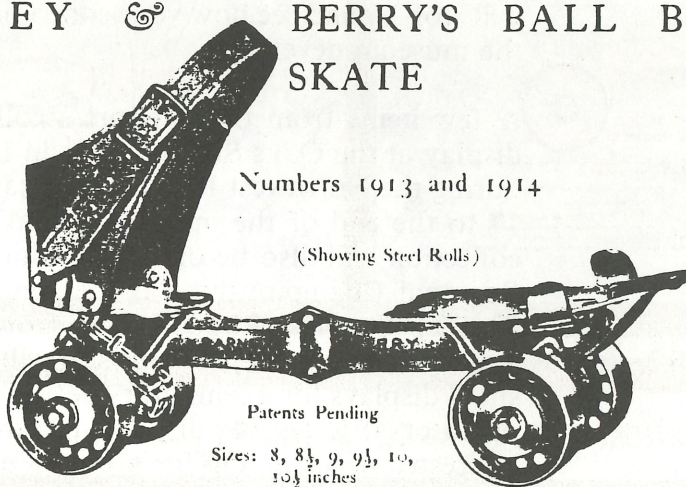
Although many people involved with roller skating know about James Leonard Plimpton, the inventor of the modern "rocker-action" roller skate, and Levant M. Richardson who first put ball bearings into skate wheels, few know about the other important inventor of the 19th century, Everett Hosmer Barney. Barney is credited with the invention of the toe-clamps used on skates. He patented this device 120 years ago, in 1864. Though Barney conceived the idea for use on ice skates, he soon applied his patented toe-clamps to roller skates as well.

Everett H. Barney was born in Framingham, Massachusetts, on December 7, 1935. His father, Jarius S. Barney was also an inventor, making several important improvements to looms and spinning machinery. After Everett's education was completed, he followed in his father's footsteps, working in the woolen mills at Saxonville, Massachusetts, constructing textile equipment. In 1851 he worked for Hinckley & Drury of Boston, doing contract work on locomotives. He traveled quite a bit for the firm, including a trip to St. Louis where he set up the locomotives for the first railroad through that portion of Missouri. While in that state, Barney took an active part in the Fremont Presidential Campaign of 1856. Prior to the Civil War, Barney moved to Connecticut and began manufacturing for Spencer Carbine. In 1862 he secured an appointment as manager of the Robinson & Sons gun factory in New York City. During his term of employment there, Barney, along with his co-workers, was forced to defend the factory during the draft riots which rocked the city. Like many others during the disturbances, Everett lived 24 hours a day in the factory, not daring to venture outside until the army has restored order. In 1864 he was hired by James C. Warner of Springfield, Massachusetts, to complete a contract of 3,000 rifles for the Federal government.

continued

BARNEY & BERRY'S BALL BEARING SKATE

Numbers 1913 and 1914
(Showing Steel Rolls)



Patents Pending

Sizes: 8, 8½, 9, 9½, 10, 10½ inches

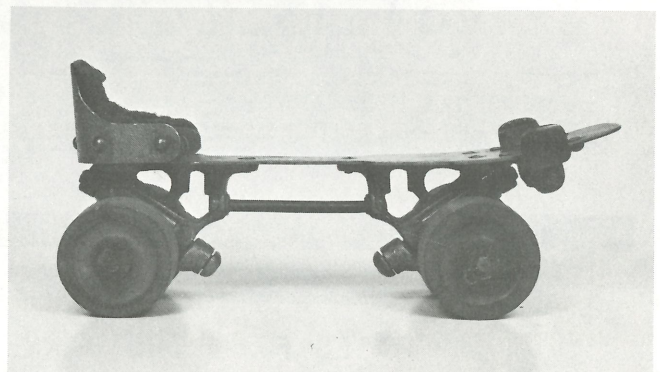
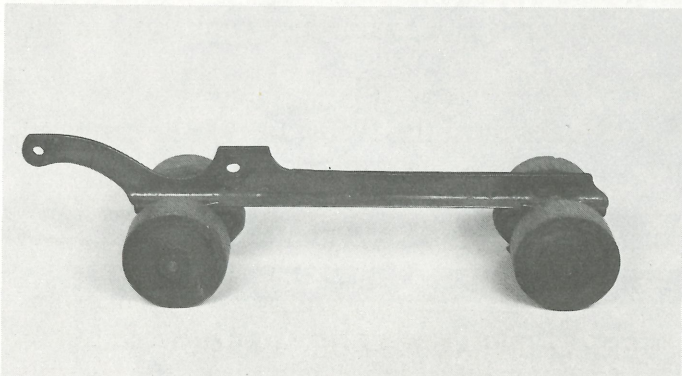
	Fiber Rolls	Boxwood Rolls	Steel Rolls	Aluminum Rolls
No. 1913 White Finish, Nickel Plated, Boxed	\$5.00	\$5.00	\$5.00	\$6.50
" 1914 Polished and Nickerled,	6.50	6.50	6.50	8.00

(Balls ¼ inch, First Quality)

In 1866 the firm moved to a larger facility in Springfield, and for three years the company prospered—the skates being among the best of that time. In 1869 Barney bought out his partner's share of the business, but the company's name of Barney & Berry was retained. Two years after Berry's retirement, the company built its own plant and began world-wide distribution of the skates. Because of quality workmanship, Barney & Berry skates developed an excellent reputation for dependability throughout the world during the latter part of the 19th century. Barney even manufactured skates for the Vanderbilts, the Astors and other families of "high society."

Barney however, did not devote his time exclusively to skating. He secured more than 50 patents during his lifetime. During 1868 Barney patented a machine for stamping the amount payable on checks—the forerunner of the modern check writer. His other major contribution to the skating world was the development of a successful pair of convertible roller and ice skates. This model, patented in 1882, was the first dual-purpose skate to be mass produced. In addition to being a major skate manufacturer, Barney was also an accomplished skater. While in his sixties, he was still able to execute Maltese crosses, grapevines and other intricate figures. He was greatly disturbed when he was unable to go skating on his 70th birthday because of health reasons.

The Barney & Berry Company continued to manufacture roller and ice skates into the early part of this century. Everett Hosmer Barney died on March 31, 1916, but the firm, still located in Springfield, continued to be operated by a Board of Trustees who had been appointed by Barney prior to his death. A special clause in Barney's will stipulated that a portion of the firm's profits fund and maintain a city park. Thus, this roller skating manufacturer was not only providing the skates, but also a place in an urban environment where people could enjoy his product. The Barney & Berry Skate Company was sold in 1922 to the Winchester Repeating Arms Company, which moved the skate manufacturing plant to New Haven, Connecticut, the following year. Winchester continued to manufacture Barney's skates, along with their own designs of clamp-on street skates into the 1950s.



left: One of the first convertible roller and ice skates to be mass produced was made by Barney & Berry in 1882. The trucks slide off the central bar and then ice blades can be attached. A metal plate, missing on this model, was bolted to the central bar. (81.20.1) Gift of Dennis Harsch.

right: The Barney & Berry model 1911 roller skate, manufactured beginning in 1910. The screw adjustable toe-clamps invented by Barney are missing on this example. (81.5.29) Gift of Alfred W. Kish.

THE USAC/RS AMATEUR ATHLETES HALL OF FAME - Part II

In February of this year, 12 individuals and teams were selected for induction into the Roller Skating Hall of Fame. In the last newsletter, we profiled Jack Courtney, Gail Locke and Billy Pate, David Tassinari, Sylvia Haffke, Jimmy and Joan Lidstone, and Adolph Wacker and Linda Mottice. The following skaters were also elected to the Hall of Fame, bringing the total number of inductees to 24.

Johnny "Preacher" Black helped to organize a roller hockey league in Texas during 1949 and was a founding member of the "Rolling Ghosts" team. As a member of the latter and of other teams, Black was an outstanding player, giving generously of his time and talents to help others. While a member of the Rolling Ghosts, he helped to win six consecutive U.S. titles, from 1961 through 1966. Named to the first U.S.A. World team in 1966, Black provided the experience, stability and leadership needed for international competitions.

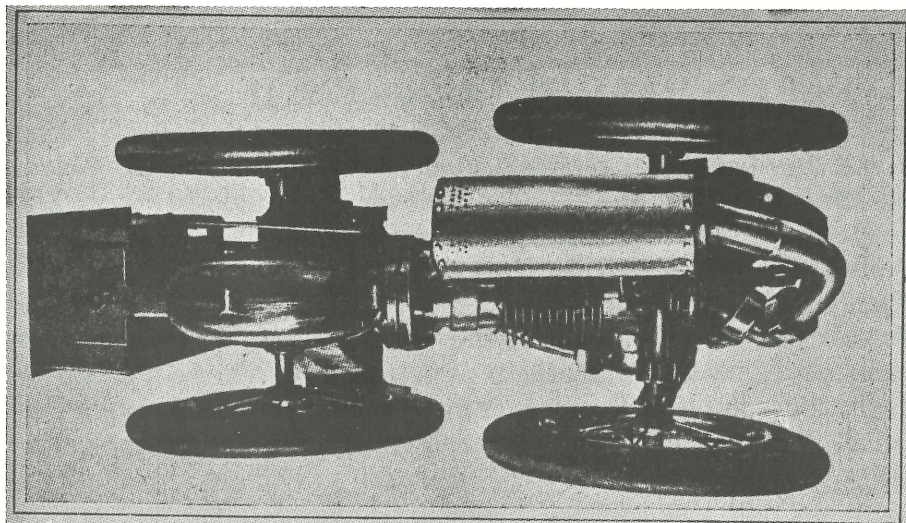
One of the top women skaters of her time, Nancy Lee Parker performed the first double jump by a woman in competition - a double salchow in 1947. Her first title was the Junior Girls combined Figure/Free Style in 1946. In 1947 her double jump propelled her to the Intermediate Ladies Combined title. Nancy advanced in 1948 to capture the Senior Ladies title. In 1949, when the figure and free style events were separated, Parker won both of the Senior division events and repeated as champion in both Senior Ladies Figures and Senior Ladies Singles in 1950.

Perhaps the most outstanding amateur speed skater of his time, Leon Kimm of Chicago, won the World Amateur title in 1912, 1913 and 1914. From 1908 through 1914, he placed first, second or third in all international competitions that he entered. Kimm also teamed with Carl Carlson to win the U.S. Amateur relay titles in 1912 and 1913. Skating for the Western Skating Association, Kimm helped to uphold amateur roller sports during the great era of professional racing.

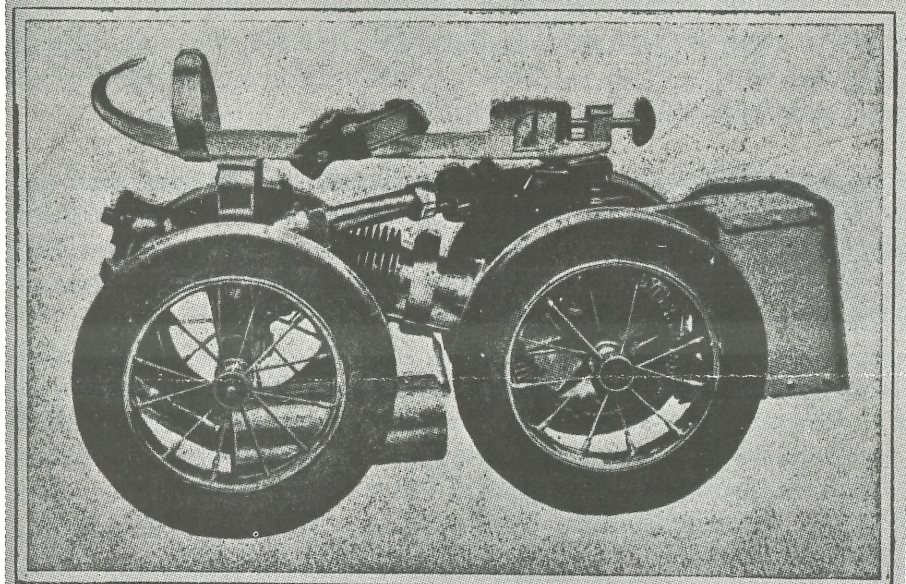
Patricia Ann Carroll was an outstanding free style skater, competing in Pairs and Fours. A member of the U.S. Junior Pairs team in 1943, Pat advanced to win the 1944 Novice Pairs, and in 1947 and 1950 captured the U.S. Senior Pairs title. Pat held the National Fours title five times, including the Senior Fours titles in 1943, 1946, 1948 and 1950. An exemplary free skater, Pat won the 1944 Novice Girls Combined Figure/Free Style Championship. Representing the United States at the 1947 World Roller Skating Congress meet, Pat captured the Senior Ladies Combined title, while also competing in the Pairs.

William Ferraro was perhaps the most outstanding USARSA skater of the 1950s. In 1955 he captured the Senior Men's Singles and repeated as champion in 1956 and 1957. As a member of the U.S. team at the 1956 FIRS World Championships, Bill placed second in the Men's Combined event. Ferraro also displayed his talents in pairs skating, winning the 1956 and 1957 U.S. Pairs titles.

George Grudza was a record-setting speed skater, with a great start, passing ability and outstanding endurance—assets that allowed him to win the 1957 and 1958 Junior Men's title. Grudza advanced to the Senior ranks, capturing the Senior Men's title in 1960. Coming out of retirement, he proved he still had the ability and desire to win by taking the Senior Men's Speed title in 1964. In his career, Grudza set many speed skating records which stood until the late 1970s.



Under Side of Skate, Showing Battery Box and Motor Crankcase at Left and Flanged Cylinder and Muffler at the Right.



Side View of Skate, Showing the Foot Plate Mounted Above the Motor, Which is Inclined Slightly and the Crankshaft of Which Forms the Rear Axle. The Front Axle Turns for Steering.

THE MOTOR SKATE A New Thousand-League Boot

By Our Paris Correspondent

A novel device in the way of an automobile skate driven by a small gasoline motor is in the invention of M. Constantini, a well-known constructor of Paris. The new skate consists of a foot-plate which is mounted upon four rubber-tired wheels, while the motor occupies the middle space. Thus the apparatus can be adapted to the foot just as an ordinary roller-skate, the only difference being that the wheels are of a considerably larger diameter. The little device is found to work very well and a person soon learns how to run it. There is no doubt that it will offer a new means of recreation to lovers of sport. It has already attracted considerable attention in Paris, where it has but lately made its

appearance. The device consists of two separate parts: first the pair of skates proper, and also the belt worn by the operator and containing a small, flat, gasoline tank. The latter is connected with the carbureter on each skate by a rubber tube which can be readily detached, and near the tank are the valves for controlling the gasoline feed. At first M. Constantini designed the apparatus so as to carry on the belt a small storage battery and spark-coil for the purpose of ignition, and both these are made in a specially small form. But in the most recent type he places both battery and spark-coil in a small metal box with sliding cover, which is fitted upon the back part of the skate

against the motor case. The box adds but very little to the size or weight of the skate and lessens the number of connections between it and the belt, so that at present these are reduced to the two tubes for the gasoline.

We give two views of the device, one a side view and the other showing the under side of the skate. The foot-plate is of light and strong steel and is hinged in the middle for steering. Each skate carries a small air-cooled gasoline motor of the usual 4-cycle type such as is used at present on motor bicycles, and it is designated so as to occupy a very small space. Fixed on the motor is a small carbureter; and under the front of the motor, which is mounted in an inclined position, is the cylindrical muffler which a curved pipe connects with the top of the motor cylinder. In the bottom view the muffler has been shifted to one side so as to show the motor. The rear driving wheels of the skate are mounted direct upon the motor crank shaft and thus the motor itself is made to serve as the main support and frame of the skate. The steering wheels in front are mounted on a loose axle which turns about a central pin, and the latter is fixed in a bracket plate which is screwed to the motor cylinder. The wheels carry solid rubber tires which have a somewhat narrow tread combined with a good radial thickness, as this is found to be the best practice. The motor and all the metal parts are nickel-plated, and the skate has as a whole, a neat appearance.

Steering is carried out by working the front part of the plate by the foot. The foot-plate is mounted upon elliptical springs in the front and rear. The foot is held by an adjustable heel-plate which is worked by a screw. A flexible cable connects with the ignition-shifting mechanism and is operated by a handle on the belt. The current can be cut off by a switch.

The operator puts on the belt and connects the gasoline tube and ignition cable to the skate. He then switches on the current and opens the gasoline feed, pushing the skate with the foot, so as to start the motor. He slows up when desired by shifting the ignition, cutting current, or lifting the rear wheels from the ground. The skate can be used on a floor or smooth ground, and even upon a good piece of smooth road. A speed of 15 or 20 miles an hour is said to be attainable with it.

(Ever since motors were invented, people with an inventive turn of mind have taken out patents on ideas which they hoped would revolutionize modes of locomotion. This was the first of all the "motor roller skates" inventions and the ingenious motor skate described above is not a recent idea—this entire article together with the pictures was culled from an old, old copy of the *Scientific American* dated Feb. 10, 1906—more than 42 year ago!)

Reprinted from:
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November 1948

Curator's Corner (continued from page 1)

Thanks to the many of you who sent in copies of the February 1984 issue of "Yankee" magazine, which featured a story on James L. Plimpton, Samuel Winslow and the origins of modern roller skating. I highly recommend it to those who have not yet seen the article. Most large libraries should have this publication in their periodical departments. In conjunction with the "Yankee" article on New England skate manufacturing, we have reprinted the story of Everett H. Barney, which originally appeared in our first newsletter of April 1982. The original story has been updated with new information and photos from the museum collection, which we did not have at that time.

We would also like to acknowledge the recent donations of USAC/RS Hall of Famers, Charles Wahlig and Bettie Jennings, who sent in their costumes for the museum's collection. We recently received a scrapbook of newspaper clippings on roller skating from England in 1908 from Armand Champa, and several excellent illustrations from 19th century magazines sent in by Dorothy Tiffin. We will hopefully be using both the clippings and drawings in future newsletters.

However, we still need to acquire select items to add to our exhibits. Among other things, we are presently looking for old World Championship programs, a pair of Anagnost skates, a pair of O'Brien skates and pins or patches from different skating clubs and rinks. If you are able to help out, please let us know.

One last note for all who have moved or will be moving. We would really appreciate it if you would inform the museum of your change of address, so that we can ensure delivery of the newsletter and other notices in a timely manner. Thanks for your assistance.

HELP PRESERVE ROLLER SKATING'S PAST & FUTURE

___Please send me _____ museum patches at \$5.00 each.

___Please send me _____ museum pins at \$5.00 each.

___Please send me _____ copies of THE FIRST FIFTY YEARS at \$6.00 each (\$5.00 for honorary members of the museum.

___Please enroll me as an honorary member of the museum at the following level:

___ Individual/Family	\$ 15.00
___ Donor	\$ 50.00
___ Associate Patron	\$ 100.00
___ Patron	\$ 250.00
___ Benefactor	\$ 500.00+

Benefits of membership include the museum pin, membership card, certificate of recognition, reduced rates on museum publications, and the quarterly historical newsletter.

Please make all checks payable to
National Museum of Roller Skating.

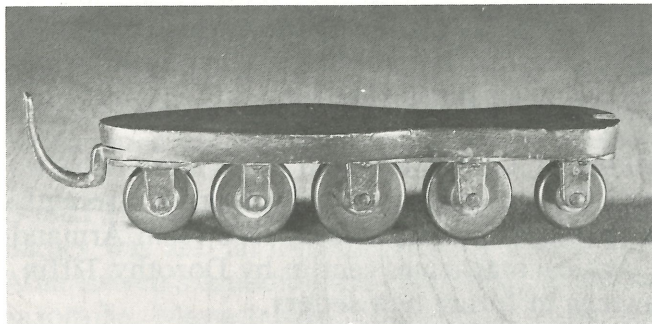
Name: _____

Address: _____

_____ Zip _____

And mail to:

**THE NATIONAL MUSEUM
OF ROLLER SKATING
7700 'A' STREET
P.O. BOX 81846
LINCOLN, NEBRASKA 68501**



Coming in September:

Professional Speed Skaters

More of Skate Dance Origins

Women's Roller Hockey in 1927

Left: The "Volito" roller skate, made in England during the 1820s, is one of the skates from the Smithsonian, which will be on exhibit in the museum starting in June. (Photo courtesy of the National Museum of American History)

NATIONAL MUSEUM OF ROLLER SKATING
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