

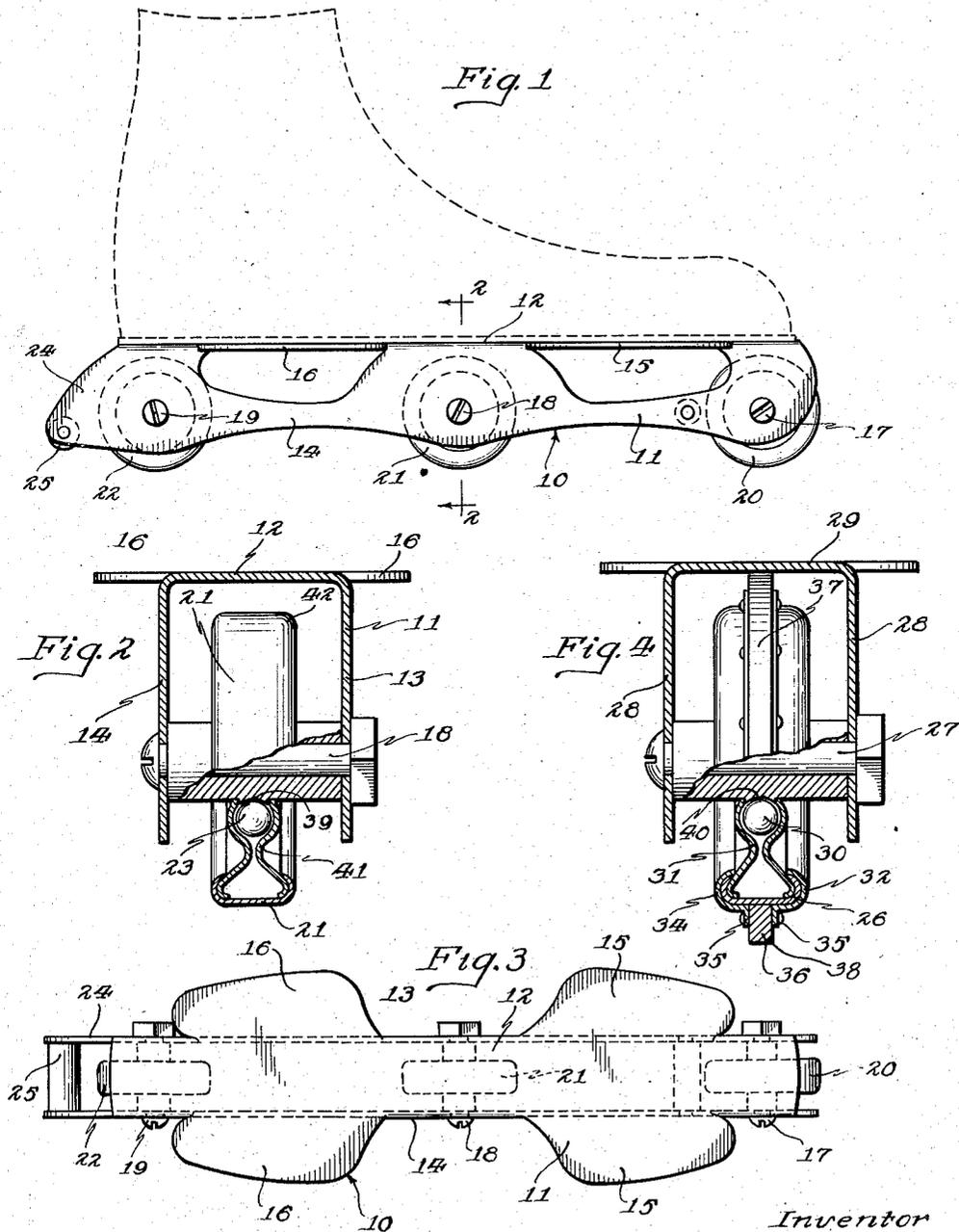
April 12, 1938.

C. S. SIFFERT

2,113,862

ROLLER SKATE

Filed April 27, 1936



Inventor
Christian Siffert

Charles B. Cannon

Atty.

UNITED STATES PATENT OFFICE

2,113,862

ROLLER SKATE

Christian Siffert, Deerfield, Ill.

Application April 27, 1936, Serial No. 76,524

1 Claim. (Cl. 280—11.22)

This invention relates to a roller skate.

It is an object of this invention to provide an improved roller skate which is relatively simple and inexpensive in construction and efficient in use.

Another object of the present invention is to provide a new and improved supporting frame or body for a roller skate.

An additional object of the invention is to provide a new and improved body or supporting frame for a roller skate and which is made in one-piece so as to be economical to manufacture and possessed of relatively great strength, and at the same time has a neat, attractive, and "streamlined" appearance.

A further object of the invention is to provide a new and improved roller skate including a supporting frame or body with which relatively wide, flat rollers may be used for skating upon the ordinary surfaces such, for example, as sidewalks and the like, and upon which relatively narrow rollers may be mounted for use upon ice and or analogous slippery surfaces, the said rollers being interchangeable.

An additional object of the present invention is to provide a roller skate having a novel brake member at the rear end of the same, whereby the user may, by tilting the skate upwardly at the front end of the same, exert a drag upon the surface over which the skate is traveling.

Another object of the invention is to provide a roller skate embodying novel rollers for use on ice and each of which rollers includes a body having an annular blade attached thereto, and each of said blades having a relatively straight peripheral surface with sharp corners which are adapted to engage the ice so as to prevent lateral slipping when the skate is used upon ice.

Other objects will appear hereinafter.

The invention consists in the novel combination and arrangement of parts to be hereinafter described and claimed.

The invention will be best understood by reference to the accompanying drawing showing the preferred form of construction, and in which:

Fig. 1 is a side elevational view of a preferred form of the new skate showing the same constructed for use upon ice;

Fig. 2 is a transverse vertical sectional view, on line 2—2 of Fig. 1;

Fig. 3 is a top plan view of the new skate shown in Figs. 1 and 2; and

Fig. 4 is a vertical sectional view showing a modified form of the new skate as especially

adapted for use upon ice or analogous smooth or slippery surfaces.

A preferred form of the new skate is shown in Figs. 1 to 3, inclusive, is therein generally indicated at 10, and comprises a one-piece body or supporting frame 11. This supporting frame or body 11 includes a top or horizontal portion 12 and side walls or flanges 13 and 14 which are integral with, and depend from, the top 12, the said top 12 having laterally extending toe flanges 15 and heel flanges 16.

The skate 10 shown in the drawing is of the three wheel tandem type and includes three hubs 17, 18 and 19 which are extended between, and are journaled in, the side walls or depending flanges 13 and 14 of the supporting frame 11. Rotatably mounted upon these hubs 17, 18 and 19 are the front, middle and rear rollers 20, 21 and 22, respectively, and each of these rollers includes ball-bearings 23, these bearings 23 being retained in a cage 41 (Fig. 2) which is formed as a part of the corresponding roller. The bearings 23 also travel in an annular groove 39 which is formed in the corresponding hub (Fig. 2) thereby holding the corresponding roller 21 against lateral movement.

The body 11 of the skate has a pair of parallel and rearwardly extending arms 24 and extending between, and carried by, these arms 24 is a brake member 25 (Figs. 1 and 3).

The one-piece body 11 of the skate shown in Figs. 1 to 3, inclusive, is strong and durable, and has a neat, streamlined appearance and design, and this feature, when the skate is in use, materially improves its appearance, it being noted that any suitable shoe may be attached to the body 11 of the skate and be supported by and upon the toe and heel flange 15 and 16, respectively, thereof.

It is also to be noted that when the new skate 10 is in use the skater may readily stop his forward motion by tilting the skate upwardly at the front end of the same so that the brake member 25 will exert a drag upon the surface over which the skate is traveling, the member 25 thus acting as a brake.

It is likewise to be noted when the new skate 10 is in use the skater may employ the middle roller 21 as a pivot upon which to turn, although the skate 10 may also be made of only two rollers, if desired, in place of three, as shown.

A modified form of the new skate is shown in Fig. 4, and this form of the skate is substantially the same as that shown in Figs. 1 to 3, inclusive, except for the construction of the rollers, one of

which is generally indicated at 26; the roller 26 being mounted upon a hub 27 which is journaled in the side walls 28 of the supporting frame or body 29 of the skate, this frame 29 being identical to the frame 11 which is embodied in the preferred form of the skate shown in Figs. 1 to 3, inclusive.

The roller 26 includes a race of ball bearings 30, these bearings 30 being mounted in a retainer or cage 31 which is formed as a part of the body 34 of the roller 26 (Fig. 4). The bearings 30 also travel in an annular groove 40 which is formed in the hub 27, thereby preventing lateral movement of the roller. The body 34 of the roller 26 has a pair of peripheral flanges 35 which extend radially outwardly therefrom, and attached to, and mounted between, these flanges 35 is a relatively narrow circular blade 36; it being noted that this modified form of the skate shown in Fig. 4 is especially adapted for use upon ice and other analogous smooth and slippery surfaces and when so used the blades 36 are very effective to prevent slipping, each of the blades 36 having a relatively straight peripheral surface 37 and sharp edges 38 which are adapted to grip the surface upon which the skate is used and to prevent lateral slipping when the skate is used upon ice; it being noted that the edges 38 of the blade 36 are thus distinguished from the curved edges 42 of the roller 21 (Fig. 2).

While I have illustrated and described the preferred form of construction for carrying my invention into effect, this is capable of variation and modification, without departing from the spirit of the invention. I, therefore, do not wish to be limited to the precise details of construction set forth, but desire to avail myself of such variations and modifications as come within the scope of the appended claim.

Having thus described my invention, what I claim as new and desire to protect by Letters Patent is:

A roller skate having an integral one-piece supporting frame or body of sheet metal comprising a horizontal top portion and longitudinally spaced and laterally extending heel and toe plates cut out of said body, and spaced side walls of substantial height integral therewith and bent downwardly from the said top portion heel and toe plates, and having an inverted U-shaped formation in cross-section throughout the major portion of the length of the skate, the lower portions of the side walls being substantially straight and continuous and providing roller-axle bearings, and a plurality of rollers located in a single track in the space between said side walls and having axles mounted in said bearings.

CHRISTIAN SIFFERT.