No. 625,276. Patented May 16, 1899.

J. SCHADE, JR.

ROLLER SKATE.

(Application filed Sept. 3, 1898.)

(No Model.)

Fig. 1.

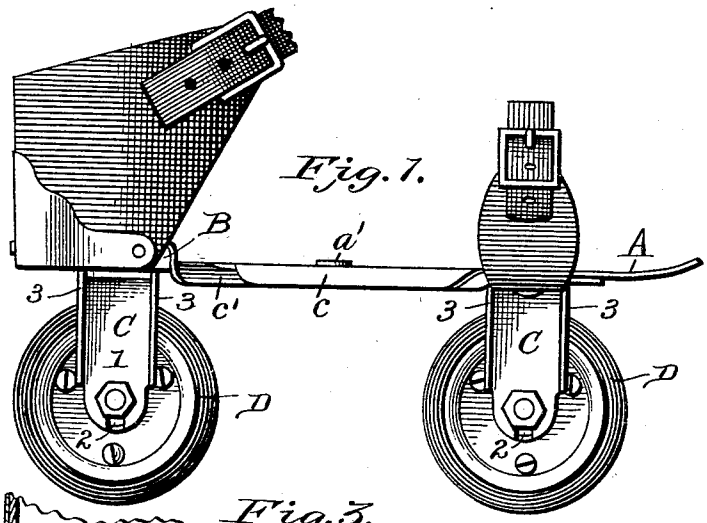


Fig. 2.

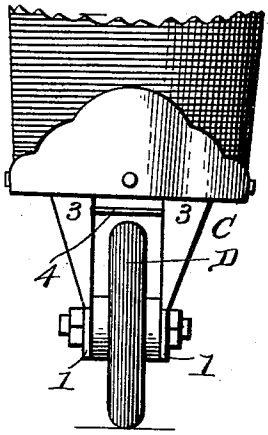


Fig. 3.

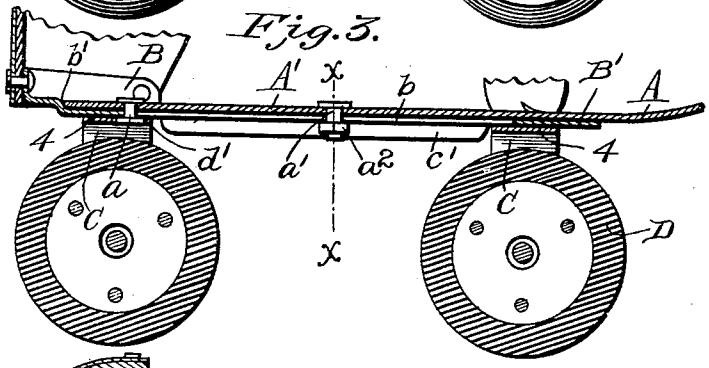


Fig. 4.

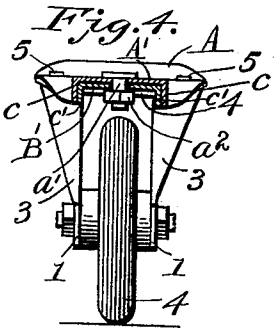


Fig. 5.

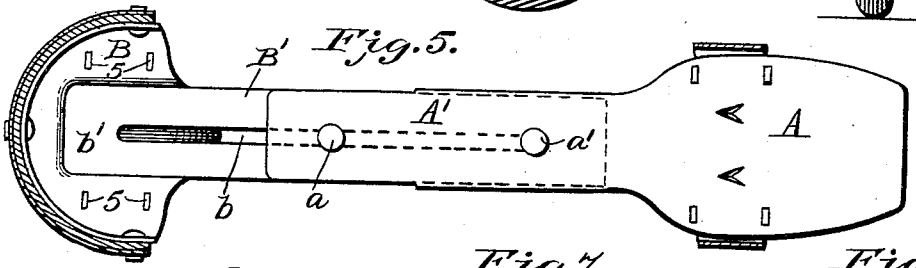


Fig. 6.

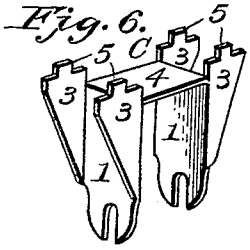


Fig. 7.

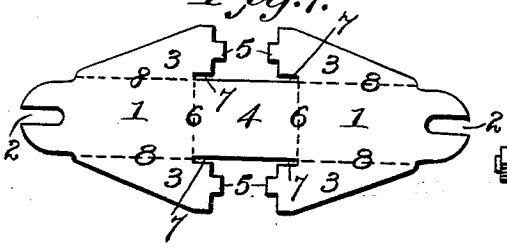
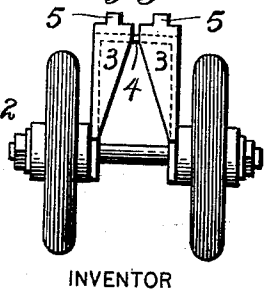


Fig. 8.



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UNITED STATES PATENT OFFICE.

JOHN SCHADE, JR., OF NEW YORK, N. Y., ASSIGNOR TO THE SCHADE & COMPANY, OF SAME PLACE.

ROLLER-SKATE.

SPECIFICATION forming part of Letters Patent No. 625,276, dated May 16, 1899.

Application filed September 3, 1898. Serial No. 690,220. (No model.)

To all whom it may concern:

Be it known that I, JOHN SCHADE, Jr., a citizen of the United States, and a resident of New York, (Brooklyn,) in the county of Kings and State of New York, have invented certain new and useful Improvements in Roller-Skates; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters and figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side view of my improved skate. Fig. 2 is a rear end view of the same. Fig. 3 is a longitudinal vertical section. Fig. 4 is a section on the line x x, Fig. 3. Fig. 5 is a sectional plan view. Fig. 6 is a perspective view of one of the trucks or brackets removed. Fig. 7 is a plan view of the blank from which the truck or bracket is formed, and Fig. 8 is an end view showing the bracket adapted to a different form of skate.

This invention has relation to certain new and useful improvements in roller-skates, and more particularly to the trucks or bearing-brackets thereof, the object being to provide a bracket of strong and durable character which can be readily and economically manufactured from sheet metal.

With this object in view the invention consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, the letter A designates the sole-supporting plate and B the heel-supporting plate of the skate-frame, said plates having respectively the overlapping adjustably-connected extensions A′ and B′, hereinafter more particularly described.

C C designate the trucks or brackets which carry the axles for the front and rear wheels or rollers D. These two trucks or brackets are duplicates of each other and are each formed and shaped up from a single integral sheet-metal blank of the form shown in Fig. 7—that is to say, a blank having end portions 1, formed with slots 2, tapered lateral wing portions 3, and a central portion 4. The inner ends of the wing portions 3 are formed with reduced tongue extensions 5. In shaping up the truck from this blank the end portions are bent at right angles on the transverse lines 6 (the blank being preferably slitted at 7 to facilitate such bending) and the wing portions 3 are bent at right angles on the lines 8. If the trucks are to be used to carry a single wheel, as in Figs. 1, 2, 3, 4, and 6, these wings are bent outwardly, while if to be used to carry an axle having two rollers thereon they are bent inwardly, as shown in Fig. 8. The brackets are secured to the sole and heel supporting plates by letting the tongues 5 through apertures in said plates and riveting or upsetting their ends.

A truck or bracket of the character described can be readily and cheaply constructed, and, owing to the bracing wing portions 3 and the manner in which they are secured, is one of great strength and rigidity, while at the same time it is light and of neat appearance.

The connection between the heel and sole plates is of the following character: These plates are formed, as above described, with the respective overlapping extensions A′ B′. The extension B′ is formed with an elongated longitudinal slot b, and the extension A′ has a headed stud or rivet a and a bolt or screw a', which engage the said slot, the bolt or screw having a nut a^2. The lateral edge portions of the extension A′ are bent downwardly to form flanges c, and the extension B′ is formed with similar flanges c', which fit against the inner sides of the flanges c. (See Fig. 4.) The heel-plate B is also formed with a depression b' to receive therein the extension A′. The extension B′ is adapted to slide underneath the portion 4 of the front truck, which is set sufficiently below the sole-plate to provide a space to receive such extension. (See Fig. 3.)

By slacking the nut a^2 the skate can be readily adjusted to the desired length. It will be seen that the provision of the interfitting flanges c c' greatly strengthens the frame and enables it to be made of much lighter metal.

The portion 4 of the rear truck C may be

slotted, as indicated at *d*, Fig. 3, to receive the headed stud or rivet *a* when the frame is in non-extended adjustment.

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

1. The herein-described sheet-metal bracket, for roller-skates, consisting of the parallel axle-supporting arms, having the laterally-bent bracing and securing wings at their lateral edges, and the top or connecting portion, substantially as specified.

2. In a roller-skate, the combination with the skate body or frame, of a truck or bracket formed from a sheet-metal blank, shaped into approximately U form, and having its vertical portions provided with lateral bracing wings whose upper ends engage and are riveted to the said frame, substantially as specified.

3. The herein-described sheet-metal blank for the purpose described, comprising the slotted end portions having tapered lateral wings formed with tongue extensions at their upper or inner ends, and a central connecting portion, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN SCHADE, JR.

Witnesses:
JOHN DAVIES,
JERE E. BROWN.