April 14, 1925. 1,533,848

A. H. FRITZ

ROLLER SKATE

Filed March 16, 1923

Fig. 1.

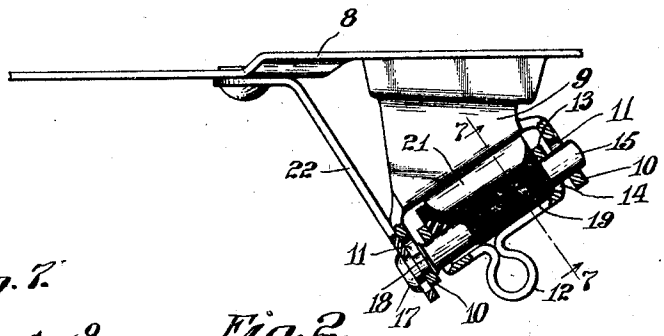


Fig. 7.

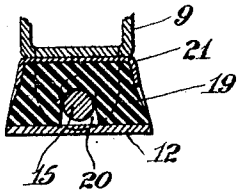


Fig. 2.

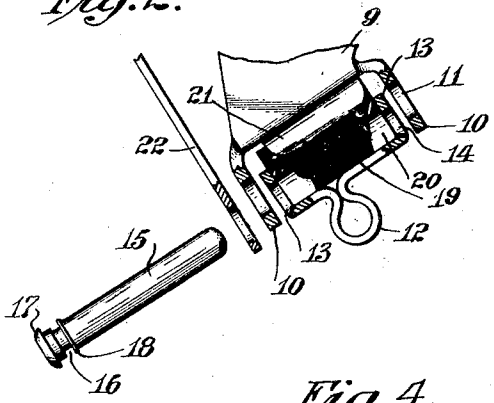


Fig. 3.

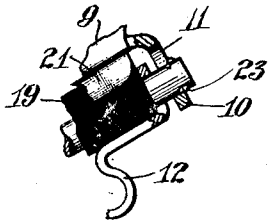


Fig. 4.

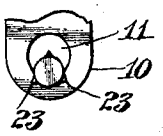


Fig. 5.

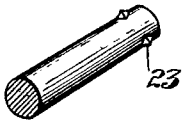


Fig. 8.

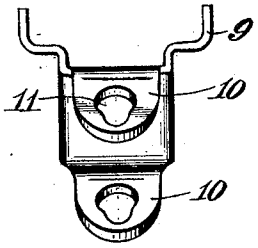


Fig. 9

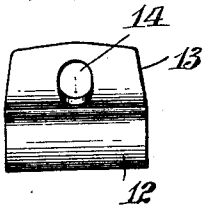
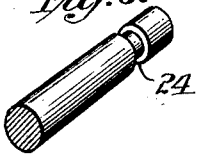


Fig. 6.



INVENTOR

Adolph H. Fritz

BY

ATTORNEY

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UNITED STATES PATENT OFFICE.

ADOLPH H. FRITZ, OF TORRINGTON, CONNECTICUT, ASSIGNOR TO UNION HARDWARE COMPANY, OF TORRINGTON, CONNECTICUT, A CORPORATION OF CONNECTICUT.

ROLLER SKATE.

Application filed March 16, 1923. Serial No. 625,466.

To all whom it may concern:

Be it known that I, ADOLPH H. FRITZ, a citizen of the United States of America, and residing at Torrington, in the county of Litchfield and State of Connecticut, have invented new and useful Improvements in Roller Skates, of which the following is a specification.

This invention relates to roller skates and particularly to the roller carriers and means for attaching them to the body of the skate.

An object of the invention is to provide a construction in which the roller carriers may be quickly and easily assembled with the trucks which connect them to the body of the skate.

More specifically my object is to provide a construction in which two members having perforated flanges or ears are held together by a pin arranged for easy insertion but not accidentally withdrawable.

It has hitherto been customary to secure these parts together by a rocker pin and cotter pin. According to my invention, however, the rocker pin is provided with suitable shoulders, for example by cutting or rolling a transverse groove or striking up a barb on the pin, and the pin is held firmly without a cotter pin. The rocker pin may be held in place by resilient means such as the usual cushion or by a brace, or by both. I am thus able to do away with the cotter pins and the expense of putting them in the rocker pins. Moreover, the rocker pins may be made somewhat shorter, thus economizing on stock.

Fig. 1 is a side elevation partly in section of a roller skate truck and roller carrier embodying the invention.

Fig. 2 is a fragmentary view of the same parts ready for assembly.

Fig. 3 is a fragmentary view of a modification.

Fig. 4 is a right hand end view of the pin and engaged flange shown in Fig. 3.

Figs. 5 and 6 are perspective views of two pin ends.

Fig. 7 is a sectional view on the line 7—7 of Fig. 1.

Fig. 8 is a front view of a truck having one form of opening for the rocker pin.

Fig. 9 is a front view of a roller carrier having a different form of opening.

In Fig. 1 I have shown part of the frame plate 8 of a roller skate which carries a truck member 9 secured in any desired manner. The truck member is provided with the usual downwardly projecting ears 10, perforated as at 11.

The rocker or roller carrier 12 has two lugs 13 with perforations 14, adapted to aline with the holes 11 in the truck ears 10.

The rocker pin 15 is adapted to pass through the assembled members and serve as a support for the rocker or roller carrier 12. This pin 15 is provided with means for interlocking it with either the truck or the carrier, such for instance as the groove 16, head 17 and shoulder 18. The rubber cushion 19 is interposed between the carrier 12 and the truck 9 so as to yieldingly hold the carrier in place. This cushion is grooved at 20 to facilitate construction and assembly. The shoe 21 serves to hold the edges of the cushion from spreading.

To assemble the parts it is simply necessary to compress the cushion and then drive the pin 15 into place. The cushion 19 presses the pin away from the truck so that the lower lug 10 engages automatically in the groove 16 below the shoulder 18 and the pin is prevented from falling or working out. The head 17 serves to limit the upward movement of the pin.

The brace 22 which is sometimes used may be so designed and arranged as to resiliently press downward and hold the pin in the seat in the ear 10.

The holes in the truck and carrier may be either contracted at the bottom as shown at 11 in Fig. 8 or merely elongated as shown at 14 in Fig. 9.

The interlocking means may be in the form of projecting shoulders 23 at the upper end of the pin as shown in Figs. 3, 4 and 5, to engage the upper ear 10 or in the form of a groove 24 as shown in Fig. 6 to receive the upper lug 13 of the carrier and thus prevent the pin from moving out of the carrier and hence hold the carrier in the truck.

Other modifications may be made within the scope of my invention but in each I avoid the use of cotter pins and the consequent extra cost of construction and assembly.

I claim:

1. In a roller skate, a frame plate, a truck carried thereby and comprising a yoke member having perforated ears, a roller carrier having perforated flanges to cooperate with

said yoke, a pin adapted to extend through the perforations in the ears and flanges to secure said parts together, a plurality of longitudinally spaced shoulders on the pin, and means for pressing a portion of the pin intermediate said shoulders against the edge of one of the perforations whereby the shoulders will prevent longitudinal movement of said pin in either direction.

2. In a roller skate, a frame plate, a truck carried thereby and comprising a yoke member having perforated ears, a roller carrier having perforated flanges to cooperate with said yoke, a brace secured to said frame plate and having a perforation, a pin adapted to extend through the perforations in said brace, said ears, and said flanges to secure said parts together, a plurality of spaced shoulders on said pin interlocked with said brace and one of said ears, and a resilient cushion compressed between said truck yoke and said carrier.

3. In a roller skate, a plate, a truck member secured thereto, a roller carrier member, a brace member secured to said plate, and a pin to pivotally interconnect said truck member, said carrier member and said brace member, said pin having integral portions to interlock with said brace member and said truck member.

4. In a skate construction a frame plate, a truck carried thereby and having downwardly extending perforated ears spaced apart from each other and arranged one higher than the other, a carrier having upwardly extending flanges with perforations adapted to be brought in alignment with the perforations in said ears, a cushion compressed between said truck and said carrier and having a longitudinal channel in its under side, and a pin having spaced-apart shoulders on its lower end adapted to be driven through said perforations and through said channel, said shoulders being adapted to automatically interlock with the lower of said ears to hold said pin from longitudinal movement in either direction.

5. In a roller skate, a truck member having perforated projections, a roller carrier member having perforated projections, a grooved pin adapted to extend through said perforations to interconnect said members and means for maintaining an edge of one of said perforations seated in the groove.

ADOLPH H. FRITZ.