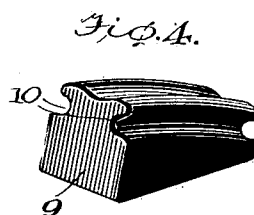
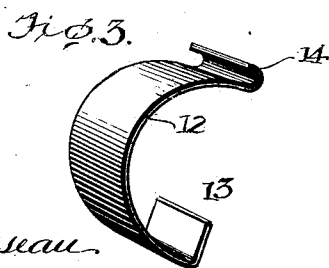
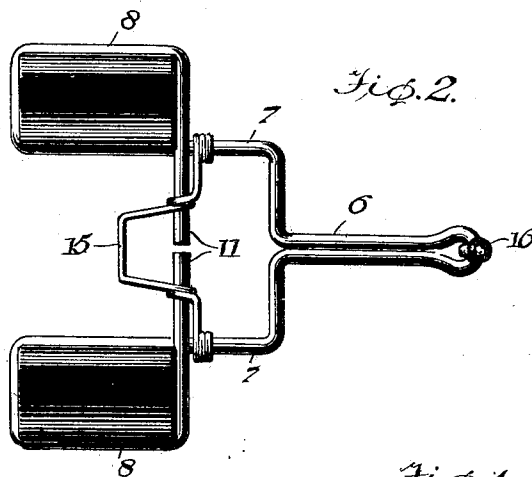
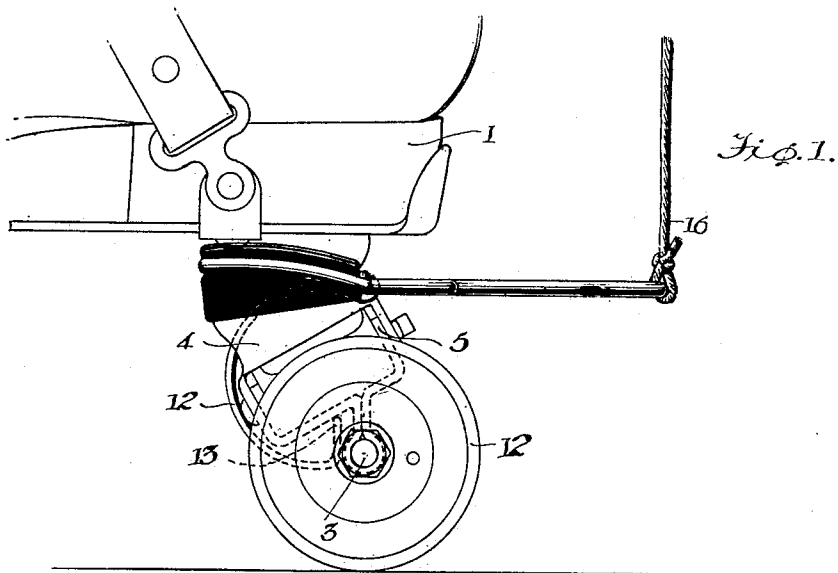


A. ICKENROTH.
 ROLLER SKATE BRAKE.
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1,371,623.

Patented Mar. 15, 1921.



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ANTHONY ICKENROTH, OF CLAYTON, MISSOURI.

ROLLER-SKATE BRAKE.

1,371,623.

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Application filed April 28, 1920. Serial No. 377,807.

To all whom it may concern:

Be it known that I, ANTHONY ICKENROTH, a citizen of the United States, and a resident of Clayton, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Roller-Skate Brakes, of which the following is a specification.

My invention is an improvement in brakes for roller skates, and has for its object to provide a brake of the character specified, by means of which the user may control the movement of the skate, to move slow or fast as may be desired, without interference with the free movements of the legs and arms of the user, and which may be applied to any skate.

Figure 1 is a side view of the rear end of a roller skate provided with the improved brake.

Fig. 2 is a top plan view of the brake detached.

Fig. 3 is a perspective view of the connecting spring.

Fig. 4 is a perspective view of one of the brake blocks.

The present embodiment of the invention is shown in connection with a roller skate 1 having the usual wheels 2 connected with the axle 3, the said axle being connected with the body of the skate in the usual manner. The skate body has a pedestal 4 which extends downwardly and rearwardly and connects with a bolster 5 held on the axle.

The improved brake comprises a frame, in the present instance formed of wire at suitable gage bent to shape. This frame is in the form of a yoke comprising a body 6 and arms 7 of angular formation, and each arm has at the end remote from the handle a substantially rectangular extension or arm 8 for engaging the brake block to be described.

Each of the brake blocks 9 as shown in Fig. 4 is of rubber or other suitable material having a high coefficient of friction, and the said blocks are of greater thickness at one end than at the other, as clearly shown in Fig. 4.

Each block is grooved longitudinally at its opposite sides, and near its upper face, as shown at 10, for receiving the side members of the frame extensions or arms 8, and the lower faces of the blocks are designed to engage the peripheries of the wheels.

As shown in Fig. 2, the frame carrying

the brake is composed of a single piece of wire bent to shape. The wire is of suitable length and is bent to form the body 6 of the yoke. The ends are then bent upward, rearwardly, and inwardly to form the frame extensions or arms 8 and the extremity 11 of the wire bent transversely of the longitudinally extending portions of the arms 7.

The brake frame is attached to the pedestal by means of the plate spring 12 shown in Fig. 3. This spring which is arch shape has at one end an inwardly bent lug 13, and at the other a hook 14. The spring is engaged above the connection between the pedestal 4 and the bolster 5, with the lug 13 engaging beneath the forward end of the bolster, as indicated in dotted lines in Fig. 1. When so engaged the hook 14 will extend rearwardly beyond the pedestal, passing between the two sides of the pedestal.

A loop 15 is connected with the ends 11 of the wire from which the frame carrying the brake shoes is composed, and with the longitudinally extending portions of the arms 7 of the yoke. This loop which is formed of wire has its ends bent about the ends 11, and then bent outwardly and coiled about the arms 7, and the loop extends forwardly between the brake blocks.

In placing the brake frame, the extensions or arms 8 carrying the brake shoes 9 are pushed forward on each side of the pedestal, between the wheels and the skate body, until the portions 11 of the brake frame engage over the hook 14, with the loop 15 extending forwardly between the sides of the pedestal. The ends 11 of the brake frame engage against the rear edges of the sides of the pedestal and the said ends 11 are thus journaled in the hook, being prevented from rearward movement by the hook, and from forward movement by the pedestal. When the rear end of the yoke body is swung upward, the brake shoes will be applied to the wheels. The upward swinging of the rear end of the body brings the forward end of the loop 15 in contact with the pedestal, and this loop tends to return the brake shoe carrying frame to normal position when the pressure on the rear end of the yoke body is released. This spring 15 normally holds the parts in the position of Fig. 1.

In order to permit the brake to be applied, a member 16, as for instance a rope or cord is connected with the body 6 of the

yoke, the said body having an eye as shown for permitting this connection. It will be understood that a brake is provided for each skate, the brakes of the two skates being connected to the same member 16.

The said member will pass over the shoulders and in order to apply the brake, it is only necessary to pull up on the member. This upward pull applies the brakes on both skates.

I claim:

1. In combination with a roller skate, of means for engaging the periphery of the wheels to brake the movement thereof, said means comprising a frame carrying a brake shoe at its forward end for each wheel and having a rearwardly extending handle portion means for connecting the brake shoe carrying frame to the skate to swing on an axis parallel with the long axis of the wheels, and resilient means in connection with the frame and engaging the skate for normally holding the shoes in release position.

2. In combination with a roller skate, of braking means comprising a frame carry-

ing a brake shoe at its forward end and having means for connecting the frame to the skate to swing on an axis parallel with the axis of the wheel, said frame having a rearwardly extending handle portion, and resilient means in connection with the frame and engaging the skate for normally holding the shoe in release position.

3. In combination with a roller skate, of means for engaging the periphery of the wheels to brake the movement thereof, said means comprising a yoke, including laterally spaced and independently yieldable brake shoe carrying arms, at its forward end, means for connecting said yoke to the wheel truck of the skate to swing on an axis parallel with the axes of the wheels, means at the rear of the yoke for swinging the yoke axially, and resilient means coupling the yoke and the aforesaid connecting means, for normally holding the brake shoes in release position, and also to permit independent yielding of the brake shoe carrying arms.

ANTHONY ICKENROTH.