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F. R. SHUGART

ROLLER SKATE

Filed May 31, 1924

Fig. 1.

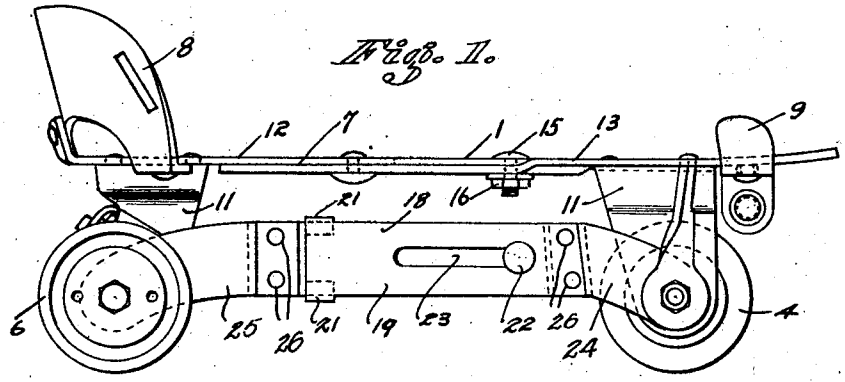


Fig. 2.

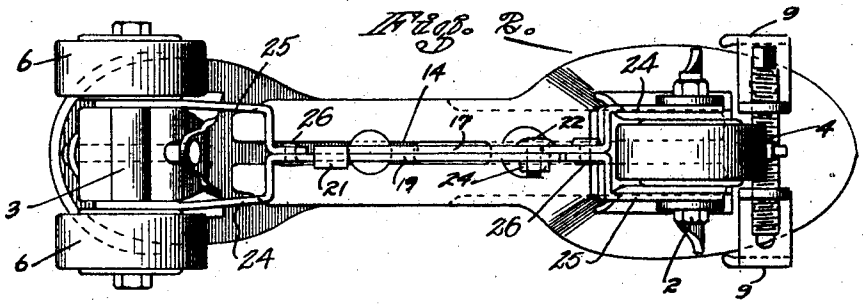
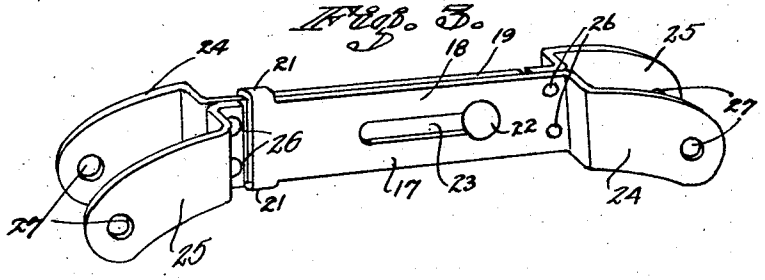


Fig. 3.



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UNITED STATES PATENT OFFICE.

FREDERICK R. SHUGART, OF SACRAMENTO, CALIFORNIA.

ROLLER SKATE.

Application filed May 31, 1924. Serial No. 717,152.

To all whom it way concern:

Be it known that I, FREDERICK R. SHUGART, a citizen of the United States, and a resident of Sacramento, county of Sacramento, State of California, have invented a new and useful Roller Skate, of which the following is a specification.

The present invention relates to improvements in roller skates and its particular object is to provide roller skates adapted to be used in playing the game of hockey. It is proposed to provide the roller skates with a hockey guard which allows the player to stop a rolling ball by means of a guard introduced between the two axles of the skate. It is further proposed to improve the roller skate by substituting a single wheel in front for the two wheels ordinarily used which not only lessens friction but also allows of easier execution of turning movements. Further objects and advantages of my device will appear as the specification proceeds.

The preferred form of my invention is illustrated in the accompanying drawing in which Figure 1 shows a side view of my roller skate, Figure 2 a bottom plan view of the same, and Figure 3 a perspective detail view of my hockey guard. While I have shown only the preferred form of the invention it should be understood that various changes and modifications may be made within the scope of the claims hereto attached without departing from the spirit of the invention.

My roller skate (1) comprises a front axle (2) and a rear axle (3), the front axle being supported on a single central wheel (4) and the rear axle on two wheels (6) disposed in spaced relation from one another. The foot base (7) provided in the conventional manner with a heel support (8) and adjustable toe clasp (9) is supported on the axles by means of brackets (11). It consists of two members (12) and (13), one of which is slotted as shown at (14) so as to allow a pin (15) extending through a perforation in the other member to ride therein, a nut (16) threaded on the pin allowing one of the members to be tightened upon the other.

The principal feature, apart from the three wheel support, of the present invention is the guard (17) shown in detail in Figure 3. It comprises two plates (18) and (19) disposed on edge and slidable on one another one of the plates being provided with turned over flanges (21) adapted to receive the other plate between the same and the latter plate having a short bolt (22) supported therein, which latter is adapted to ride in a slot (23) in the face plate, while a nut (24) engages the free end of the bolt for tightening one plate upon the other. The remote end of each plate is set off, as shown at 24, to run parallel to the plane of the plate at a distance therefrom and has a piece 25 complementary to the set-off riveted thereto, as shown at 26, to form a fork, the two elements of which are perforated as at 27. The front fork of the guard straddles the front wheel, while both members of the fork at the rear end are confined between the rear wheels in spaced relation to one another.

The guard is slightly arched so that its bottom line is substantially on a level with the two axles and so as to allow small objects to pass underneath the same, while the guard is adapted to stop the ball ordinarily used in the game of hockey.

The advantages of the construction described hereinabove are apparent. The two rear wheels serve as a balancing medium while the single front wheel allows of easy turning. The guard is made extensible so that it may be adjusted in accordance with the adjustment of the foot base and is shaped to effectively stop the ball, while the slightly arched form allows objects of smaller dimensions to pass underneath the skate without tripping the player.

I claim:

1. In a roller skate, two rear wheels, a single front wheel arranged in spaced relation and offset from opposite faces of the rear wheels, parallel axles supported in the wheels, an extensible foot base supported over the axles and an extensible guard connecting the two axles, said guard being formed of two plates disposed on edge with holding means on one plate extending through a longitudinal slot in the other plate, and one of said plates terminating in a yoke which receives the front wheel.

2. In a roller skate, a front wheel, two rear wheels, parallel axles supported in the wheels, an extensible foot base supported over the axles and an extensible guard connecting the two axles, said guard being formed of two plates disposed on edge with holding means on one plate extending

through a longitudinal slot in the other plate, and being slightly arched to present a bottom line substantially on a level with with the two axles.

3. In a roller skate, a wheel supported front axle, a wheel supported rear axle, an extensible foot base supported over the axles and an extensible guard connecting the two axles, said guard being formed of two plates disposed on edge with holding means on one plate extending through a longitudinal slot in the other plate, and being slightly arched to present a bottom line substantially on a level with the two axles.

4. In a roller skate having two spaced rear wheels and a single front wheel, two axles for supporting the wheels and a guard connecting the same comprising two plates disposed on edge slidable on one another, and means for tightening one plate upon the other, the plates being bifurcated at opposite ends to engage the axles at distant points and to receive the single front wheel and enter the space between the rear wheels.

5. In a roller skate having two spaced rear wheels and a single front wheel, two axles for supporting the wheels and a guard connecting the same comprising two plates, disposed on edge, flanges on one plate slidably engaging the other plate and threaded means extending through one of the plates riding in a slot in the other plate allowing the latter to be tightened upon the former, the plates being bifurcated at opposite ends to engage the axles at distant points and to receive the single front wheel and enter the space between the rear wheels.

FREDERICK R. SHUGART.