(No Model.)

C. G. HOERLE.

TRUCK FOR ROLLER SKATES.

No. 508,617. Patented Nov. 14, 1893.

Fig. 1.

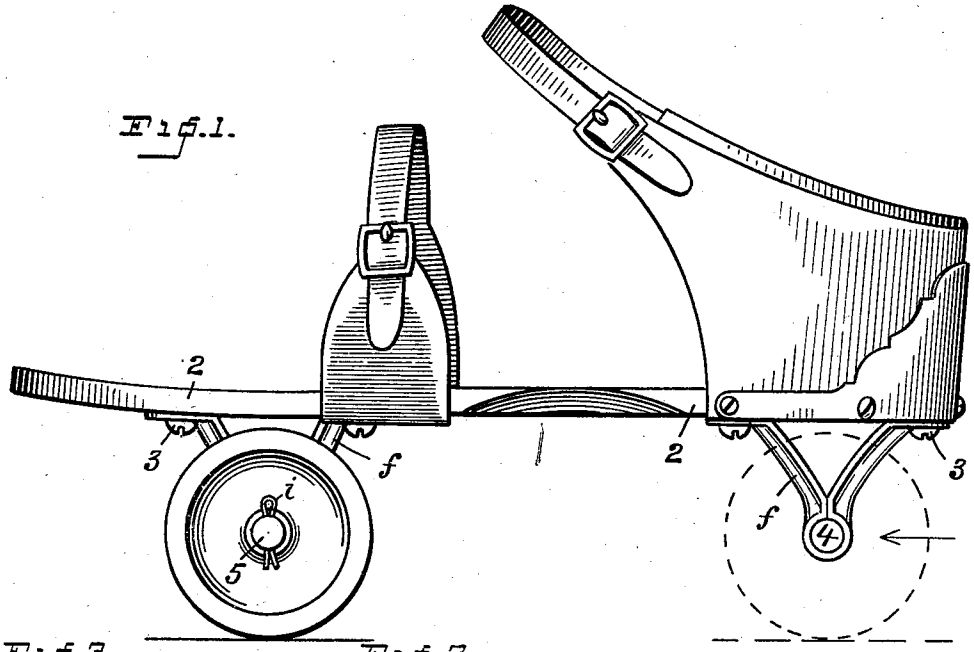


Fig. 3.

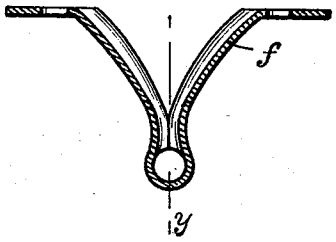


Fig. 2.

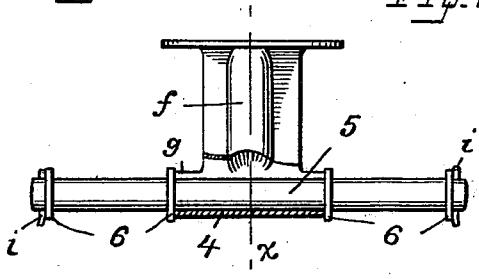


Fig. 6.

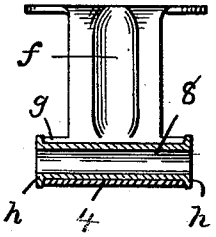


Fig. 4.

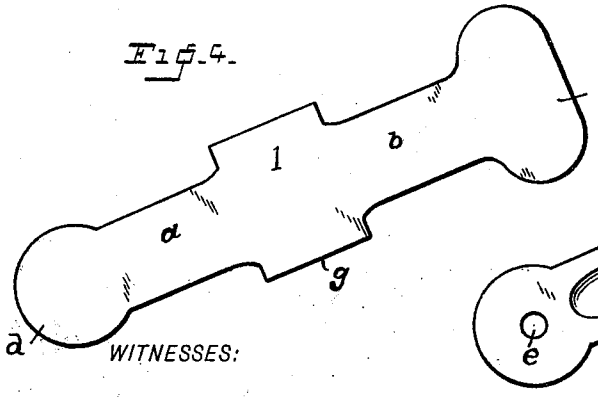
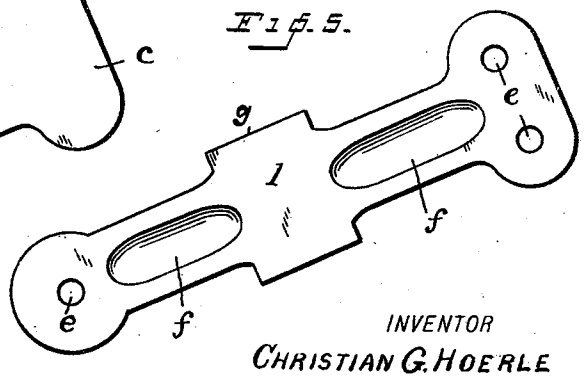


Fig. 5.



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TRUCK FOR ROLLER-SKATES.

SPECIFICATION forming part of Letters Patent No. 508,617, dated November 14, 1893.

Application filed February 3, 1893. Serial No. 460,833. (No model.)

To all whom it may concern:

Be it known that I, CHRISTIAN G. HOERLE, a citizen of the United States, residing at Torrington, in the county of Litchfield and State of Connecticut, have invented certain new and useful Improvements in Trucks for Roller-Skates; and I do hereby 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.

My invention relates to rolier skates and more particularly to an improvement in the trucks, its object being to make the trucks lighter, stronger and at the same time cheaper than those now in use.

To this end my invention consists in blanking the frame work of the truck from a single piece of sheet metal and form it into the proper shape to support the axle and to provide suitable means for attaching it to the platform or sole plate of the skate, which improvement will be more fully set forth and described in the following specification and such features as I believe to be new and novel particularly pointed out in the claims to follow.

To enable others skilled in the art to make and use my invention reference is had to the following drawings and to the figures and letters of reference marked thereon which together with the specification explain the device.

Figure 1, represents a side elevation of a roller skate embodying my improved truck, one of the rollers in the foreground being removed to give a better view of the improved truck frame. Fig. 2, is a rear elevation of the hind truck with the wheels removed, looking in the direction of the arrow shown in Fig. 1. Fig. 3, is a cross section of the same on the line *x* of Fig. 2. Fig. 4, represents the first operation of blanking the truck frame. Fig. 5, shows the manner of strengthening the sheet metal blank by forming indentations or depressions in the body of the metal. Fig. 6, represents a modified construction relating to the manner of arranging the axle in the truck frame, which consists of a bushing placed in the eye of the truck frame, said view being a central section of the frame through line *y* of Fig. 3 and a central sectional view of the bushing therein.

The first operation in the construction of my improved truck, (see Fig. 4) is to blank out the frame from sheet metal of the required thickness—which for this purpose is comparatively thin—and to form such blank in any shape best calculated to distribute the stock with proper regard to the strain which it is called upon to bear. The central portion 1 will form a support for the axle presently to be described. The arms *a*. *b* terminate into the enlarged plates *c*. *d*, at each extremity thereof, in each of which are formed the holes *e* by which the frame is attached to the under side of the foot plate 2 shown in Fig. 1. To strengthen the frame the depressions or indentations *f*. *f* are made in the surface of each of the arms *a*. *b*, as shown at Fig. 5.

After the blanking process above described, the blank is bent by means of the proper tools into the completed form shown in Figs. 1, 2 and 3 and attached to the foot plate 2 by means of the screws 3. The central portion 1 of the truck frame is bent around the supporting eye 4—Fig. 6—for supporting the axle 5 shown mounted therein at Fig. 2. This axle is driven into the eye 4 of the said truck frame and has mounted on each projecting end the two washers or collars 6, which collars are placed between the ends *g* of the central portion 1 of the truck frame and the spring linch pins *i* which are inserted in holes arranged transversely through said axle and near the ends thereof.

In the construction shown in Fig. 6, I may find it advisable in some, or in all cases, to further strengthen and reinforce the axle supporting part 1 of the truck frame, by placing in the eye 4 thereof the bushing or eyelet 8 and flare or upset the projecting ends *h* against the projecting ends *g* of the central portion 1 of said truck frame.

In the construction above described I produce a frame much lighter, cheaper and stronger than the ordinary cast metal truck frame now employed. Besides, such a construction is equally well adapted in use to be applied in the construction of casters for

beds, tables, chairs and other like articles. Therefore I do not wish to be strictly confined in its use to roller skates, but to employ it in other lines as well.

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

1. In a roller skate or other device of like character, an improved article of manufacture consisting of a roller-truck frame made from a single metal blank formed into the proper shape to be attached to the foot-plate of the skate and means substantially as shown for attaching it thereto, a bend or eye formed at or near the lower depending end of such frame for supporting the axle for the rollers, substantially as set forth.

2. A roller-truck frame made from a single piece of sheet metal and bent around as shown to form an eye at its lower depending end, combined with a bushing or eyelet inserted therein to re-inforce the frame at that point, combined with an axle inserted therein, rollers mounted on the ends of said axle and arranged to operate as set forth.

3. As an improved roller-truck of the character described consisting of the metal blank as shown, having the central portion 1 to form the axle support, arms *a*. *b* indentations or ribs *f* formed by depressing the stock therein plates *c*. *d*. for supports, said blank arranged in the form substantially as shown and for the purpose described.

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

CHRISTIAN G. HOERLE.

Witnesses:
JOHN N. BROOKS,
ALBERT SPERRY.