

No. 623,358.

Patented Apr. 18, 1899.

O. W. EVERETT.
ROLLER SKATE WHEEL.

(Application filed Jan. 28, 1899.)

(No Model.)

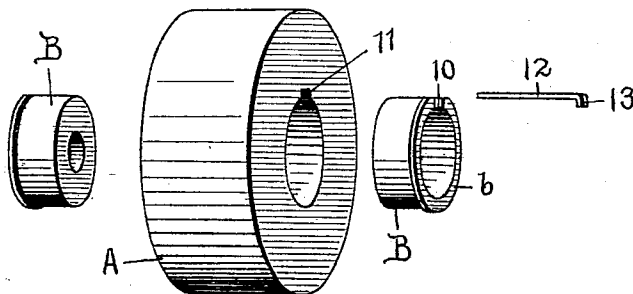


Fig 1.

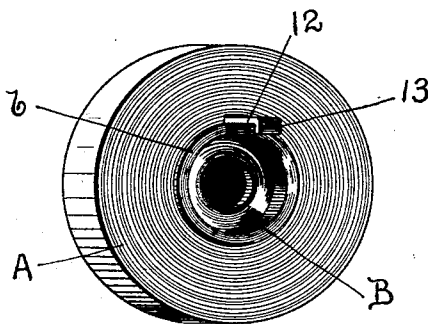


Fig 2.

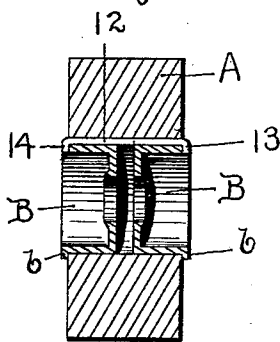


Fig 3.

Witnesses:
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UNITED STATES PATENT OFFICE.

OTIS W. EVERETT, OF WORCESTER, MASSACHUSETTS, ASSIGNOR TO THE SAMUEL WINSLOW SKATE MANUFACTURING COMPANY, OF SAME PLACE.

ROLLER-SKATE WHEEL.

SPECIFICATION forming part of Letters Patent No. 623,358, dated April 18, 1899.

Application filed January 28, 1899. Serial No. 703,670. (No model.)

To all whom it may concern:

Be it known that I, OTIS W. EVERETT, a citizen of the United States, residing at Worcester, in the county of Worcester and State of Massachusetts, have invented a new and useful Roller-Skate Wheel, of which the following is a specification.

The object of my present invention is to provide a light, inexpensive, durable, and substantially perfectly balanced skate-wheel in which ball-casings are secured in the wheel-body so that they cannot fall out or turn therein.

To these ends my invention consists of the skate-wheel and its features of construction, as hereinafter described, and more particularly pointed out in the claims at the end of this specification.

In the accompanying drawings, Figure 1 is a perspective view of the parts constituting a skate-wheel constructed according to my invention. Fig. 2 is a perspective view illustrating the manner in which the parts are put together, and Fig. 3 is a sectional view of a completed skate-wheel constructed according to my invention.

In journaling skate-wheels or ball-bearings it has heretofore been customary to provide ball-casings, which are driven tightly into the wheel-body, as shown, for example, in the patent to Daniel, No. 352,739, of November 16, 1886.

The wheel-body of a roller-skate is ordinarily turned out of boxwood or is made of pressed-up composition, such as paper, and in practice I have found the custom of driving ball-casings tightly into place in wheel-bodies to be objectionable, as a considerable number of such wheels are apt to be cracked or weakened in the process of manufacture, and, moreover, as the ball-casings are not positively held in place they are liable to work loose and turn with respect to the wheel-body, and when skate-wheels are kept in stock or are not made up into skates the ball-casings are likely to pull out of the wheel-bodies. To overcome these objections, I propose to provide means for positively holding or keying the ball-casings in the wheel-bodies

so that they will not only be held from turning therein, but will also be positively secured from pulling out of the same. To accomplish this purpose, the ball-casings are preferably notched transversely on their outer ends, and means are provided for engaging the notched ball-casings to positively hold the same in place.

In its preferred construction a skate-wheel constructed according to my invention comprises an annular skate-body having a keyway therein, flanged ball-casings, which may be fitted comparatively loosely into the wheel-body and have their ends notched transversely, and a key which fits into the keyway of the wheel-body and has its ends bent in to engage the notches of the ball-casings.

Referring to the drawings and in detail, A designates the annular wheel-body, of boxwood, papier-mâché, or similar material, which has a keyway 11 cut therein. Fitting into the wheel-body A are ball-casings B, preferably turned from steel and hardened and having end flanges *b*, which limit the distance to which the ball-casings can be driven into the wheel-body. The ball-casings B have transverse notches 10. A key 12 is fitted into the keyway 11 and is provided with a turned-over end for engaging the notch in one of the ball-casings B, and when properly positioned the other end 14 of the key is bent in to engage the notch in the other ball-casing B to rigidly lock the parts together, as illustrated in Fig. 3. By means of this construction I have provided a skate-wheel which may be kept in stock without danger of the ball-casing becoming separated from the wheel-bodies on account of shrinkage, and as the ball-casings do not have to have a driving fit in the wheel-bodies skate-wheels of this construction may be assembled without danger of cracking or weakening the wheel-bodies, and, moreover, by using a comparatively light key 12 I have provided a construction which is nearly perfectly balanced, as the stock removed by cutting the keyway 11 will be substantially as heavy as the key itself.

I am aware that changes may be made in the construction of skate-wheels by those who

are skilled in the art and that variations in the specific means for locking the ball-casings in place may be devised without departing from the scope of my invention as expressed in the claims.

I do not wish, therefore, to be limited to the construction which I have herein shown and described; but

What I do claim, and desire to secure by Letters Patent of the United States, is—

1. As an article of manufacture, a roller-skate wheel comprising an annular wheel-body A, transversely-notched ball-casings B fitting into opposite sides of the wheel-body A, the depth to which said casings can be driven therein being limited by end flanges b, and means mounted in the wheel-body A for engaging the transverse notches in the ball-casings to hold the ball-casings from fall-

ing out or turning in the wheel-body, substantially as described.

2. As an article of manufacture, a roller-skate wheel comprising an annular wheel-body A, having a keyway 11, flanged ball-casings B fitting into the wheel-body A, and a key 12 fitting into the keyway 11, and having its ends 13 and 14 bent in to engage transverse notches 10 in the ends of the ball-casings 13 to hold the ball-casings B from falling out of or turning in the wheel-body A, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

OTIS W. EVERETT.

Witnesses:

LOUIS W. SOUTHGATE,
PHILIP W. SOUTHGATE.