April 10, 1951 J. K. PETRIME 2,548,391

CONVERTIBLE SKATE

Filed Aug. 7, 1948

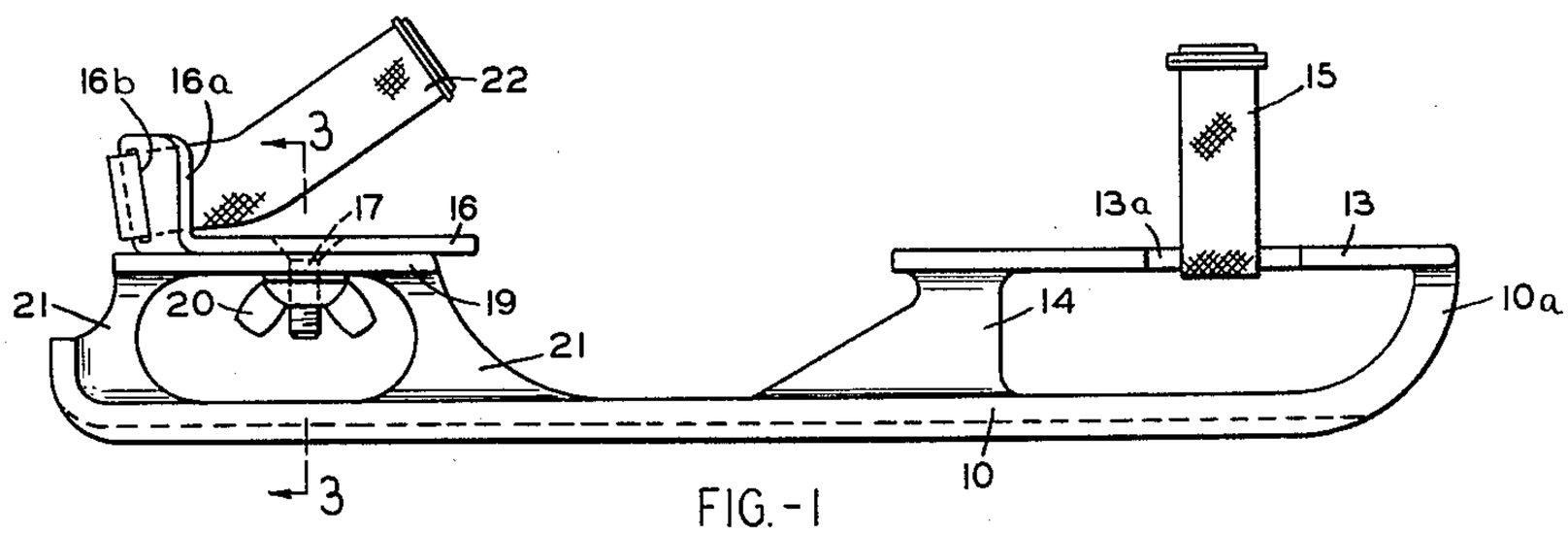

FIG.-1

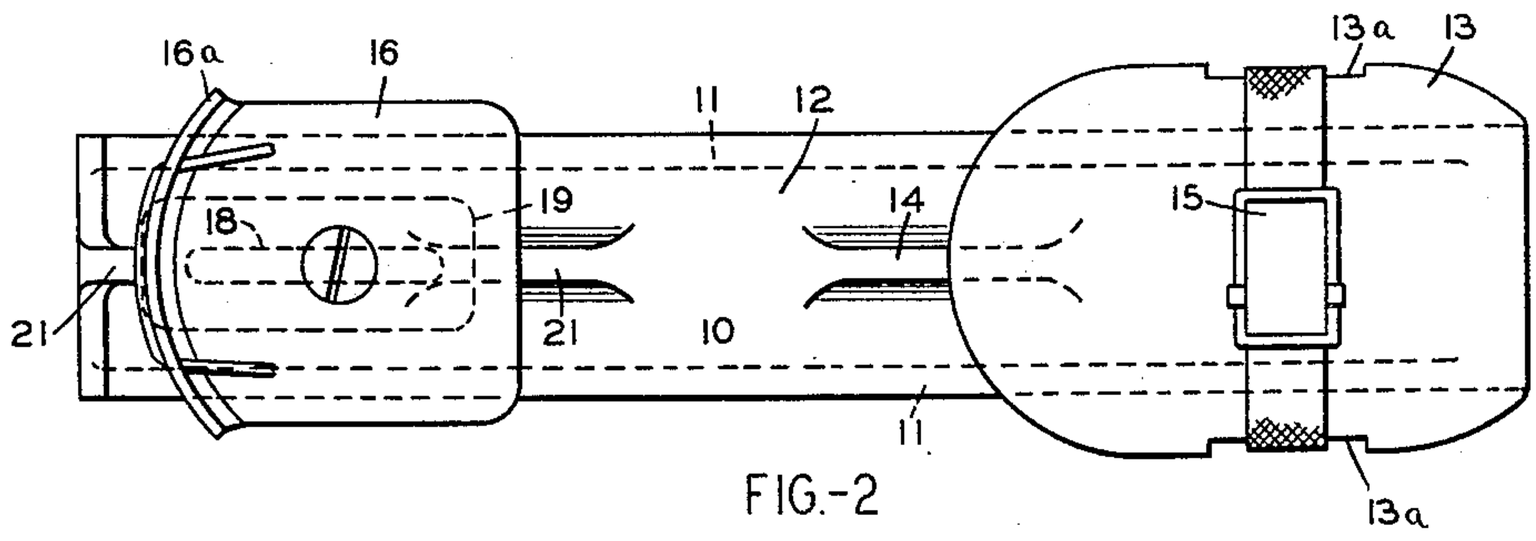

FIG.-2

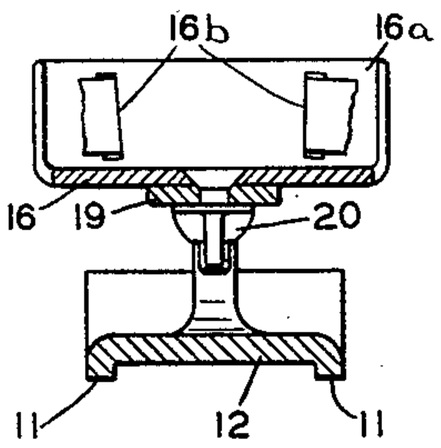

FIG.-3

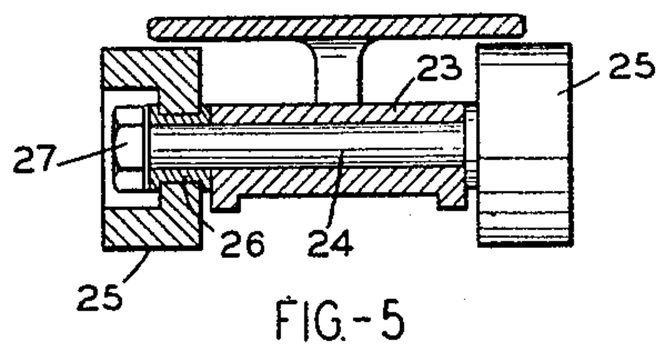

FIG.-5

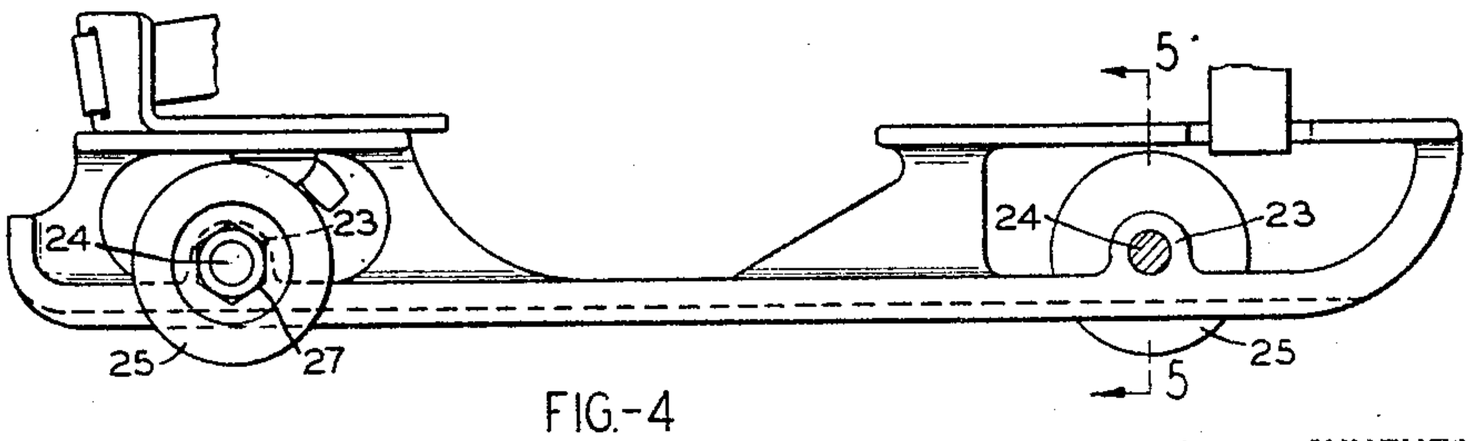

FIG.-4

INVENTOR.

JOSEPH K. PETRIME

BY

Hyde, Meyer, Baldwin & Doran

ATTORNEYS

Patented Apr. 10, 1951 2,548,391

UNITED STATES PATENT OFFICE

2,548,391

CONVERTIBLE SKATE

Joseph K. Petrime, Mayfield Heights, Ohio

Application August 7, 1948, Serial No. 43,115

2 Claims. (Cl. 280—7.13)

1

This invention relates to skates which may be used on snow or ice and in one form may also be fitted with wheels to be used on any hard surface.

An object of the present invention is to provide a skate to be used on snow or ice, on which the runners are spaced to provide maximum stability.

Another object of the present invention is to provide a skate to be used on snow having a large runner area to support the wearer, and having parallel ribs to guide the skate.

Another object of the present invention is to provide a skate which may be used on snow or ice and which may also be easily fitted with wheels.

Other objects and advantages of the present invention will be apparent from the accompanying drawings and description and the essential features thereof will be set forth in the appended claims.

In the drawings,

Fig. 1 is a side elevational view of one form of my invention;

Fig. 2 is a top plan view of the skate shown in Fig. 1;

Fig. 3 is a sectional elevation on the line 3—3, of Fig. 1;

Fig. 4 is a side elevational view of a modified form of my improved skate, showing the skate fitted with wheels; while

Fig. 5 is a sectional elevation on the line 5—5 of Fig. 4.

In the form of my invention shown in Figs. 1 to 3 I provide my improved skate with a base 10 of substantial width. For instance, a skate nine inches inches long would be about 1½ inches wide. The base 10 comprises two runners 11 depending from the side edges of the base 10 and extending longitudinally of the base, and a flat web portion 12 connecting the two runners 11. The runners extending about ⅛ inch below the flat web portion 12 and being about $\frac{3}{16}$ inch wide.

I provide a toe plate 13 secured to the base 10 by a rib 14 and a curved upward extension 10*a* of the base 10.

For securing the forward portion of the skate to the shoe (not shown) of the wearer I provide the strap 15 which passes beneath the toe plate 13 and over the shoe (not shown). The strap is held against fore-and-after movement by the notches 13*a* in the plate 13.

The heel plate 16 is made adjustable by means of the bolt 17 extending through a slot 18 in the supporting plate 19. To securely clamp the heel plate 16 to the supporting plate 19, the bolt 17

2

is provided with a wing nut 20. The supporting plate 19 is mounted on the base 10 by the ribs 21.

In the upright portion 16*a* of the heel plate 16 are two slots 16*b* through which a strap 22 is threaded for securement to the heel of the wearer.

In the modification shown in Figs. 4 and 5 I provide upstanding bearing lugs 23, fore-and-aft of the skate, which extend transversely of and clear across the base 10 through the openings beneath the heel and toe plates, thus reinforcing the base at these points of heavy strain. The lugs 23 are adapted to receive an axle 24 on which are mounted wheels 25 by means of bearings 26. A nut 27 threaded on the axle 24 secures the whole assembly to the base 10 of the skate.

It will be observed, in both forms described, that the heel and toe plates 13, 19, the ribs 21, 14 and 10*a*, and the runner base 10 are all integral parts of a single body member, which hence may be either a casting or a forging and thus fabricated at low cost but still with ample strength to withstand the severe punishment which such skates encounter in sidewalk and other use. In the form shown in Fig. 4, the base of the body member is further reinforced by the transversely extending bearing lugs or bosses 23, which also are integral with the base.

I have thus provided a skate having a large base area that can be used on snow, as for example, for sliding down a hill and which when used on ice or snow has great stability, and may also be easily fitted with wheels in warmer weather.

Other advantages of the invention will be apparent to those skilled in the art.

What I claim is:

1. A combination ice and roller skate, comprising a one piece body member which includes a wide elongated base provided along its side edges with depending runners, two pairs of longitudinally spaced supporting ribs integral with said base and extending upwardly along its center line, horizontally extending heel and toe supporting plates, each integral with one pair of said ribs, two bearing bosses integral with and reinforcing the base, each extending transversely thereof within and through the space between the ribs of each of said pairs, an axle mounted in each bearing boss, wheels carried by said axles and extending below the runners, and means mounted upon said plates for securing the skate to the foot of the wearer.

2. A combination ice and roller skate, comprising a one piece body member which includes a wide elongated flat base provided along its side

edges with parallel depending runners, rib means integral with said base and extending upwardly along its center line, horizontally extending heel and toe supporting plates integral with said rib means at the top thereof, two bearing bosses integral with and reinforcing said base, each of said bosses extending upwardly from said base and transversely thereof between its side edges, an axle mounted in each bearing boss, wheels carried by said axles and extending below said runners, and means mounted upon said plates for securing the skate to the foot of the wearer.

JOSEPH K. PETRIME.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
327,517	Britt	Oct. 6, 1885
1,351,925	Ricke	Sept. 7, 1920
1,355,459	Flatman	Oct. 12, 1920
1,525,443	Gibson	Feb. 10, 1925
1,678,579	Vincent	July 24, 1928
1,802,116	Kinsley	Apr. 21, 1931
2,439,311	Maybery	Apr. 6, 1948

FOREIGN PATENTS

Number	Country	Date
313,056	Italy	Dec. 6, 1933