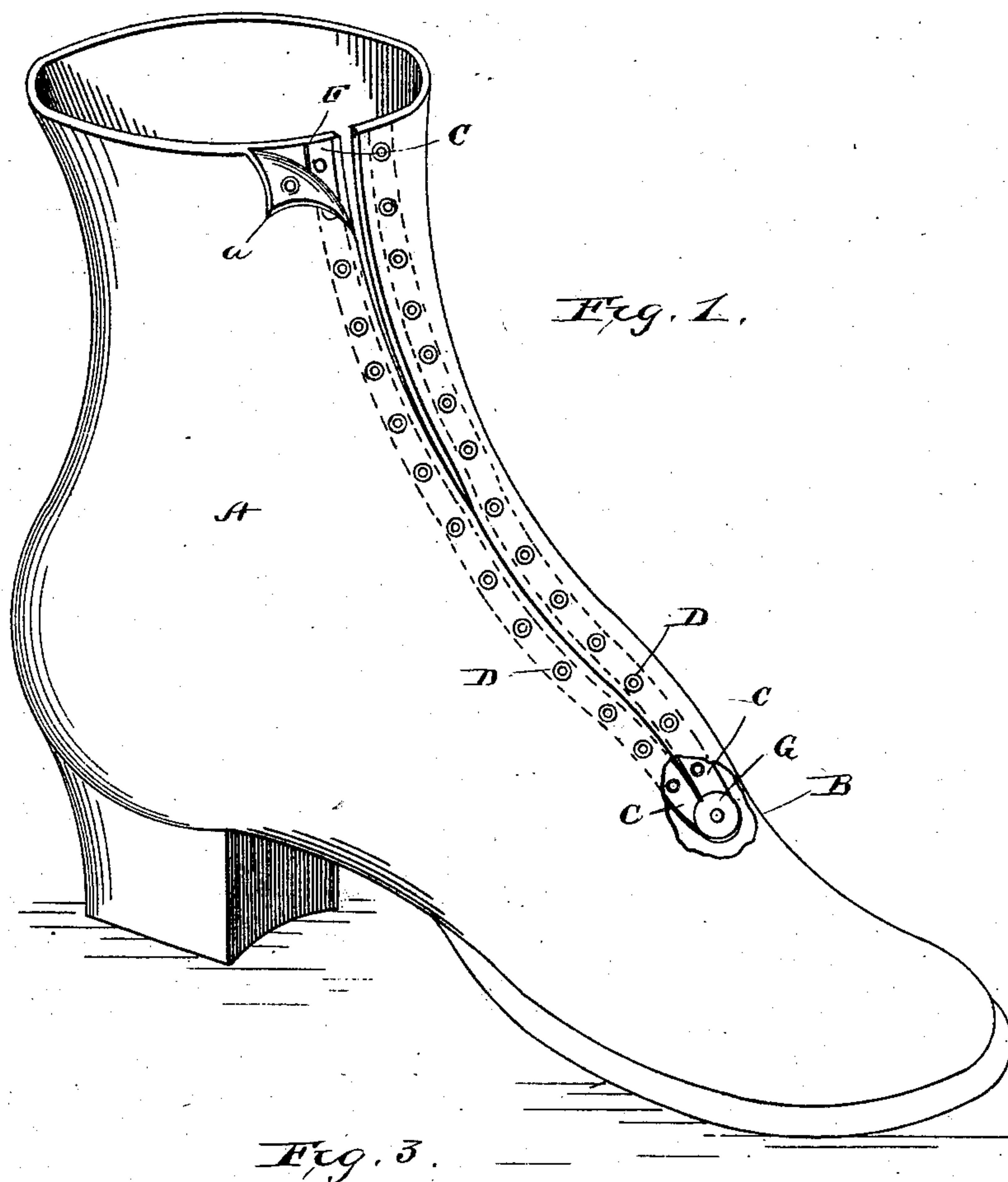


(No Model.)

D. LUBIN.
SHOE.

No. 255,301..

Patented Mar. 21, 1882.



Witnesses,
Edmund L. Yerrell.
H. Aubrey Toulmin

Inventor,
David Lubin.
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his Atty.

UNITED STATES PATENT OFFICE.

DAVID LUBIN, OF SACRAMENTO CITY, CALIFORNIA.

SHOE.

SPECIFICATION forming part of Letters Patent No. 255,301, dated March 21, 1882.

Application filed February 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, DAVID LUBIN, of Sacramento City, in the county of Sacramento, and in the State of California, have invented certain new and useful Improvements in Shoes; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

This invention relates to shoes wherein eyelets are used to receive the lacing.

The objects of my invention are, first, to employ between the inner and outer layers of the shoe, on each side of a front or side opening, very thin metal strips, made of steel or other metal, for the purpose of affording a firm solid hold to the eyelets when clinched in their places, and also for the purpose of uniformly distributing the strain of the lacing throughout the length of the said flexible elastic strips; second, to unite the ends of the strips at their lower ends by a single flat joint.

In the drawings hereto annexed, Figure 1 is a perspective view of a shoe having my invention applied to it. Fig. 2 is a sectional view, showing a thin steel plate, two thicknesses of leather or other material, and eyelets which are ready to be clinched. Fig. 3 is a similar view of the same parts shown in Fig. 2, indicating the eyelets clinched.

The following description of my invention, when taken in connection with the annexed drawings, will enable others skilled in the art to understand it.

A designates a shoe which is open in front, the slit extending from the ankle portion to a point, B, which point is directly at the instep or articulation of the natural joint of the foot. C C designate thin metal strips, which are perforated at suitable points, and which are united at their lower ends by a single flat joint, G. These steel strips C C are stitched between the two thicknesses, F a, and through these thicknesses holes are punched corresponding to the perforations through the steel strips C C. It is at the point B that the shoe-upper gives away when steel strips are connected by a link, or when they are separated.

It is obvious that where there is a constant motion of the foot acting on the leather of the shoe, as obtains at the point B, the leather will first crack, and then give away.

The single joint G of the two metal strips prevents any undue motion of the leather upper. Such a joint is useful, and an improvement over a double joint, whether the metal strips be made of very thin and flexible elastic metal, as I have above described, or whether the said strips be made more or less rigid.

Fig. 1 shows the slit of the shoe or boot located in the center thereof; but it is obvious that my improvement is applicable to gaiters where the slits or openings are made on the sides.

The thin elastic strips need not in some instances extend as far down as the instep, in which case the lower ends of the strips will be disconnected—that is to say, the hinge G will be omitted.

It is obvious that with the inserted steel strips the eyelets will not be liable to tear out under the strain to which they are subjected; also, that the strain is about equally distributed from one end to the other of each strip C, and that the flaps of the upper will not gap open when they are laced on the foot.

Having described my invention, I claim—

1. For a shoe of the character described, flexible and elastic metal strips united to the flaps of the upper by means of a series of eyelets adapted to receive the lacing, substantially as described.

2. The combination, in a shoe, of the elastic metal strips perforated to receive the lacing, and united by tubular rivets or eyelets between the inclosing portions F a of the flaps, and connected together at their lower ends by a single flat joint, G, substantially as described.

In testimony whereof I affix my signature, in presence of two witnesses, this 1st day of February, 1882.

DAVID LUBIN.

Witnesses:

CHAS. D. DAVIS,
EDWIN L. YEWELL.