

(No Model.)

H. WATSON.
SNOW SHOE.

No. 405,516.

Patented June 18, 1889.

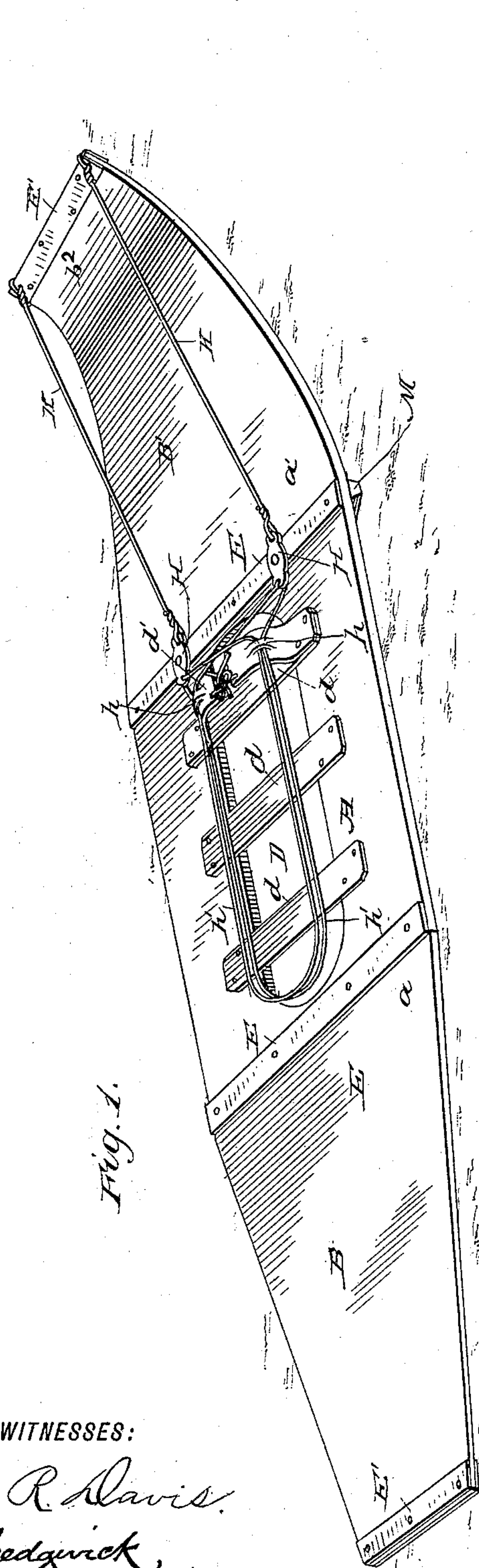


Fig. 1.

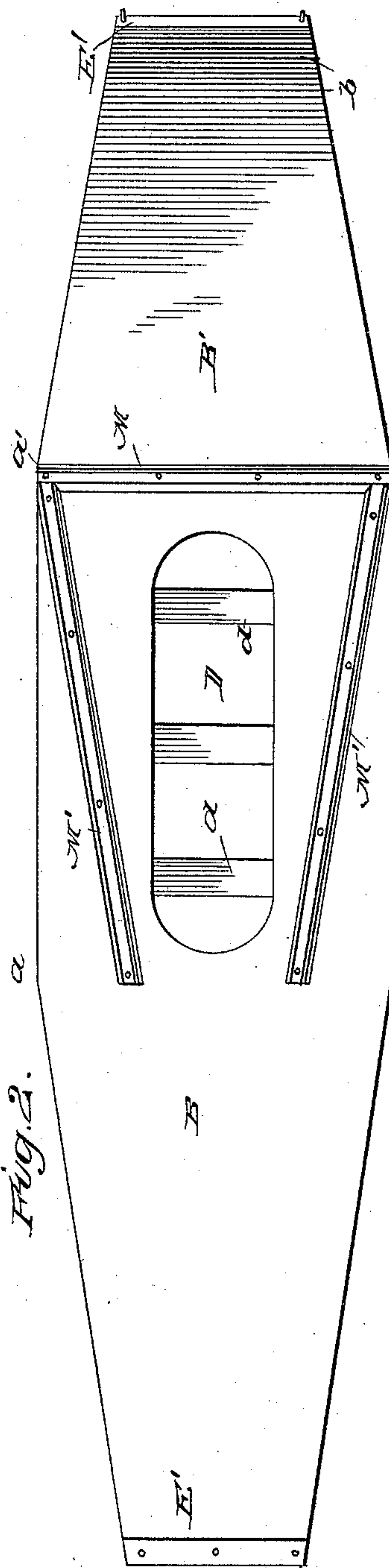


Fig. 2.

WITNESSES:

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UNITED STATES PATENT OFFICE.

HENRY WATSON, OF DONALD, BRITISH COLUMBIA, CANADA.

SNOW-SHOE.

SPECIFICATION forming part of Letters Patent No. 405,516, dated June 18, 1889.

Application filed August 23, 1888. Serial No. 283,577. (No model.) Patented in Canada April 26, 1888, No. 29,014.

To all whom it may concern:

Be it known that I, HENRY WATSON, of Donald, District of Kootenay, Province of British Columbia and Dominion of Canada, have invented a new and Improved Snow-Shoe, (patented in Canada April 26, 1888, No. 29,014,) of which the following is a full, clear, and exact description.

My invention relates to an improvement in snow-shoes, and has for its object to provide a shoe of simple and durable construction, which will not be affected by a changeable climate, and the further object of the invention is to provide a simple and convenient means for attaching the shoe to the foot.

The invention consists in the construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a perspective view of the complete shoe, and Fig. 2 is a bottom plan view of the same.

In carrying out the invention, A represents the body of the shoe, which body is constructed of one or more pieces of wood of a uniform thickness and a uniform width, from a point *a* to a point *a'* located at each side of the center.

The rear portion B of the shoe is straight and in the same plane with the central or foot portion, and the sides of the said rear portion B are tapered in opposite directions from the point *a* to the extremity, as best shown in Fig. 1.

The forward portion B' of the shoe is tapered in similar manner from the point *a'* to the extremity, and the said forward extremity of the shoe is bent upward, as illustrated at *b*² in Fig. 1. The upward curve is given to the forward end of the shoe in order that it may slide ahead easily without catching the snow and with a very slight elevation of the foot, and the said curved surface also prevents the snow from coming in around the foot.

In the central portion of the body, longi-

tudinally between the points *a* and *a'*, an opening D is produced, which opening is larger than the foot. The opening D is spanned by a series of three or more transverse leather straps *d* secured at suitable distances apart to the margin of the opening, which straps are adapted as a support for the foot and also admit of a slight purchase of the foot upon the snow below the wood. Directly over the first foot-strap *d*, or the strap nearest the toe, a second or toe-strap *d'* is secured, centrally and transversely divided, the parts being united by suitable lacing, whereby the toe-strap may be made to fit any size foot. At the respective points *a* and *a'* a metal binding-strip E is transversely secured to the shoe to prevent the wood from warping or splitting, and the extremities of the said shoe are preferably bound upon each side by equivalent metal strips E' constituting a ferrule. The metal strips E E' also serve to strengthen the body of the shoe and to tie the sections when the said body is constructed of more than one piece of wood.

Two plates H are secured to the front binding-strip E, one at each side of the center, which plates are provided with an eye at each end, and a loop *h* is formed in each section of the toe-piece. A leather string *h'* is passed through the rear eye of one plate H, thence through a loop upon one side of the toe-piece. The said string is then made to essentially follow the contour of the opening D, pass through the opposite loop *h* of the strap, through the rear eye of the opposite plate H, across through the first-mentioned loop, and following the direction of the other coil, the ends of the string are united, as best shown in Fig. 1. Thus two coils of string are arranged about the opening D, purposed to pass around the heel and prevent the foot from slipping.

Braces K are attached to the respective corners of the curved end of the shoe and to the forward eyes of the plates H.

To the bottom of the shoe, transversely the same, and immediately in front of the opening D, a three or more cornered piece of wood M is rigidly secured, which strip may be of a thickness to suit the quality of the snow and the size of the shoe, and from the

ends of the said strip M similar strips M' extend diagonally rearward, terminating at the point *a*.

5 In ascending or descending a hill, the forward strip M acts as a brake, preventing the wearer of the shoe from slipping and the longitudinal strips M' prevent the shoe from slipping sidewise and also serve to brace the same.

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

15 1. In a snow-shoe, the combination, with a wooden body provided with a central longitudinal opening, of flexible foot-supports spanning the opening and an adjustable toe-strap also spanning the said opening, substantially as shown and described.

20 2. In a snow-shoe, the combination, with a wooden body provided with a central longitudinal opening and flexible supports spanning the opening, of an adjustable toe-strap also spanning the said opening, containing loops, plates secured to the body, and heel-strings passing through said plates, and the
25 loops of the toe-strap, substantially as shown and described.

3. In a snow-shoe, the combination, with a wooden body having an upwardly-curved

forward end and provided with a central 30 longitudinal opening, and flexible foot-supports spanning said opening, of an adjustable toe-strap also spanning said opening, containing loops, plates secured to said body, heel-strings passing through said plates and 35 loops, and braces connecting the plates and the curved end of the body, substantially as shown and described.

4. A snow-shoe having a central longitudinal opening in its body and provided with 40 flexible foot-supports spanning said opening and with foot-securing straps, substantially as described.

5. The combination, with the body of a snow-shoe, of an essentially triangular brake 45 attached to the bottom between the ends, substantially as shown and described.

6. The combination, with the body of a snow-shoe constructed of wood, of an essentially triangular wooden brake attached to 50 the bottom of said body at the center, the members of said brake being polygonal in cross-section, substantially as shown and described.

HENRY WATSON.

Witnesses:

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T. W. RIELY.