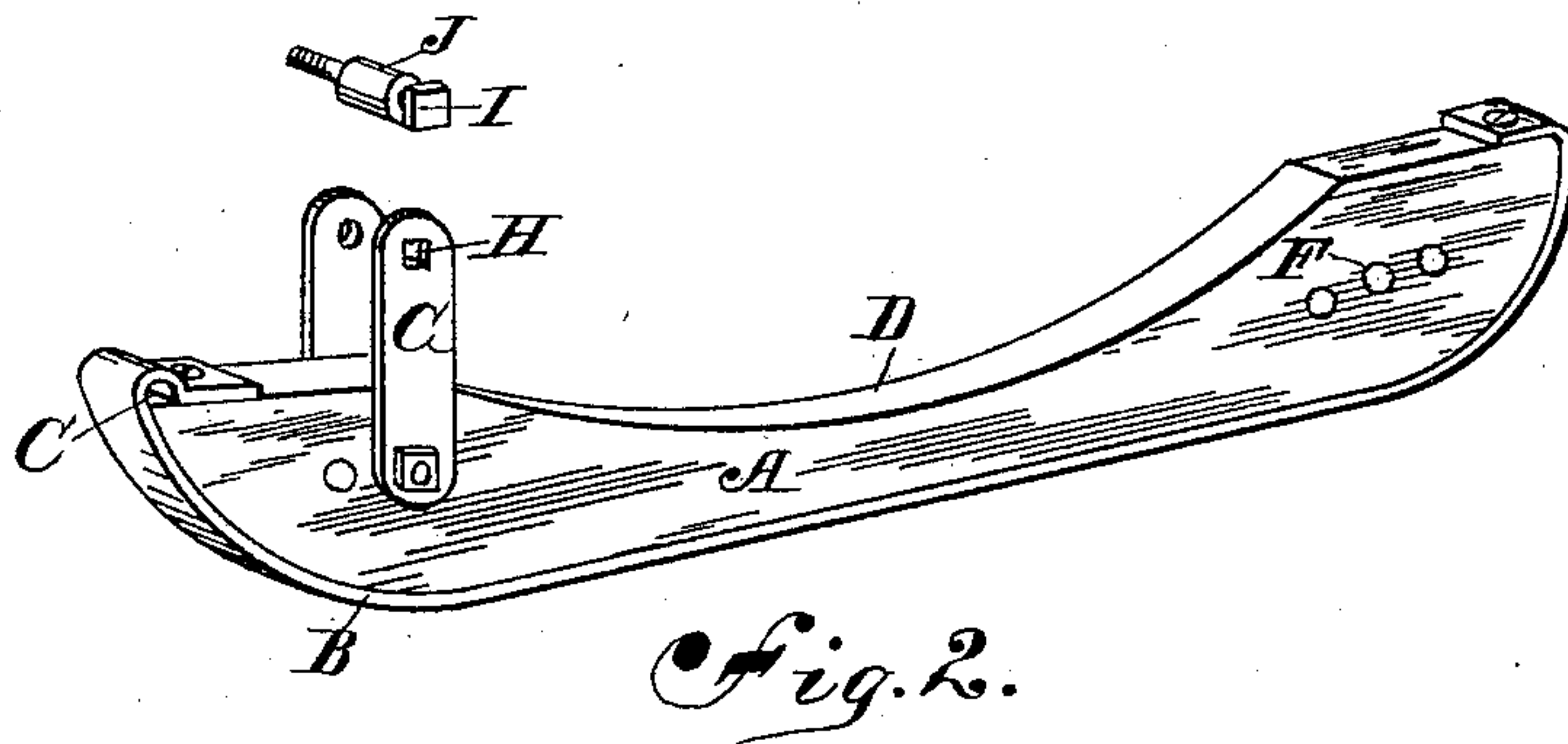
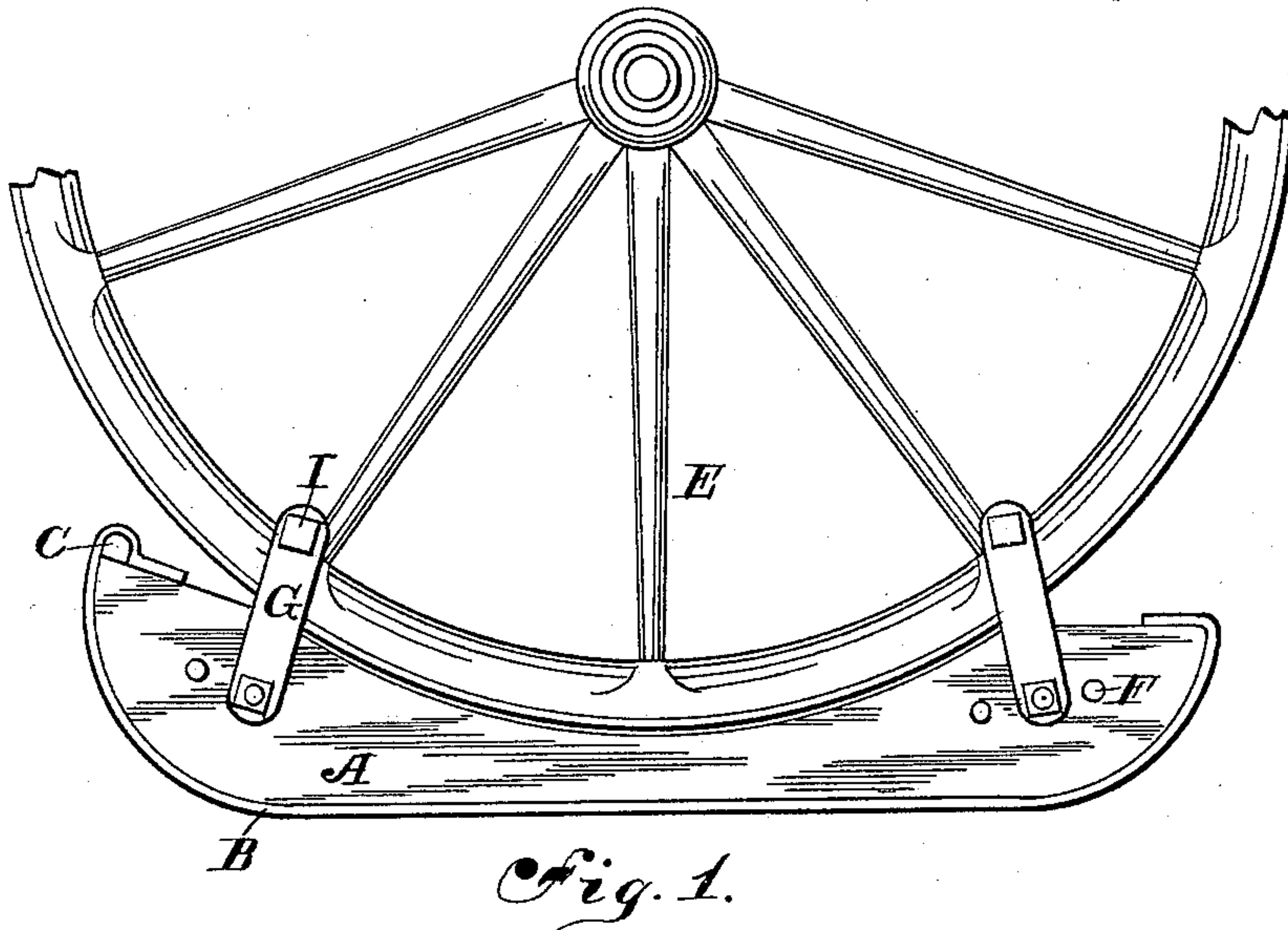


(No Model.)

T. REECE.  
RUNNER FOR WHEELED VEHICLES.

No. 452,083.

Patented May 12, 1891.



WITNESSES:

*S. S. Elkins*  
*S. Marvin*

INVENTOR

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BY

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# UNITED STATES PATENT OFFICE.

THOMAS REECE, OF NEW YORK, N. Y.

## RUNNER FOR WHEELED VEHICLES.

SPECIFICATION forming part of Letters Patent No. 452,083, dated May 12, 1891.

Application filed December 6, 1890. Serial No. 373,738. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS REECE, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Adjustable Snow-Shoes for Wheeled Vehicles, of which the following is a specification.

The object of my present invention is to provide an adjustable snow-shoe for wheeled vehicles; and it consists of a shoe composed of any suitable material, preferably wood, shod with metal and adapted to be attached to the wheel, whereby the wheel will be prevented from turning, and thus a ready means provided for converting the vehicle into a sleigh or sled, as will now be set forth in detail.

Figure 1 is a side view of a wheel equipped with the snow-shoe; and Fig. 2, perspective view of the shoe, showing the construction.

The body A of the shoe is preferably made of wood of the proper width and thickness rounded at the ends, as shown, in the form of a sled-runner and shod with a metal strip B, the forward end of which is bent up over the end of the wooden portion, so as to form an eye C, to which a chain, hook, or other attachment may be applied in case it should be found necessary to secure it to prevent the wheel from turning. The upper edge has a circular depression D or curve cut out, so as to receive the wheel E. Fore and aft the shoe A is provided with a series of holes F, and on each side the shoe is provided with a link G, having holes H at each end to receive the bolts I. I prefer to have the bolts at the upper ends provided with bushing J, such as gutta-percha or similar soft material, in order to prevent the bolt I from injuring the

felly or spoke of the wheel. It will be seen that these links G embrace the felly, and when the bolts are placed in position and the nuts are screwed up tight, the shoe will be held firmly to the wheel. Thumb-nuts may be employed on the bolts of the upper end, so that the shoe can readily be removed without the use of a wrench or other implement, and as the article is very simple in construction, easily applied, and small and light it can readily be carried with each vehicle for immediate application whenever it may be required.

I am aware it is not new to construct removable shoes or runners for wheels, and I do not therefore claim the same, broadly. My invention has special reference to the construction of the runner and its specific manner of attachment to the wheel, whereby the runner itself has a series of holes F, disposed on a horizontal line at each end, so that the links or straps G can be adjustably secured thereto to suit any wheel or the span of the spokes.

What I claim as new is—

A snow-shoe for wheeled vehicles, composed of a runner with a circular depression in its upper edge, and at each end a series of holes disposed on a horizontal line approximately, in combination with the links or straps on each side, with holes and bolts therethrough at each end, and a wheel, substantially as herein set forth.

Signed at New York, in the county of New York and State of New York, this 20th day of September, A. D. 1890.

THOMAS REECE.

Witnesses:

J. S. ZERBE,  
I. S. ELKINS.