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2,825,153

SANDAL FOR WALKING ON TAR, ASPHALT AND THE LIKE

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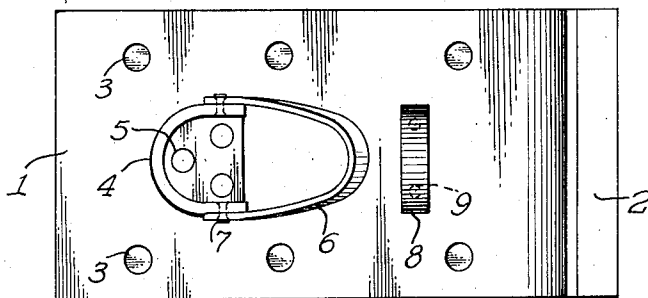


*Fig. 2.*

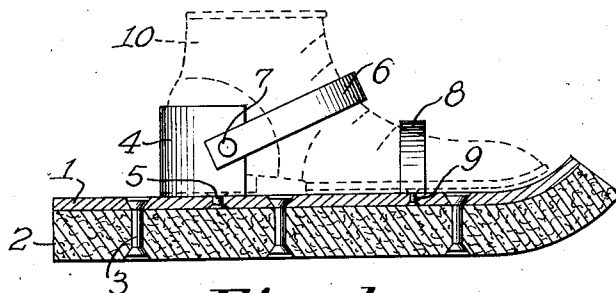


*Fig. 1.*

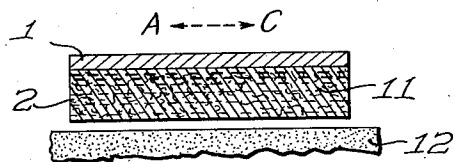


*Fig. 3.*

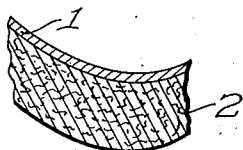


*Fig. 4.*

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## SANDAL FOR WALKING ON TAR, ASPHALT AND THE LIKE

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1 Claim. (Cl. 36—7.5)

This invention relates to a sandal for walking on tar, asphalt and the like, and has as its major object to provide a sandal to which tar, asphalt and the like will not stick.

Another object of this invention is to provide such a sandal as will not sink into the said tar, asphalt and the like when the weight of the working man comes to bear upon the sandal.

In the construction of roads and highways, it is necessary for working men to walk on hot tar and asphalt in order to spread this said material over the road. Consequently, the working man's shoes have sunk into the hot asphalt and impeded his work. Moreover, the hot asphalt has stuck to his shoes in ever increasing amounts until the shoes become too heavy and cause him to falter and often times to trip and fall.

For a long time road construction men have cleaned tar, asphalt and the like from their rakes, hoes and shovels by washing them with kerosene; thus they have found that hot tar and asphalt will not stick to kerosene.

Contrary to the construction of most shoe soles that are adapted to repel oil, water, rain, snow, slush and the like, my new sandal has a sole highly adapted to absorb oil, and particularly kerosene. Moreover, the sole of my new sandal is saturated with a liquid which frees itself from tar, asphalt and the like, and particularly with oil, and more particularly with kerosene.

The sole of my new sandal employs the well-known principle of a substantially greater bearing surface than the bearing surface of the sole of an ordinary shoe to prevent my new sandal from sinking into the hot tar and asphalt.

It will be seen that my sandal comprises a new specific structure.

In the accompanying drawing:

Figure 1 is a side elevation in partial section of my new sandal.

Figure 2 is a plan view of my new sandal.

Figure 3 is a front partial section of the same.

Figure 4 is a side elevation in part and in partial section showing the flex of the sole of my new sandal.

Now in Fig. 1 is shown in a light metal frame 1 made preferably of aluminium, and is shown a sole 2 highly adapted to absorb a liquid which frees itself from tar, asphalt and the like, and particularly oil, and more particularly kerosene; the said sole being constructed preferably of woven felt. Again is shown one of multiple metal rivets 3 securing the said sole to the said frame.

Now is shown a heel portion 4 made preferably of metal and adapted to hold the heel of an ordinary shoe 10; the said heel portion 4 being secured to the said frame by a metal rivet 5. Again is shown an expandable rubber strap 6 secured to the said heel portion 4 by means of a metal rivet 7; the said strap 6 being adapted to secure the shoe to the frame. Again is shown another expandable rubber strap 8 secured to the said frame by means of a metal rivet 9; the said strap 8 being adapted to secure the toe portion of the said shoe to the said frame.

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Moreover, is shown the length of the sole 2 of my new sandal being substantially longer than the length of the sole of the ordinary shoe 10. Now, the sole 2 is saturated with a liquid which frees itself from tar, asphalt and the like; the said liquid being preferably oil, and more preferably kerosene.

In Fig. 2 is shown the aluminium frame 1, the said sole 2 secured under the said frame by means of multiple metal rivets 3, 3. Again is shown the said heel portion 4 secured to the said frame 1 by means of one of multiple metal rivets 5. Again is shown the expandable rubber band 6 secured to the said heel portion 4 by one of multiple metal rivets 7; the said band 6 being adapted to secure an ordinary shoe to the said frame 1. Again is shown an expandable rubber band 8 secured to the said frame 1 by means of one of multiple metal rivets 9; the said band 8 being adapted to secure the toe of an ordinary shoe to the said frame 1.

In Fig. 3 is shown the aluminium frame 1 and the sole 2 of my new sandal. Now is shown the width of the sole of an ordinary shoe as represented by the width of the dotted arrow A—C, and is shown the width of the sole of my new sandal to be substantially greater than the width of the sole of an ordinary shoe; and, whereby, with the specification of Fig. 1 it can be calculated that the bearing surface 2 of my new sandal is substantially greater than the bearing surface of the sole of an ordinary shoe.

Again is shown the sole 2 being highly adapted to absorb a liquid which frees itself from tar, asphalt and the like; the said liquid being preferably oil, and more preferably kerosene.

Again is shown the sole 2 saturated with a liquid shown in official draftsmen's symbol at 11, the said liquid being adapted to free itself from tar, asphalt and the like; the said liquid being preferably oil, and more preferably kerosene.

In Fig. 4 is shown the aluminium frame 1 and the sole 2 being adapted to flex in the general manner of walking.

According to my invention, my sandal is turned upside down and kerosene is poured on the sole. The sole absorbs approximately one pint of kerosene. When the sandal is turned right side up, the kerosene does not leak out of the sole, but is retained in the sole. The sandal is now secured to the ordinary shoe of a working man. When the working man applies his weight to the sandal, the kerosene is slowly squeezed out of the sole. Thus I have found that I can walk and work on hot tar and asphalt for periods up to two hours without the hot tar or asphalt sticking to my sandal. Moreover I do not sink into this hot material, and the work that must be performed becomes lighter and easier.

At the end of a two hour period of work, the sandal is removed from the ordinary shoe and another pint of kerosene is poured into the sole. Obviously, the time period for filling the sole with kerosene will vary with the amount of walking and the weight of the man using the sandal.

In using my sandal, the kerosene is squeezed out of the sole and forms a thin film between the sole and the hot tar or asphalt; since kerosene does not stick to these said materials, the sandal will almost slide over these materials.

My sandal is in-expensive to make, and will last approximately two months on the job under hard usage; most of all, the relief that my sandal affords in the laborious work of spreading hot tar and asphalt is most gratifying.

Referring again to Fig. 3 is shown the sole 2 of my sandal walking on hot tar, asphalt and the like 12; the said sole being saturated with kerosene and adapted to exude a film (not shown) between the said sole and the

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said hot tar, asphalt and the like when the weight of the wearer of the said sandal is applied to the said sole.

I claim:

An overshoe sandal for walking on hot bituminous material comprising a metal plate having a substantially greater bearing surface than the sole of a shoe over which

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it is adapted to be worn, means to attach the plate to said shoe, and a felt sole saturated with kerosene coterminous with said plate secured to the under-surface of said plate.

No references cited.

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