

990,396.

Patented Apr. 25, 1911.

Fig. 1.

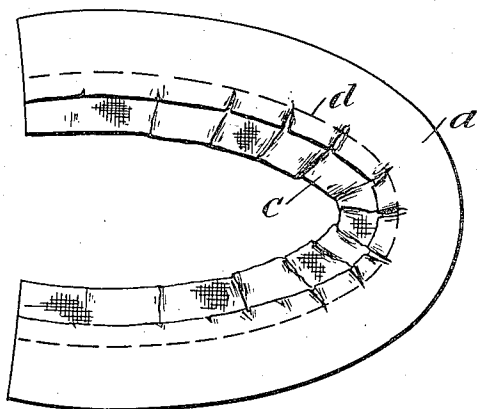


Fig. 3.

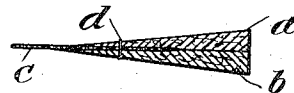


Fig. 4.



Fig. 2.

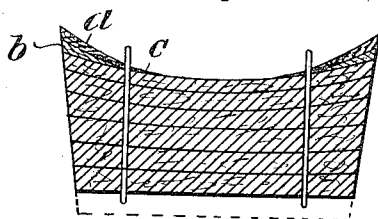


Fig. 5.



Fig. 6.

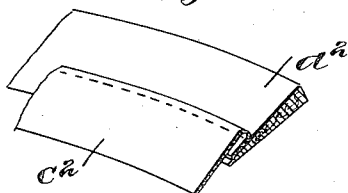
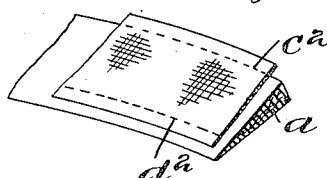


Fig. 7.



Witnesses
P. R. Pezzetti
H. B. Allen

Inventor:
 Linus H. Shaw;
 By *Wright Brown Dumble, Day*
 Attys.

UNITED STATES PATENT OFFICE.

LINUS H. SHAW, OF BROCKTON, MASSACHUSETTS.

RAND.

990,396.

Specification of Letters Patent.

Patented Apr. 25, 1911.

Application filed August 23, 1910. Serial No. 578,557.

To all whom it may concern:

Be it known that I, LINUS H. SHAW, of Brockton, in the county of Plymouth and State of Massachusetts, have invented certain new and useful Improvements in Rands, of which the following is a specification.

This invention relates to rands for boot and shoe heels and has for its object to devise means by which otherwise comparatively valueless material may be converted into rands and made valuable.

In the following specification I have described in detail the manner in which my invention is carried into effect, and in the accompanying drawings I have illustrated a rand made in accordance with the invention.

In the drawings, Figure 1 represents a plan view of the rand. Fig. 2 represents a sectional view of a boot or shoe heel having my improved rand applied thereto. Fig. 3 is a sectional view of the rand on an enlarged scale. Fig. 4 is a similar view of a modified construction of the rand embodying the same general principles. Fig. 5 is a similar view showing a rand embodying the same principles but made in a somewhat different manner. Fig. 6 is a perspective view of a fragment of the same rand shown in Fig. 5. Fig. 7 is a perspective view illustrating the manner of making the rand shown in Figs. 5 and 6.

Rands for use in boot and shoe heels are now commonly made of skivings from the leather blank of which shoe counters and toe caps are made. The skivings from the edges of these blanks are of course wedge shaped in cross section and are found to be suitable for use as rands. In order that they may serve this purpose however it is necessary that they should have a certain width at least seven eighths of an inch, in order that they may be penetrated and held by the nails which are used in securing the heel upon the boot or shoe. Such nails are driven through the heel at a considerable distance from the edges thereof and it is of course necessary that the rand should project a still greater distance inwardly from the edges in order that it may be firmly held by these nails. The thin edge of the rand is of course without much strength and it is consequently necessary that the nails should penetrate the rand at a considerable distance back from this thin edge. It is for this reason that the trade demands as the least width for a suitable rand about seven

eighths of an inch. Strips of skivings of less than this width have hitherto been unsuitable for rands and are merely scrap, the only use for which they are fitted being to be ground up and shredded to make leather-board. Strips suitable for rands have a certain definite price in the trade, whereas the scrap in which is included the skivings too narrow for rands is worth not one tenth of this price.

The object of my invention is to redeem the skivings which have hitherto been considered too narrow for rands, and to convert them into rands suitable for the purpose and having the full market value. I accomplish this object by uniting with the narrow skivings thin strips of a material having a greater degree of strength and toughness than leather, such as a textile fabric. This tough, thin material is secured to the leather skiving in such a manner that it projects beyond the thin edge of the skiving and so makes a composite strip of as great a width as may be required. When such a composite strip is bent into horseshoe shape it is perfectly adapted to serve the purposes of a rand.

In Figs. 1, 2 and 3 of the drawings I have shown a rand made of two skivings of leather, *a* and *b*, placed together with their thin edges next to one another, and a strip *c* of other material. The leather strips are of the character hitherto good for nothing except to be ground up into pulp, on account of the fact that they are too narrow to be used as a rand. The extension strip *c* is assembled with these skivings in such a way as to extend the desired distance beyond the thin edges of the skivings and is firmly united to the latter, making a composite strip of any desired width. The skivings and strip are so firmly united together that even though the nails which unite the rand to the heel and to the shoe should pass only through the strip *c* yet the union is so strong as to make it impossible for the leather skivings to separate therefrom. The union between the skivings and strip may be any desired fastening means such as stitches or cement. In the drawings I have shown the several members united by a line of stitching *d*, but if desired I may dispense with the stitching and unite the pieces together by cement or other adhesive alone, or I may use both the stitching and adhesive.

The material of which the strip *c* is made

may be anything having a sufficient degree of strength and toughness so that although very thin it will not pull away from the nail or other fastening used in attaching it to the shoe. A textile fabric such as duck I have found best suited for this purpose as it has the necessary strength and is at the same time inexpensive. By this means waste material of nominal value may be converted into rands with a value of from twenty to thirty times as great.

Other advantages are possessed by rands constructed in accordance with my invention. One of these is that owing to the fact that narrow skivings may be used it is possible to make the rands more abrupt than are those made from leather skivings of the full width. This enables the concave seating face of the heel to be made without unduly compressing the lifts at their counters. Furthermore as the fabric strip is more flexible and thinner than a leather skiving and is of uniform thickness from its inner edge to the edge of the connected skiving it is not so thick when it becomes packed at the rear of the rand after being bent into horseshoe shape as is a leather rand.

Although I have mentioned the rand as being made of two thicknesses of leather I desire to be understood that I do not limit myself to the use of only two skivings, for more than two may be used if desired in building up a single rand. Also it is not necessary that even two leather skivings be used as the rand may be made from a single leather skiving and a strip of fabric as used in Figs. 4, 5, 6 and 7. In Fig. 4 a' represents the leather skiving and c' the fabric strip, and the strip is laid flat along one side of the skiving and secured thereto by stitching d' .

In the form of the rand shown in Figs.

5 and 6 the strip c^2 when being first applied to the skiving a^2 is laid upon it as shown in Fig. 7, not projecting beyond the thin edge of the skiving, or at least not projecting to any material extent. It is secured to the skiving by stitches d^2 and is then doubled over about the stitches as shown in Figs. 5 and 6 so that its free end projects inwardly from the thin edge of the skiving.

I claim,

1. A rand for boot and shoe heels, consisting of a narrow skiving wedge-shaped in cross-section and a strip of thin and tough material secured to the skiving and extending when the rand is in place on a heel beyond the thin edge thereof.

2. A rand consisting of a narrow wedge-shaped leather skiving and a strip of textile fabric secured to the skiving in contact with one face only thereof and projecting from the thin edge thereof.

3. A rand consisting of a plurality of leather strips wedge-shaped in cross-section and laid together with their thinner edges next to each other, and a thin strip of tougher material interposed between the leather strips, fastened thereto, and projecting beyond the thinner edges thereof.

4. The combination with a heel, of a rand applied on the seating face of the heel at the periphery thereof, said rand being formed of a narrow wedge-shaped leather skiving and a strip of thin and tough material secured to such a skiving and projecting inward from the inner thin edge thereof, to receive the heel fastenings.

In testimony whereof I have affixed my signature, in presence of two witnesses.

LINUS H. SHAW.

Witnesses:

C. F. BROWN,

J. H. CHURCHILL.