A. B. GEORGE.

WOOD HEEL.

APPLICATION FILED DEC. 26, 1919.

1,356,861. Patented Oct. 26, 1920.

FIG. 1.

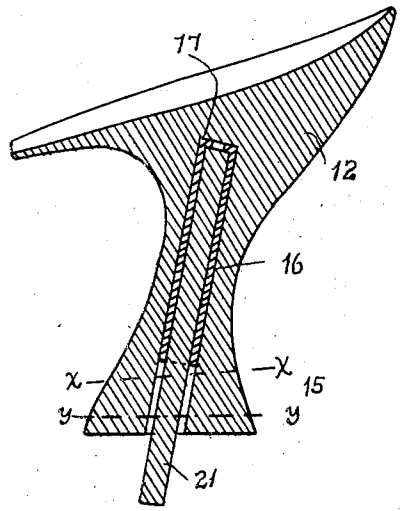


FIG. 2.

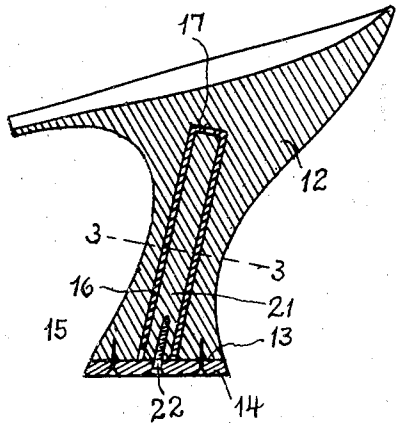


FIG 4

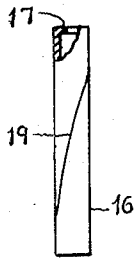


FIG. 5.

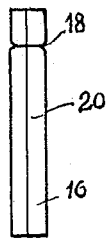


FIG. 6.

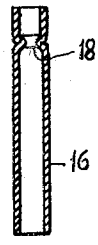
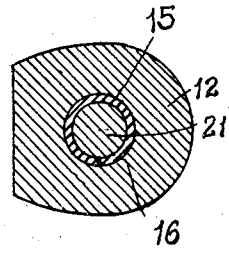


FIG. 3.



INVENTOR:
A. B. George
by Wright Brown Quinby & May.
ATTYS.

UNITED STATES PATENT OFFICE.

ALBERT B. GEORGE, OF HAVERHILL, MASSACHUSETTS.

WOOD HEEL.

1,356,861. Specification of Letters Patent. Patented Oct. 26, 1920.

Application filed December 26, 1919. Serial No. 347,516.

To all whom it may concern:

Be it known that I, ALBERT B. GEORGE, a citizen of the United States, residing at Haverhill, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Wood Heels, of which the following is a specification.

This invention relates to a wood heel of the Louis Quinze type, and has for its object to provide improved means for strengthening the heel to prevent the attenuated body thereof from cracking transversely between the heel seat and tread ends, and at the same time to enable a fastener for the usual leather top lift to be securely engaged with the heel.

To these and other related ends the invention consists in the improvements which I will now proceed to describe and claim.

Of the accompanying drawings forming a part of this specification,—

Figure 1 is a sectional view of an unfinished wood heel embodying the invention, the tread end of the heel being provided with the usual surplus portion, permitting the formation of a top lift face by the usual grading operation.

Fig. 2 is a sectional view of a graded heel provided with a top lift.

Fig. 3 is a section on line 3—3 of Fig. 2.

Figs. 4 and 5 are side views showing different constructions of the reinforcing dowel.

Fig. 6 is a longitudinal section of the tube shown by Fig. 5.

The same reference characters indicate the same parts in all of the figures.

In the drawings, 12 represents the heel body, usually made from a single piece of wood, and originally formed with an extension at its tread end adapted to be truncated by a saw to form the seat 13 for the leather top lift 14. The extension may be truncated in the plane indicated by the line x—x, or in the plane indicated by the line y—y, or in various intermediate planes, to grade the heel in accordance with the usual practice.

The body is provided with a dowel socket 15, extending through the extension and nearly to the heel seat end of the body.

16 represents a reinforcing dowel formed by a metal tube, and having a close driving fit in the socket 15, the dowel being provided at its inner end portion with an internal abutment for a driving tool. As shown by Figs. 1, 2 and 4, the abutment is at the extreme inner end of the dowel, and may be formed by ears 17, provided on the sheet metal blank of which the dowel is made, and bent inwardly to bear on a driving rod inserted in the dowel.

As shown by Figs. 5 and 6, the abutment is formed by a bead 18, near the inner end of the dowel. The sheet metal blank may be so formed that its opposed longitudinal edges have a winding form, as shown at 19, Fig. 4. Said edges may have a straight form, as shown at 20, Fig. 5. The abutment enables the dowel to be driven in until its inner end bottoms on the inner end of the socket 15.

The length of the dowel is such that its outer end is above any plane on which the body is to be truncated, so that the dowel does not interfere with the truncating saw.

21 represents a non-metallic core preferably of wood, having a close driving fit in the dowel, and inserted therein as far as the abutment. The outer end of said core projects sufficiently to be truncated with the body extension, so that when the heel is graded, the outer end of the core forms a part of the top lift seat.

The core is adapted to receive the shank of a fastener 22 driven through the top lift 14, said fastener being a screw, or a nail.

The tubular metal dowel so reinforces the heel body that the latter is prevented from cracking between its heel seat and top lift ends. Said dowel also constitutes a holder for the core 21, the latter constituting a means for anchoring the fastener 22. The core also reinforces the tubular dowel.

The reinforcing dowel may be non-metallic, and made from material having suitable tensile strength, such as compressed vulcanized fiber. A tube of such material supported internally by the core 21, constitutes an effective reinforcement for the purpose stated. A reinforcement thus formed may be truncated with the heel body, so that the outer ends of the tube and core may be flush with each other and with the top lift seat.

I claim:

1. A wood heel comprising a body provided with a dowel socket, a reinforcing dowel composed of a tube having a close driving fit in said socket, and a penetrable core having a close driving fit in said tube, and adapted to engage a top lift fastener.

2. An incomplete wood heel comprising a body having an extension at its tread end, adapted to be truncated to form the top lift seat of a graded heel, the body being provided with a dowel socket extending through and above said extension, a reinforcing dowel composed of a tube driven into said socket, and a penetrable core driven into said tube, and adapted to be truncated with the extension, to form a part of the top lift seat, and to engage a top lift fastener.

3. An incomplete wood heel comprising a body having an extension at its tread end, adapted to be truncated to form the top lift seat of a graded heel, the body being provided with a dowel socket extending through and above said extension, a reinforcing dowel composed of a metal tube driven into said socket and having its outer end located above said extension to permit the truncation of the extension by a saw cut, and a non-metallic penetrable core driven into and projecting from said tube, and adapted to be truncated with the extension, to form a part of the top lift seat, and to engage a top lift fastener.

4. A wood heel substantially as specified by claim 1, the reinforcing dowel being provided at its inner end portion with an abutment for a driving tool.

In testimony whereof I have affixed my signature.

ALBERT B. GEORGE.