This invention relates to a device for use in connection with snow ski and rendering it possible to glide in curves without any particular difficulty and skill. For this purpose each of the two skis is provided at its outer side with a flat rail which remains located above the snow surface as long as the run proceeds straightforward, but is lowered so as to contact with and penetrate or cut into, the snow surface when a curve is to be made. Either the right or the left rail is lowered according to whether the curve is to extend to the right or to the left. The means for attaching the rails to the skis, as well as the means for moving them, may be of very different description. One constructional form is shown diagrammatically and by way of example on the accompanying drawing on which Figure 1 is a side-view of the respective arrangement and combination of parts, the ends of the ski proper being broken away for want of space; Figure 2 is a plan of the parts shown in Fig. 1, and Figure 3 a vertical cross-section in the plane III—III of Fig. 1.

These figures show the snow-ski for the left foot. b denotes the control rail which is arranged at the left side of the shoe; it is designed as a kind of double-armed lever which is fulcrummed upon the pivot c and the front arm of which forms a straight spring e, the free end of which engages an eye f secured to the ski proper a. The main arm b of the control rail is kept by the spring e in a position in which it does not contact with the snow surface, but this is the case when a screw d provided near the rear end of the rail is screwed down more or less, corresponding to the radius of the curve intended. The screw d is located in the horizontal leg g of a bracket h affixed by screws i to the ski proper. If the curve is to extend to the right, the rail b of the right hand ski is pressed correspondingly down upon the snow surface by means of the screw d of that shoe, it being understood that the left-hand rail is then in its lifted position.

The vertical arm of the bracket h is located outside of the shoe and extends downwardly over the steering rail so as to guide it vertically when it is moved by the screw d.

Under circumstances the rails b may be used as braking means facilitating gliding over an icy surface, and in such a case both rails are employed instead of only one.

I claim:
1. A steering device for a ski comprising, in combination with the ski, a rail extending along at one side thereof and being supported thereby, and constituting a double-armed lever, the front arm of which is elastic, whereas the rear arm forms the steering rail proper, a pivot secured to the ski proper and serving as fulcrum for said double-armed lever, and means provided at the rear end of the rear lever-arm for moving it vertically, substantially as set forth.

2. A steering device for a ski, comprising, in combination with the ski, a rail extending along at one side thereof and being hinged to it and vertically movable, and a screw provided at the rear end of said rail and serves for moving it vertically, and a bracket formed by a rectangular member, the same being screwed to the shoe proper and bearing said screw, and said bracket extending outwardly over the said rail and guiding it vertically, substantially as set forth.

In testimony whereof I affix my signature.

GABRIEL FRÖHOLM.