

(No Model.)

2 Sheets—Sheet 1.

J. CALDWELL & O. E. HUSS.

Snow Shoes.

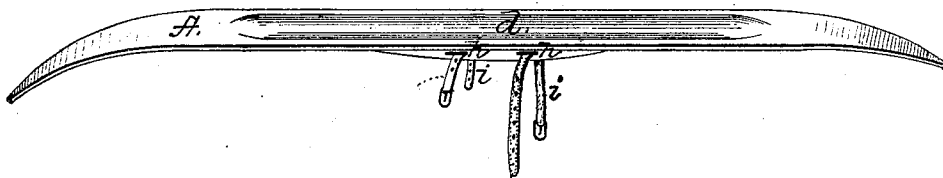
No. 234,655.

Patented Nov. 23, 1880.

Fig. 1.



Fig. 2.



Witnesses;

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2 Sheets—Sheet 2.

J. CALDWELL & O. E. HUSS.

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Fig. 3.

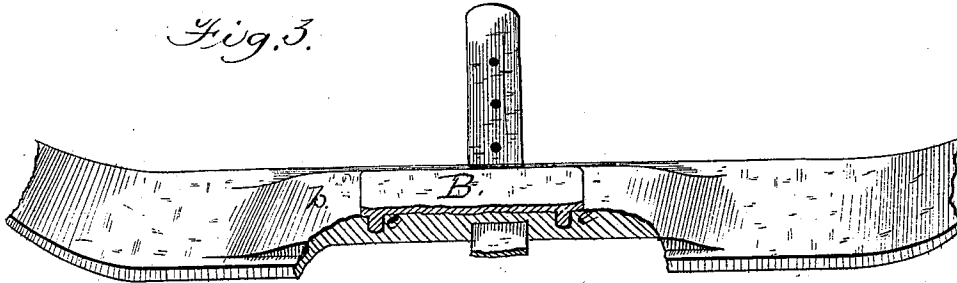


Fig 6

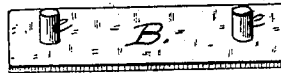


Fig. 4.

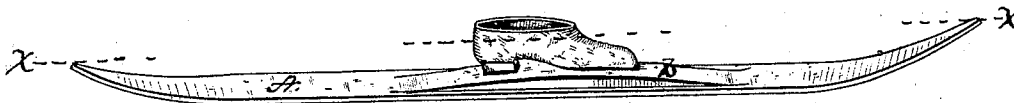
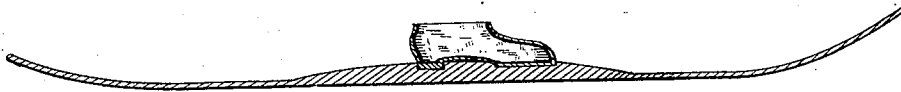


Fig. 5.



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UNITED STATES PATENT OFFICE.

JOHN CALDWELL, OF SHREVEPORT, LOUISIANA, AND OSCAR E. HUSS, OF
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SNOW-SHOE.

SPECIFICATION forming part of Letters Patent No. 234,655, dated November 23, 1880.

Application filed August 25, 1880. (No model.)

To all whom it may concern:

Be it known that we, JOHN CALDWELL, residing at Shreveport, in the parish of Caddo and State of Louisiana, and OSCAR E. HUSS, residing at Washington, in the county of Washington and District of Columbia, both citizens of the United States, have invented certain new and useful Improvements in Snow-Shoes; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

The object of this invention is to aid travelers in passing over the country in the winter season, and it is more especially adapted for the snow regions.

Our invention consists in a snow-shoe having its upper middle portion elevated and provided with transverse slots for the passage of fastening-straps.

Our invention also consists in providing the middle portion of the upper surface of the snow-shoe with an elastic bearing-surface, to prevent the foot of the user from slipping on the shoe.

Our invention also consists in the novel construction of the parts and their combination, as will be hereinafter more fully set forth and specifically claimed.

Figure 1 of the drawings is a view of the snow-shoes, in perspective, attached to the boots of a traveler by straps. Fig. 2 is a perspective view of the snow-shoe, showing fully the furrow or groove. Fig. 3 is a perspective view of a portion of a snow-shoe, showing the method of attaching the elastic piece. Fig. 4 is a view showing the position of the shoe on the runner. Fig. 5 is a longitudinal central sectional view of the same, taken through the line *x x* of Fig. 4. Fig. 6 is a perspective view of the elastic piece.

In the annexed drawings, forming a part of this specification, the letter A represents a

runner, made of light wood and bent upwardly at the ends. The runners are made in pairs, and should be from two and a half to five feet long and about six inches in width. The middle portion of each runner is formed with an elevation, *b*, to raise the feet and receive an elastic cushion, (see Fig. 3,) and the under side or surface is formed with a longitudinal groove or furrow, *d*, extending nearly the entire length of the runner, as seen in Fig. 2. These runners, finished, are coated with tar and turpentine, or boiled in tar and turpentine, to make the wood water-proof and durable, and also to produce a smoothness to the wood, so that the same may pass freely over the snow or ice.

The middle portion of the upper surface of each runner is provided with an elastic plate, *B*, having lugs or projections *e* let into recesses or depressions formed in the raised portion *b* of the runner. (See Fig. 3.) The object of these elastic pieces is to provide an elastic cushion for the foot and prevent the foot from slipping on the runner.

In Figs. 4 and 5 of the drawings we have shown a rubber shoe in position on the runner.

The raised or elevated portion *b* of the runner is provided with two oblong slots, *h h*, to receive the straps *i i'*; that pass over the instep and middle or flat portion of the foot.

In some cases the instep-strap *i'* may be omitted and a strap attached to the forward one, of sufficient length to extend around the heel, and again fastened by a buckle to the front strap.

Steel runners may be attached to the runners on opposite sides of the groove or furrow, to prevent any possible liability of the ends from losing their shape.

In the drawings we have shown a pole in the hands of the traveler, to aid him in traveling over snow-hills and to be used as a brake in coming down hills.

These snow-shoes may be used when crossing ice.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. A snow-shoe having its upper middle portion elevated and provided with transverse slots for the passage of straps, substantially as described.
- 5 2. A snow-shoe having its upper middle portion provided with an elastic bearing-surface, substantially as described.
3. A snow-shoe consisting of the long narrow runner, elastic bearing-cushion, and fast-
10 ening-straps, substantially as described.

In testimony whereof we affix our signatures
in presence of two witnesses.

OSCAR E. HUSS.
JOHN CALDWELL.

Witnesses to Oscar E. Huss's signature:

JAS. H. CLARK,
D. D. KANE.

Witnesses to John Caldwell's signature:

JOHN MURRAY,
T. F. BELL.