June 8, 1937. E. BARBER 2,083,310

LINEMAN'S BOOT

Filed Dec. 30, 1935

Fig. 1.

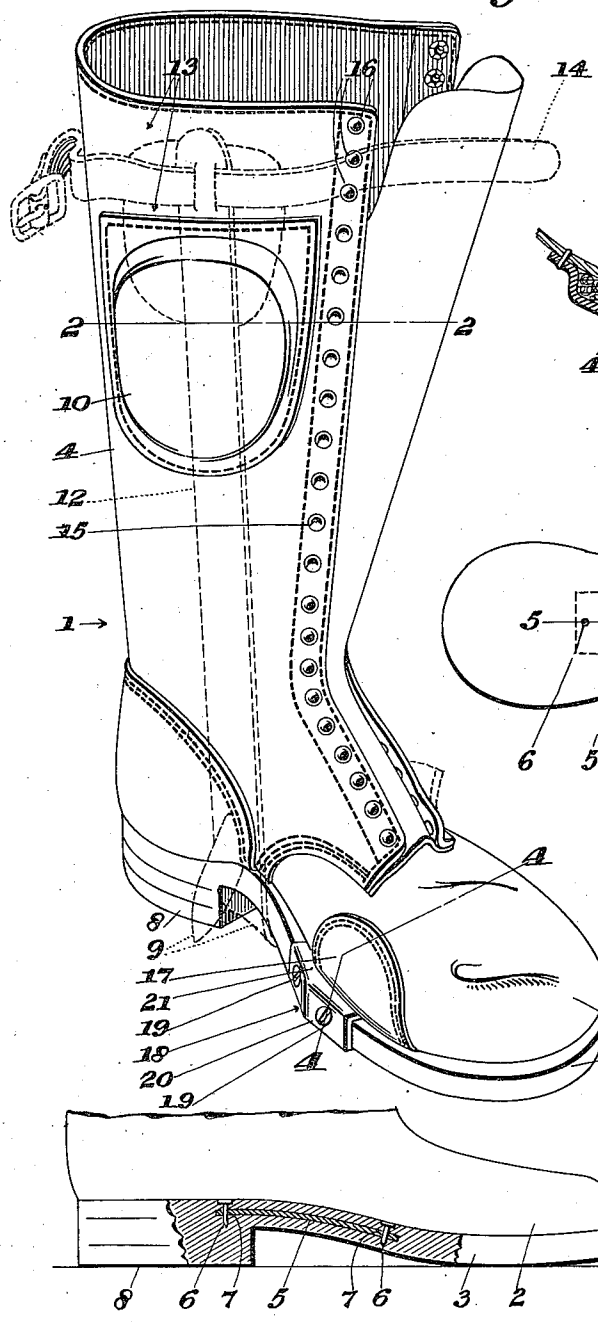


Fig. 2.

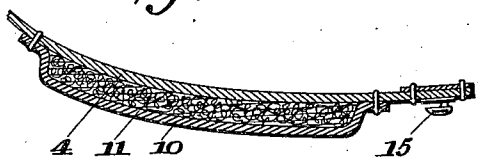


Fig. 3.

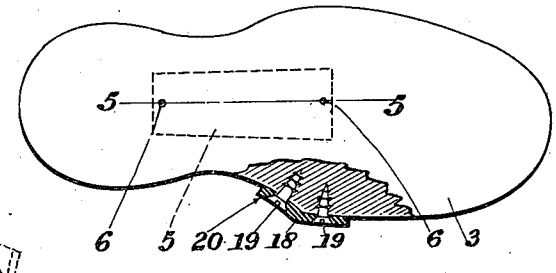


Fig. 4.

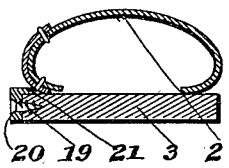


Fig. 5.

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LINEMAN'S BOOT

Edward Barber, Palatka, Fla.

Application December 30, 1935, Serial No. 56,809

1 Claim. (Cl. 36—73)

This invention relates to improvements in linemen's boots, and its objects are as follows:

First, to so construct a lineman's boot as to protect the lineman's foot and leg from chafing and injury from the commonly used climbing hook, and by the changes involved in said construction to make the boot much more comfortable than known boots of the same variety.

Second, to incorporate bracing and padding at such critical places as the arch, where the boot rests on the climbing hook, and the boot top where the leg and boot come next to the upright hook shank.

Third, to prevent premature wearing out of the boot sole on the side where it comes next to the pole in climbing, by securing a metal plate or fitting to the side of the sole in the manner explained below.

Fourth, to make a slight but important change in the arrangement of the lacing hooks and eyes at the upper part of the boot top, particularly to enable tightening the top strap flush around the boot top.

Reference is first made to the drawing in which:

Figure 1 is a perspective view of the improved boot.

Figure 2 is a cross section taken on the line 2—2 of Fig. 1.

Figure 3 is a plan view of the boot sole, a portion being broken away to illustrate the mode of fastening the foregoing metal plate.

Figure 4 is a cross section taken on the line 4—4 of Fig. 1.

Figure 5 is a partial side elevation of the foot portion of the boot, a part of the sole being broken away to show the bracing.

It is well known by each and every lineman in the country that climbing hooks are very tiring to the feet and legs. As a consequence the lineman is constantly trying to change his climbing hooks and making such adjustments as he thinks will protect him from them and to make the climbing hooks more comfortable to wear and work in. Moreover, the boot soles of such workmen wear out notoriously fast because of the constant rubbing against rough poles, and it is a further purpose of the invention to prevent this condition in the manner already suggested.

In the drawing, 1 denotes a leather boot of ordinary construction insofar as it concerns the foot portion 2, sole 3 and top 4. The improvements therein consist of the following features. A metal plate 5, preferably of spring steel, is built into the sole 3 of the boot (Fig. 5), being interposed in the thicknesses of leather, to which it is secured by tacks 6 which are driven through holes 7 at the front and back ends of the plate. These ends are of different widths, the front being wider than the back, this giving the plate a backwardly tapering shape.

The back end of the plate overlaps the inner edge of the heel 8 by about one inch, and because of the fact that the back tack 6 is driven through the forgoing thicknesses of leather into the heel the plate 5 is held down to a firm foundation from which it can flex to a limited degree. The purpose of this plate is to protect the lineman's foot at the place where the boot rests on the hook 9 (Fig. 1). It is not intended that the plate 5 shall be an arch support, but when the lineman's weight is imposed on the hook 9, the plate 5 springs to the shape of his foot, fitting the arch and relieving the muscles. Thus the plate serves as a brace.

A pad 10, made of leather the same in thickness as the boot top 4, is filled with felt 11 or the like to make an overall thickness of approximately ¼ inch, and the pad is sewed all around onto the boot. The purpose of the pad is to protect the lineman's leg where it comes next to the upright shank 12 of the hook. In carrying out this idea, the top of the pad 10 is placed about three inches below the top of the boot, leaving a sufficient space 13 in which to apply the upper strap 14.

This leads to the change in the arrangement of the hooks and eyes. Usually the hooks 15 continue upward to within one lacing eye of the top, so that a number of lacing hooks lie in the path of the strap 14. When this is drawn tight the hooks are forced against the leg, eventually hurting the wearer and causing him considerable discomfort. Three eyes 16 are now provided, these occurring at spaced intervals from the upper end of the top 4 and along the margins of the usual longitudinal slit. These eyes determine the extent of the space 13. When the upper end of the pad 10 is emplaced in proximity to the lowermost adjacent eye there will be plenty of room in the space 13 to enable drawing the strap 14 tight and flush.

A leather reinforcing patch 17 (Figs. 1 and 4) is attached to the foot portion 2, and is so located as to prevent the upper from wearing out against the pole in climbing. Further, the patch 17 guards the lineman's foot to a considerable extent, preventing rubbing and injury as does the pad 10 with respect to the leg. The patch 17 starts close to the sole 3 and extends upwards about an inch. Its length is about two and one-

half inches, but the dimensions of this and the other attachments are subject to desirable variation.

While on the subject of avoiding wear of the boot, attention is directed to the metal plate or fitting **18**. This is secured to that side of the sole **3** that comes next to the pole. Wood screws **19** are used, and these are driven directly into the sole (Fig.3). The fitting **18** is of angle-form in cross section (Fig. 4), the side **20** being about ½ inch wide and the top **21** about ¼ inch. The fitting is bent to conform to the contour of the sole. Its foregoing side **20** and top **21** are approximately one sixteenth and one thirty-second inch thick, respectively.

I claim:

In a lineman's boot having a sole, a fitting to reinforce one side of the sole, said fitting being a metallic piece of single right angular cross section, thick and wide next to said one side of the sole and relatively thin and narrow on top of the sole, and securing means driven through said fitting into said side of the sole.

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