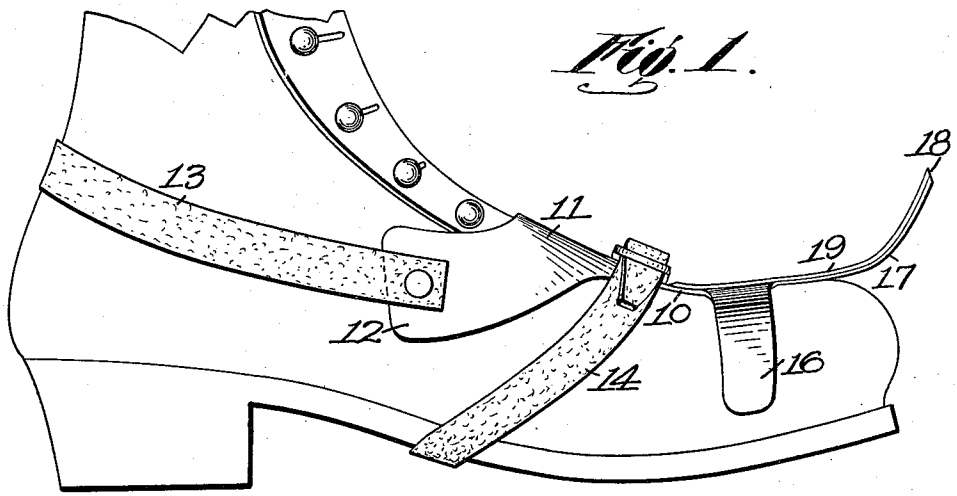
H. F. HAMMOND.

TOE BRAKE.

APPLICATION FILED MAR. 16, 1915.

1,164,810. Patented Dec. 21, 1915.

Fig. 1.



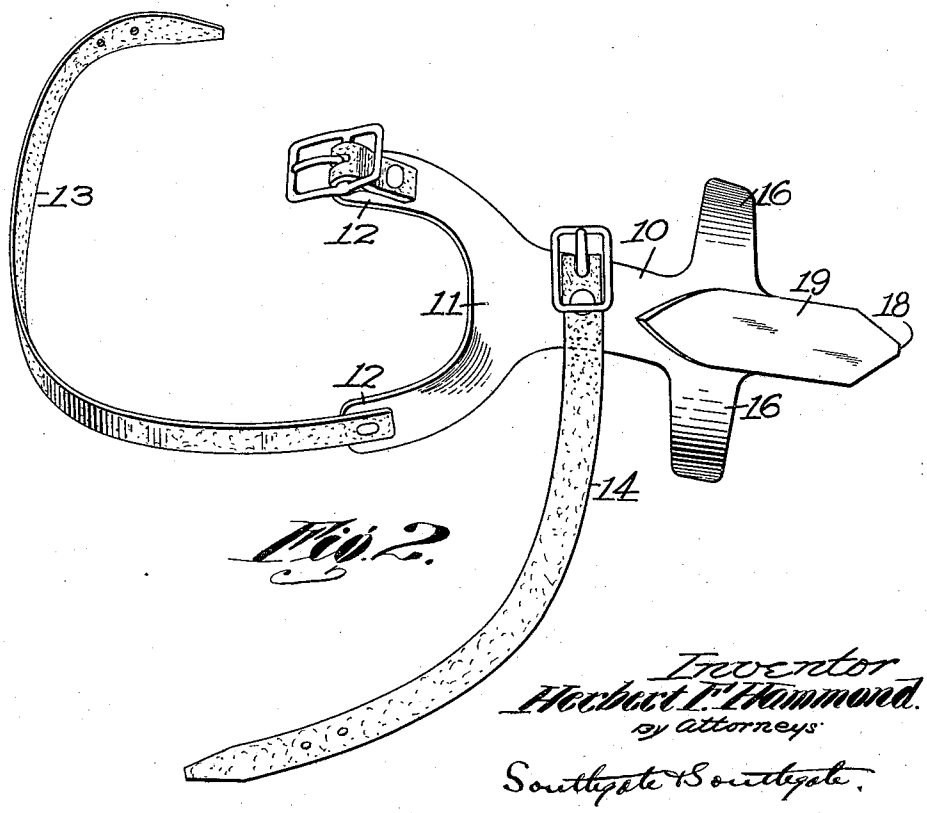


Fig. 2.

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UNITED STATES PATENT OFFICE.

HERBERT F. HAMMOND, OF WHITINSVILLE, MASSACHUSETTS.

TOE-BRAKE.

1,164,810. Specification of Letters Patent. Patented Dec. 21, 1915.

Application filed March 16, 1915. Serial No. 14,873.

To all whom it may concern:

Be it known that I, HERBERT F. HAMMOND, a citizen of the United States, residing at Whitinsville, in the county of Worcester and State of Massachusetts, have invented a new and useful Toe-Brake, of which the following is a specification.

This invention relates to a toe brake for use by coasters, and the principal object thereof is to provide a light and simple brake adapted to be attached to a shoe and having means thereon by which when worn by a coaster the sled can be guided and the brake applied without injuring the coaster's boot or shoe; to provide a construction for this purpose by which the braking action shall be efficient and certain and which can be attached to the boot or shoe without placing any strap under the sole of the shoe, the entire fastening means being under the instep and around the rear so that there will be no fastening strap in a position to be stepped on or readily worn out; and also to provide a construction in which the braking point will be held central on the shoe by means adapted to engage the shoe at the wide part of the toe.

Further objects and advantages of the invention will appear hereinafter.

Reference is to be had to the accompanying drawings in which—

Figure 1 is a side view of a boot or shoe showing a preferred embodiment of this invention applied thereto; and Fig. 2 is a plan of the article removed from the shoe.

I am aware of the fact that protecting devices have been invented for shoes in which the toe is generally protected by a more or less solid and heavy piece of metal passing over the toe.

This invention is not designed for that purpose, but for the purpose of providing a safety braking means by which the coaster can stop his sled in a very short space and which also prevents the wearing out of the coaster's footwear when stopping and steering with the foot.

The device is shown in the drawings as consisting of a single piece of sheet metal and having a main body in the form of a shank 10 adapted to lie on the top of a boot or shoe and extending longitudinally thereof. This is provided with an upwardly inclined back portion 11 having two arms 12 extending rearwardly and fitting the foot. These arms are provided with a strap and buckle 13 adapted to pass around the rear of the foot to hold the device in place to that extent. Secured to the shank 10 is another strap and buckle 14. This strap is adapted to pass under the instep and hold the device against swinging about the ankle. By using these fastening devices the employment of all straps and the like passing under the sole of the foot is avoided and therefore the device can be worn for a considerable length of time without unduly wearing out the straps. In order to further prevent side play a couple of arms 16 are shown extending down at the sides in the front of the shank. These are intended to pass over the toe of the shoe about at its widest point and prevent the device from swinging sidewise.

The braking means consists of an upwardly inclined member 17 in line with the shank and having a pointed end 18. This member is transverse to the plane of the shank and extends upwardly from the toe of the shoe when in the position shown in Fig. 1. For the purpose of strengthening this point a sheet of metal 19 is attached in any desired way to the upper surface of the device near the front and extends throughout the length of the toe point 18.

In the use of the device it is strapped on the foot as shown in Fig. 1 and the wearer steers his sled in the usual way, the point 18 being used for this purpose in a most efficient manner. The principal function is to secure safety by enabling the coaster to apply the point with any desired degree of pressure and stop his sled within a short space. In this way most accidents which now happen in coasting can be avoided and yet the boot or shoe of the coaster will not be worn out any faster than it is with ordinary wear.

Although I have illustrated and described only a single form of the invention, I am aware of the fact that many modifications can be made therein by any person skilled in the art without departing from the scope of the invention as expressed in the claims. Therefore, I do not wish to be limited to all the details of construction herein shown and described, but

What I do claim is:—

1. As an article of manufacture, a toe brake for use in coasting comprising a plate

adapted to be supported on the top of a shoe and having an end at the front thereof and extending upwardly.

2. As an article of manufacture, a toe brake for use in coasting comprising a member adapted to be attached to the top of a shoe or the like, said member being provided with an end arranged transversely with respect to the length of the shoe for use as a brake.

3. As an article of manufacture, a toe brake comprising a plate, means by which said plate can be attached to a shoe comprising a strap adapted to pass under the instep, and a strap adapted to pass around the heel and having a forwardly and upwrdly projecting braking point on the forward end.

4. As an article of manufacture, a toe brake comprising a plate having means for attaching it at the rear to a shoe and provided with a forwardly and upwardly extending end at the front, and a reinforcing plate secured to said end throughout the area thereof.

5. As an article of manufacture, a toe brake for the purpose described comprising a plate having a central shank portion provided with a strap adapted to go under the instep, having two rearwardly extending arms at the back, provided with a strap adapted to go around the back of the shoe and having a pair of arms in front of said shank portion adapted to project over the sides of the shoe to hold the device in place, and a braking point extending upwardly from the front end.

In testimony whereof I have hereunto set my hand, in the presence of two subscribing witnesses.

HERBERT F. HAMMOND.

Witnesses:
OLIVE M. HAMMOND,
HENRY A. HAMMOND.