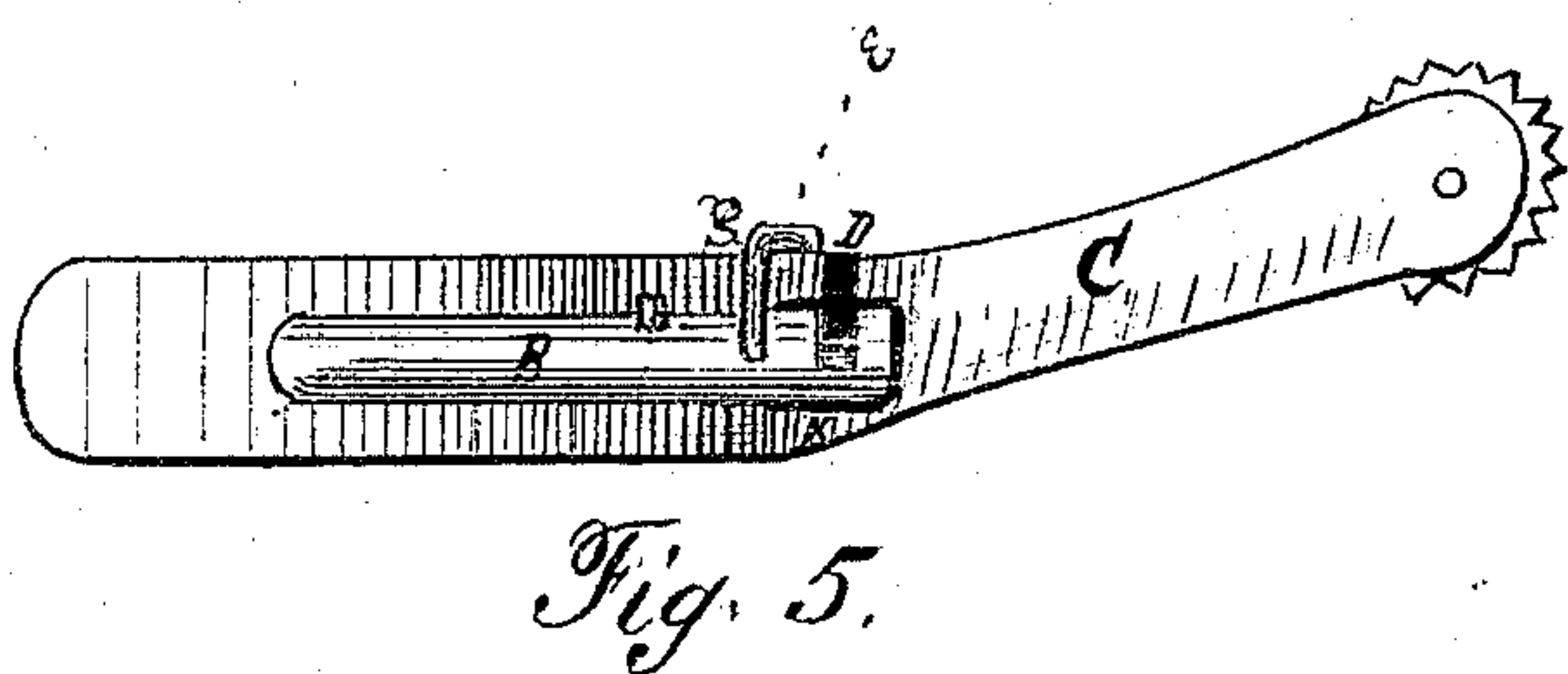
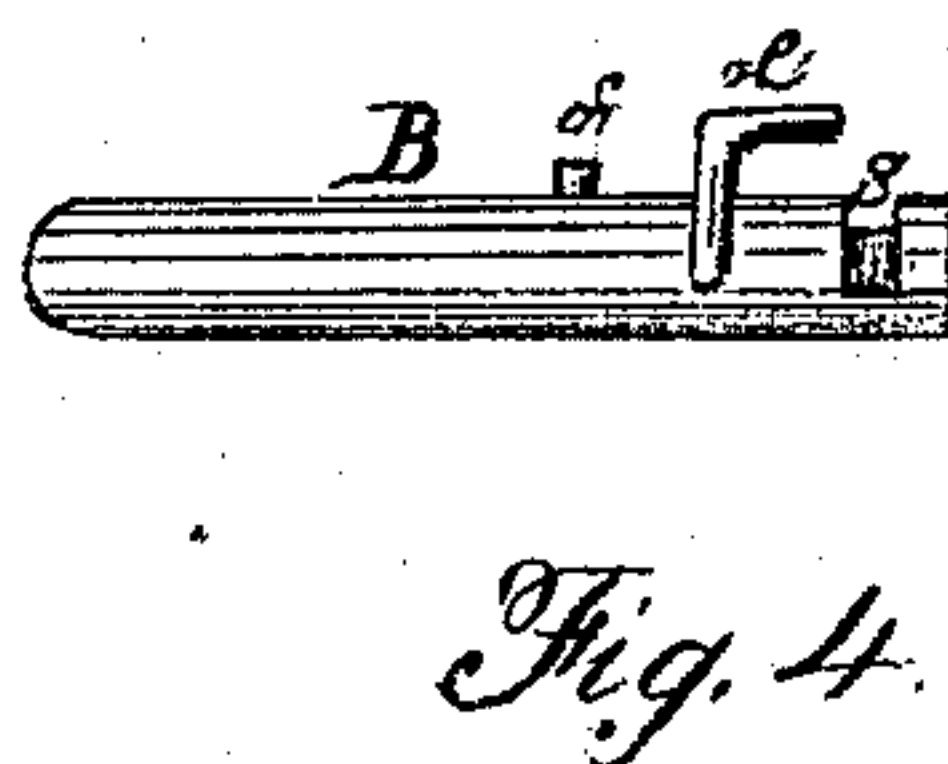
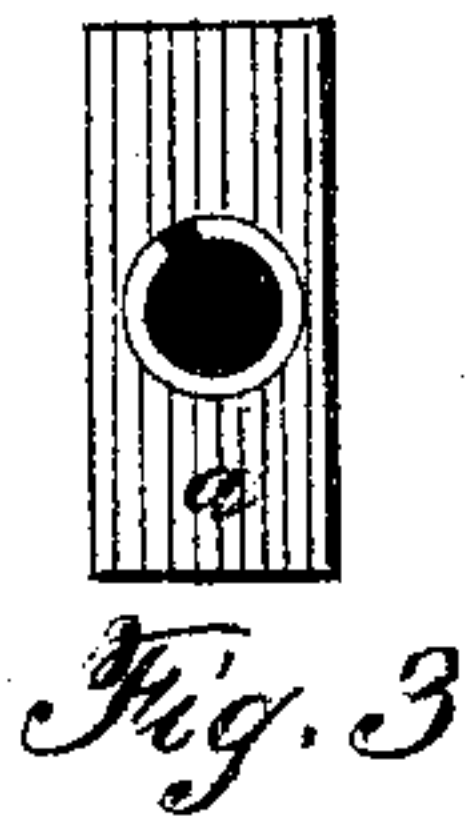
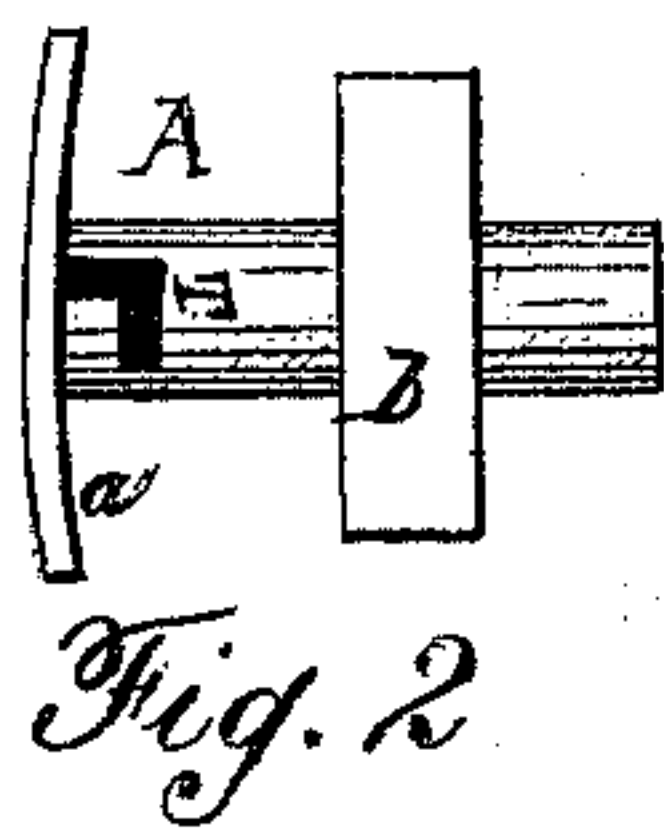
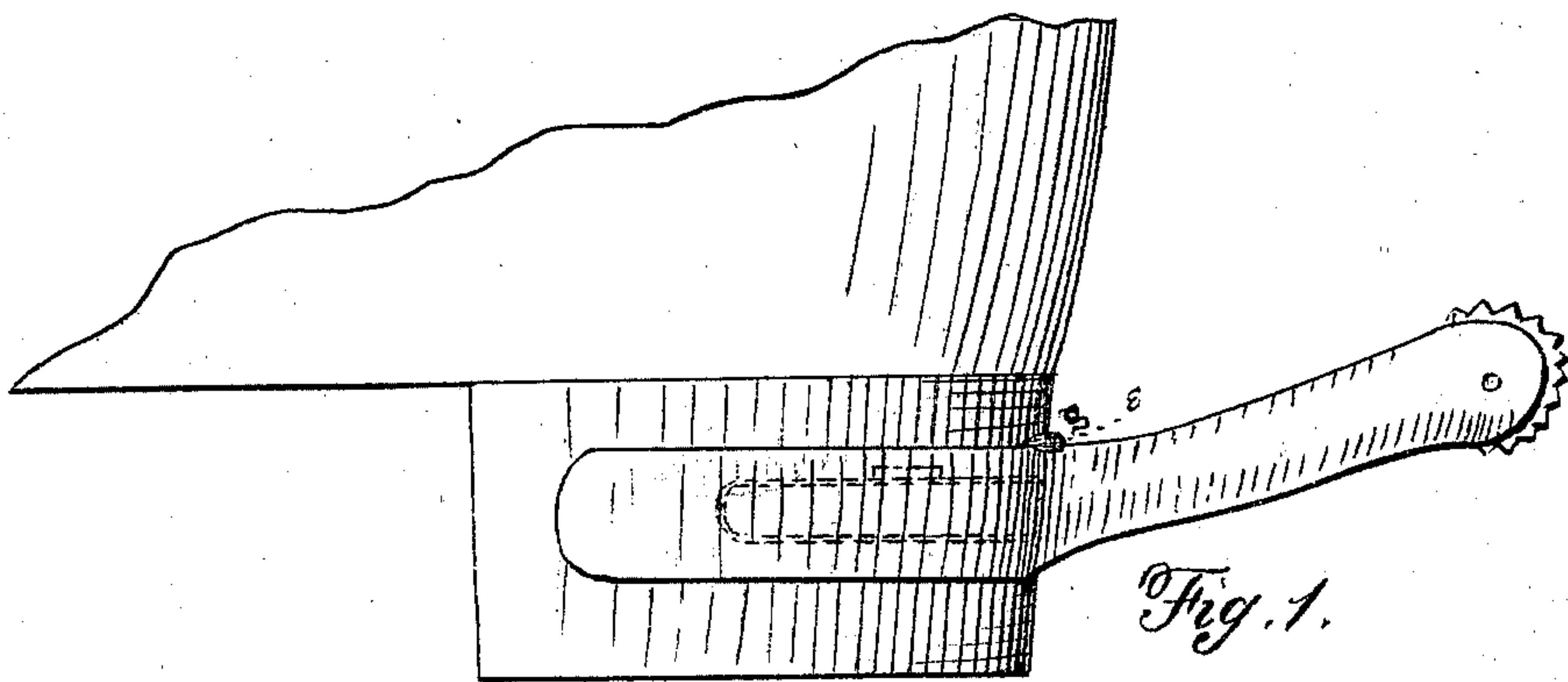


J. C. BOHN

Adjustable Spur.

116404

PATENTED JUN 27 1871



Witnesses
J. W. Storck
Witzleben

Inventor
J. C. Bohn
By Myers & Co
Attys.

UNITED STATES PATENT OFFICE.

JOHN C. BOHN, OF ALLEGHENY CITY, PENNSYLVANIA.

IMPROVEMENT IN SPURS.

Specification forming part of Letters Patent No. 116,404, dated June 27, 1871.

To all whom it may concern:

Be it known that I, JOHN C. BOHN, of Allegheny City, in the State of Pennsylvania, have invented certain Improvements in Adjustable Spurs, of which the following is a specification:

Figure 1 is a plan view of my adjustable spur as attached to the heel of a boot. Fig. 2 is a cylindrical receptacle for the bar B. Fig. 3 is a lateral view of the said cylindrical receptacle. Fig. 4 is a plan view of a bar which is located between the curved prongs of the spur. Fig. 5 is a transverse sectional view of my invention.

My invention relates to an improvement in spurs and the method of attaching the same to the heel of a boot. It consists of the cylinder A, the adjustable bar B, and the spur C with aperture therein, and vertical pin D projecting into a slot provided in the bar B.

A is a cylinder which is located horizontally in a boot, the flange *a* thereof being flush with the outer surface of the rear of the heel at the point of its greatest convexity. The transverse bar *b* of the cylinder A is designed to hold said cylinder rigidly in the heel of the boot, wherein it is located when manufacturing the latter. Cylinder A has formed therein a right-angular or bayonet slot, designed for the reception of the metallic projection or pin *f* on the bar B, Fig. 4. B is a small metallic bar, one end of which is inserted in an aperture provided in the shank of the spur C at a point intermediate between its two curved prongs and in a line with the shank thereof, as shown at K, Fig. 5. Said bar B has provided therein a small convex slot, S, extend-

ing around its circumference about one-third thereof. Said bar is held in place in the spur by the vertical pin D, which projects into the said slot. (See Fig. 5.) Rigidly attached to the bar B, Fig. 4, is the angular thumb-piece *e*, and when the bar B is inserted into the bayonet-slot T, provided in the cylinder A, said bar is rotated about one-third of a revolution by turning said angular thumb-piece, *e*, and said piece then rests in a notch, *g*, provided in the upper edge of the curved prongs of the spur, as shown in Fig. 5, which prevents the spur from becoming disengaged from the boot. When it is designed to attach the spur to the boot-heel the pin *f* on the bar B is brought into line with the longitudinal part of the slot T by moving the thumb-piece *e*, and then, when the bar is inserted into the cylinder A, the thumb-piece *e* is rotated a few lines until it rests secure in the notch *g* provided in the curved prongs of the spur.

I claim—

The combination and arrangement of the bayonet-cylinder A and the bolt or bar B secured in shank C, and provided with thumb-piece *e*, when constructed and operating substantially as shown and described.

In testimony of this my application for Letters Patent for an improvement in adjustable spurs I hereunto subscribe my name.

J. C. BOHN.

Witnesses:

ANTHONY SEABOLL,
S. WITZHER.