

(No Model.)

G. W. BOWEN.

HORSESHOE.

No. 285,215.

Patented Sept. 18, 1883.

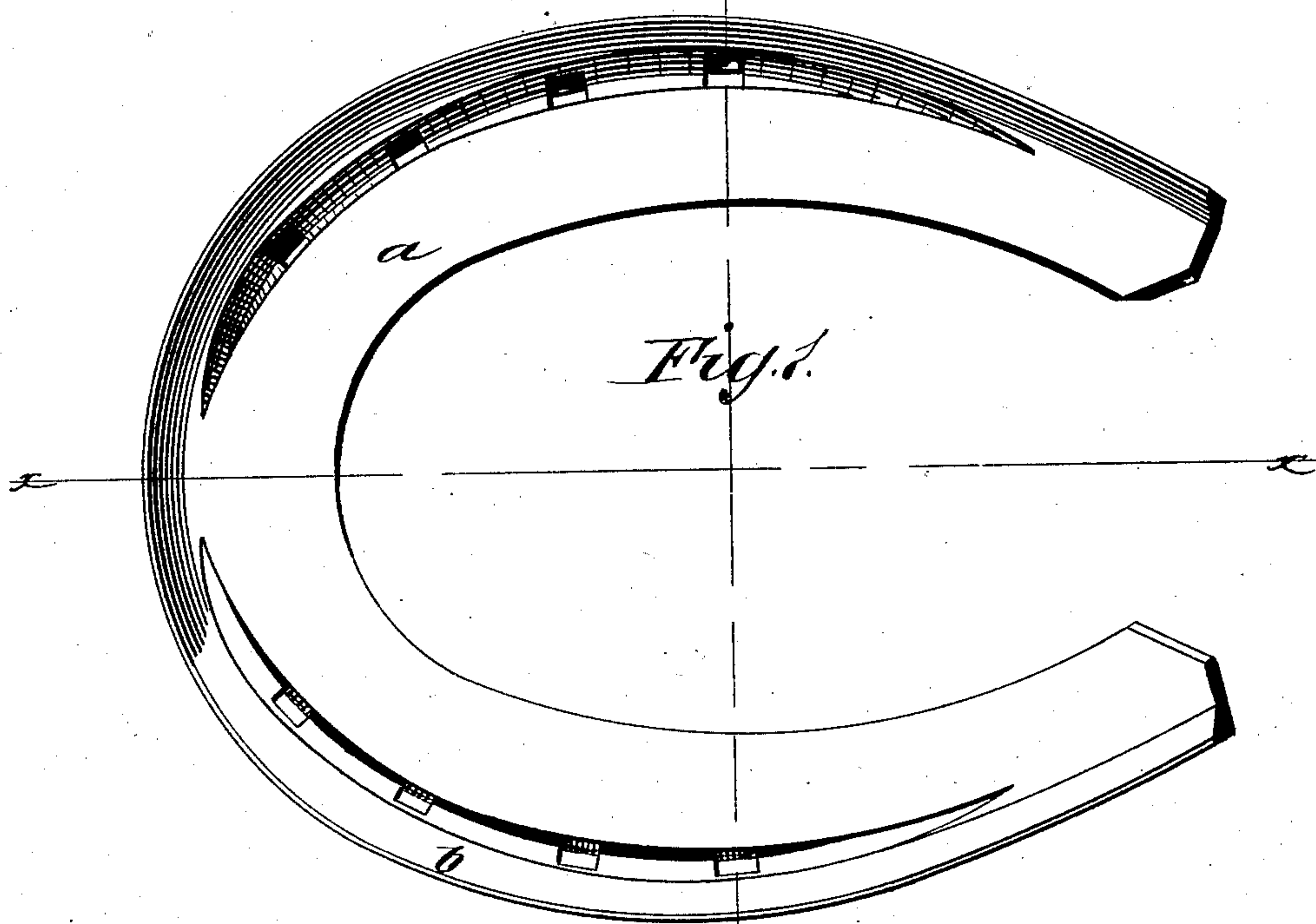


Fig. 2.

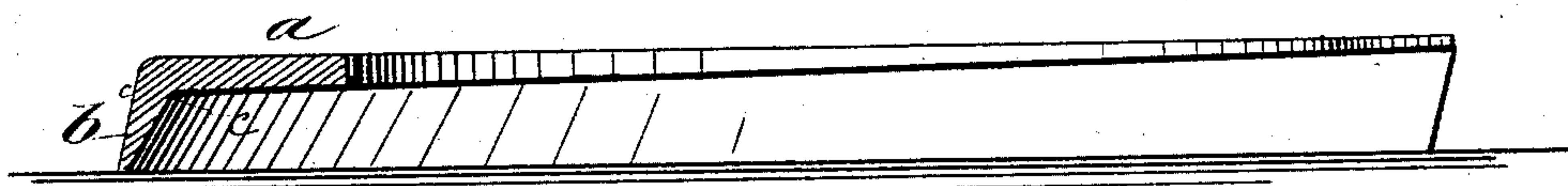
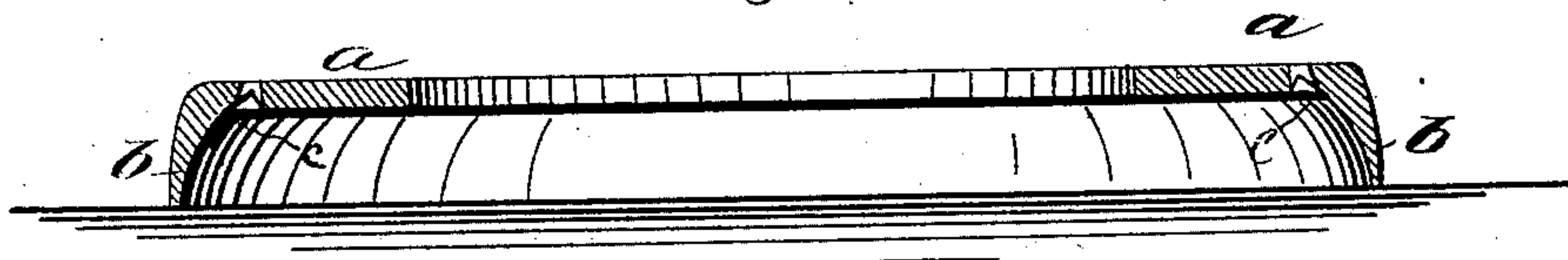


Fig. 3.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

GEORGE W. BOWEN, OF FORT WAYNE, INDIANA.

## HORSESHOE.

SPECIFICATION forming part of Letters Patent No. 285,215, dated September 18, 1883.

Application filed January 9, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. BOWEN, of Fort Wayne, in the county of Allen and State of Indiana, have invented a new and useful  
5 Improvement in Horseshoes, of which the following is a full, clear, and exact description.

My invention relates to improvements in that class of horseshoes having a continuous web or flange on its bottom face extending from  
10 heel to heel along its outer edge; and it consists of a horseshoe gradually decreasing in thickness from toe to heel, the taper being on its under face, and provided with a continuous calk extending downwardly from heel to heel  
15 along the outer edge of the bottom of the shoe, and made integral therewith, the said calk being flared outwardly to form an enlarged bearing for the foot of a horse, of the same thickness as the shoe at its junction therewith  
20 and gradually tapering downward to a thin edge, as hereinafter more fully set forth.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan of my improved shoe inverted. Fig. 2 is a section on line *xx* of Fig. 1. Fig. 3 is a transverse section on line *yy*.

I take a flat bar of steel about a quarter of  
30 an inch thick and of sufficient width to form the shoe proper, *a*, and the calk *b*, which steel bar is tapered or drawn out from its center toward each end of the bar, so that the shoe proper, *a*, when formed, will be thickest at its  
35 toe part and gradually diminish in thickness toward the ends of the shoe, as clearly shown in Fig. 2, whereby a lighter shoe will be produced than the ordinary shoe, with greater weight at its toe, which is a desideratum, and,  
40 after bending said bar to the form of a horseshoe, form a continuous flange along the outer edge thereof and integral therewith by swaging, stamping, or pressing the flange downward from the outer edge of the bar, using  
45 dies that will at the same time incline the flange outwardly, form it of the same thick-

ness as the shoe at its junction therewith at *c*, (see Fig. 2,) and cause the flange to taper downwardly and reduce the lower edge to the required thickness for making the edge as sharp  
50 as may be required, which may vary to some extent, according to the kind of service in which the horse is to be employed and the nature of the ground. The calk, being thus turned down all round, forms the natural sup-  
55 port that the horse needs at the edge of the hoof, enabling him to travel easier and safer, as he is in no case liable to slip or fall.

I am aware that a horseshoe gradually decreasing in thickness from toe to heel, the taper  
60 being on both the upper and under faces, is old; and I am also aware that a horseshoe provided with a continuous web or flange on its under face and outer edge is common, and I therefore lay no claim to such constructions, my in-  
65 vention being confined to my peculiar construction of parts, whereby the shoe is rendered lighter, the continuous calk or flange is more securely attached to the shoe, and at  
70 the same time the bearing of the horse's foot on the ground is enlarged and slipping prevented.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

As an improved article of manufacture, a horseshoe gradually decreasing in thickness from toe to heel, the taper being on its under face, and provided with the continuous calk  
80 *b*, extending downwardly from heel to heel along the outer edge of the bottom of the shoe, and made integral therewith, the said calk being flared outwardly to form an enlarged bearing for the foot of a horse, of the same  
85 thickness as the shoe at its junction therewith and gradually tapering downward to a thin edge at its lower end, as set forth.

GEORGE W. BOWEN.

Witnesses:

JOHN GILBERT,  
WM. MILLER.