L. WEAVER.

HORSESHOE NAIL.

No. 187,685. Patented Feb. 20, 1877.

Fig. 1

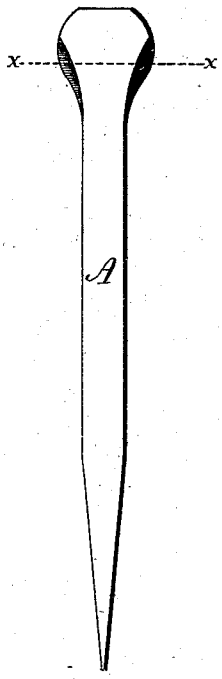

Fig. 3

Fig. 2

Fig. 4

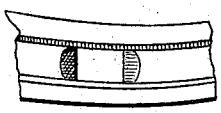

Fig. 5

Witnesses.

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UNITED STATES PATENT OFFICE.

LLOYD WEAVER, OF SEYMOUR, CONNECTICUT, ASSIGNOR TO THE FOWLER NAIL COMPANY, OF SAME PLACE.

IMPROVEMENT IN HORSESHOE-NAILS.

Specification forming part of Letters Patent No. **187,685**, dated February 20, 1877; application filed October 2, 1876.

To all whom it may concern:

Be it known that I, LLOYD WEAVER, of Seymour, in the county of New Haven and State of Connecticut, have invented a new Improvement in Horseshoe-Nails; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view; Fig. 2, a transverse section on the line *x x;* Fig. 3, a transverse section of the common nail on the same line; Fig. 4, a face view of a horseshoe, showing the perforations; and, in Fig. 5, a longitudinal section through the said perforations.

This invention relates to an improvement in what are known to the trade as "horseshoe-nails"—that is to say, the nails by which horseshoes are secured.

In the usual construction of these nails the edges are flat, or at right angles to the faces throughout, the general outline of the nail being substantially that shown in Fig. 1, the edges of the head formed by an enlargement running into the body in a curved line. A section through the head of such a nail on the line *x x* is shown in Fig. 3.

In forming the perforations in the horseshoe through which the nails are driven, the outer edge of the perforations are more or less rounded or ∧ shape, as seen in Figs. 4 and 5, caused by forcing the punch through the hot metal. Therefore in driving the nails the head must be driven until a firm seat is had in the shoe. In order to do this the head has to be forced into the perforation until it assumes the shape of the outside of the perforation, requiring heavy blows upon the head of the nail, which if not taken the shoe will be improperly secured.

The object of this invention is to avoid this necessity of heavy blows after the nail has been driven to a bearing on the shoe; and the invention consists in forming the edges of the bearing portion of the head of a ∧ or semicircular shape in transverse section, or substantially the shape of the bearing-surface of the perforations into which they are to be driven.

The general outline of the nail A is of the usual form; but upon the under side or bearing part of the head the angles are removed, so as to form a ∧ shape, as seen in Fig. 2, or semicircular—that is, to conform to the shape of the perforations in the shoe through which the nails are to be driven. Therefore when the nail is driven through the shoe the surface of the under side of the head takes a bearing at once upon a sufficient portion of the shoe to hold it in place, and so soon as this bearing is attained no further blows are necessary, as in the usual construction, and the nail is brought to this seat without blows harder than necessary to drive the nail into the hoof, thereby not only giving a better and firmer seat for the nail than by the usual construction, but avoiding the discomfort to the horse occasioned by the heavy blows necessary in driving the common nail.

I claim—

As an article of manufacture, the herein-described horseshoe-nail, the bearing or edges of the under portion of the head of substantially ∧ shape in transverse section, substantially as specified.

Witnesses: LLOYD WEAVER.

S. C. TUCKER,

JOHN COLEMAN, Jr.