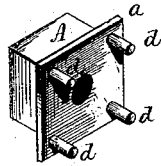


H. SMITH.  
Top-Prop Nut.

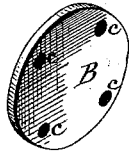
No. 219,417.

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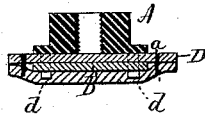
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



*Witnesses.*

*J. H. Summers*  
*Jose C. Carl*

*Henry Smith*  
*Inventor.*  
*By atty.*  
*Jose C. Carl*

# UNITED STATES PATENT OFFICE

HENRY SMITH, OF NEW HAVEN, CONNECTICUT.

## IMPROVEMENT IN TOP-PROP NUTS.

Specification forming part of Letters Patent No. 219,417, dated September 9, 1879; application filed May 12, 1879.

*To all whom it may concern:*

Be it known that I, HENRY SMITH, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Top-Prop Nuts; 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, perspective view of the nut; Fig. 2, perspective view of the collar; Fig. 3, section of finished prop-nut.

This invention relates to an improvement in that class of nuts which are applied to the outer ends of carriage-top props to hold the braces thereon, and commonly called "top-prop nuts." These are usually covered with leather, and various expedients have been resorted to for the purpose of securing the leather to the head so that it would not turn thereon or become displaced. Again, as usually made, the hole to receive the screw can be made but partially through it, rendering the tapering of the nut a difficult operation.

The object of this invention is to successfully hold the leather by a cheap and simple construction, and also to construct the nut so that it may be perforated entirely through for the purpose of tapping it.

The invention consists in the construction hereinafter described, and particularly recited in the claim.

A is the nut, which is preferably made with a flange, *a*, around its outer end. It is bored entirely through and tapped in the usual manner for the common class of nuts, and on the outer surface are one or more studs, *d*, projecting therefrom, and which may be made as a part of the nut. B is the metal disk, which is made substantially the size required for the head to be covered, and is perforated corresponding to the studs on the nut. This completes the construction of the metallic part of the nut ready for the covering.

A disk, D, of leather, larger than the metal disk B, is placed onto the nut over the stud *d*, as seen in Fig. 3; then the collar B is placed over the studs onto the leather and the studs *d* riveted down onto the collar; then the outer disk, of leather, is placed over the collar, as seen in Fig. 3, extending outward, and so as to be stitched around the metal disk to the piece D in the usual manner for stitching the covering for this class of nuts; then trimmed and finished.

The studs, if preferred, may be made as a part of the collar, and the flange of the nut perforated.

A third disk, of leather, may be applied over the nut, and so as to lie upon the flange of the nut, and the three thicknesses of leather stitched together around the edge of the metal disk. In that case the riveting of the studs may be dispensed with, as the inner thickness of leather would hold upon the flange of the nut, so as to prevent the metal disk being drawn off from the studs. The studs would prevent the covering from turning on the head.

It will be understood that screws may be introduced in place of the studs as a means of securing the metal disk to the nut; but the studs are preferable, as being cheaper.

This construction of the nut makes its tapping simple and easy as compared with the old style of solid nuts.

I claim—

The herein-described carriage-nut, consisting of the nut A, metal disk B, inner disk, D, and outer disk or covering, the said metal disk and nut made separate from each other and connected together through the inner disk, D, and the outer disk covering said metal disk B, and stitched to the inner disk around the edge of said metal disk, all substantially as described.

HENRY SMITH.

Witnesses:

JOHN E. EARLE,  
JOS. C. EARLE.