J. ASHWORTH.

Pegs or Fastenings for Boots and Shoes.

No. 196,179. Patented Oct. 16, 1877.

Fig. 1.

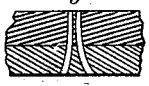


Fig. 2.

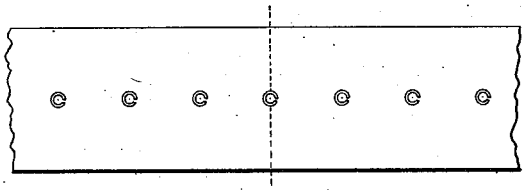


Fig. 3.

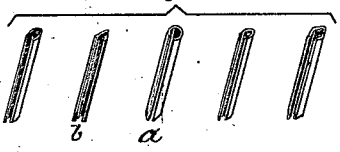
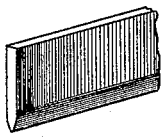


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN ASHWORTH, OF SOMERVILLE, MASSACHUSETTS.

IMPROVEMENT IN PEGS OR FASTENINGS FOR BOOTS AND SHOES.

Specification forming part of Letters Patent No. **196,179**, dated October 16, 1877; application filed September 1, 1877.

To all whom it may concern:

Be it known that I, JOHN ASHWORTH, of Somerville, in the county of Middlesex and State of Massachusetts, have invented an Improved Device for Securing together Sheets or Strips of Leather, &c., of which the following is a specification:

My invention relates to an improved means for uniting together sheets or strips of leather, with especial reference to the attachment of soles to boots and shoes; and the invention consists of pieces of sheet metal bent in the form of a tube without joining the edges, or otherwise bent in the direction of their length so as to render them sufficiently rigid to enable them to be driven into the leather or shoe-sole.

Referring to the drawings, Figure 1 represents a section of the several thicknesses of leather with my invention applied. Fig. 2 is a plan of a strip of leather having a number of the tubes or pegs driven into it. Fig. 3 represents the several forms of my attaching device. Fig. 4 is an enlarged view of the strip from which the pegs or tubes are cut.

In carrying out my invention, I take a strip of sheet metal of any desired length, and of a width corresponding to the required length of the fastening or peg to be used. One of the edges of the strip is then sharpened, as shown in Fig. 4, so that the fastening or peg may be readily forced into the leather.

In practice, I prefer generally to use the cylindrical form, as shown at *a*, Fig. 3, the edges of which are disunited, or they may lap the one over the other. These fastenings are to be applied to soles of boots or shoes in which a metallic last or bearing is used for driving the fastenings against and riveting the same.

In driving the tubular fastening into the leather sole, the whole surface of the fastening, both inside and out, will be in contact with the leather, and the tendency of the tube as it is driven is to spread apart at the lower end, as shown in Fig. 1; and when the inner end comes in contact with the metal sole it is bent, so as to be firmly clinched or riveted. The outer edge of the peg or fastening will also be sufficiently bent over by the action of the hammer to form a head to prevent it from entering too far into the leather. By this means the soles will be firmly held together, and will not be liable to separate, as the fastening wears away with the sole. A similar effect will be produced with the sheet-metal fastening made of **V** shape in section, as shown at *b*, Fig. 3, or other shapes, as shown. The thin sheet of metal composing the fastening displaces but a small portion of the stock as it is driven into it, and the friction due to the increased amount of surface of the fastening coming in contact with the stock serves to give the fastening a firm hold upon the same.

The device, although designed more particularly for use in the soles of boots and shoes, may be used to advantage in securing together the ends of leather bands or strips, and sheets of pasteboard, &c. The peg or fastening may be roughened or corrugated on one or both sides, if desirable, to give it a firmer hold in the leather.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A peg or fastening for uniting two or more thicknesses of leather, cut from a strip of sheet metal, sharpened at its entering end and bent into form, with a slot extending its entire length, and of uniform size throughout, all substantially as shown and described, for the purpose set forth.

2. A peg or fastening for uniting two or more thicknesses of leather, cut from a strip of sheet metal, having edges bent inwardly, leaving a slot its entire length, and of uniform size from end to end, so that when driven a portion of the stock will be inclosed within the tubular or hollow fastening, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN ASHWORTH.

Witnesses:

J. H. ADAMS,

L. H. LATIMER.