(No Model.)

A. SEARLS.

TOP PROP NUT.

No. 272,589. Patented Feb. 20, 1883.

fig. 1.

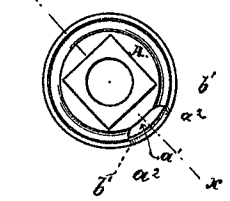


fig. 2.

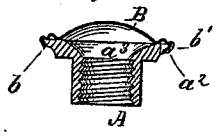


fig. 5.

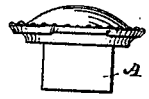


fig. 3.

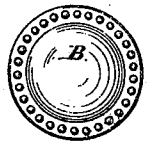
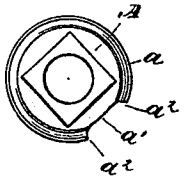


fig. 4.



Witnesses:
Henry Edding
Nathaniel Johnson

Inventor
Anson Searls

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

ANSON SEARLS, OF NEWARK, NEW JERSEY.

TOP-PROP NUT.

SPECIFICATION forming part of Letters Patent No. 272,589, dated February 20, 1883.

Application filed October 27, 1882. (No model.)

To all whom it may concern:

Be it known that I, ANSON SEARLS, of Newark, Essex county, State of New Jersey, and a citizen of the United States of America, have invented an Improved Top-Prop Nut for Carriages, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a top-prop nut for carriages; and it consists in a top-prop nut constructed as and for the purpose hereinafter set forth.

Figure 1 is an under side view of a completed nut containing my invention. Fig. 2 is a vertical cross-section of the same on line *x x*, Fig. 1. Fig. 3 is a top view. Fig. 4 is an under side view of the nut without its cap, and Fig. 5 is a side elevation of the completed nut.

My improvement relates particularly to that class of top-prop nuts which are composed of two parts, namely, a hollow nut of cast metal and cap of sheet metal clamped at the rim upon the nut.

In the drawings, A is the cast-metal nut, and B is the sheet-metal cap.

Great difficulty has been encountered in the manufacture of nuts of this description to produce a nut the cap of which when the nut is turned down hard on the bolt by grasping the rim will not turn and slip on the nut, and thus render the turning of the nut itself impossible in this way, the cap simply slipping and turning on the rim of the nut on the bearing formed by the turning of the edge of the cap over and around the rim. Another objectionable feature to nuts of this class as ordinarily constructed has been that when the capped nuts are dipped in either a plating or japanning solution to finish them, as is necessary in their manufacture, the fluid of the solution will in a greater or less degree be caught and held in the chamber or recess between the inside of the cap and the top face of the nut and thus prove detrimental to the completed nut as well as cause great waste of the fluid solution.

The object of my present invention is to provide a nut which in structure and economy of construction will wholly obviate these objections.

In constructing the nut A, I form upon the rim of its circular flange *a* the notch *a'*, the opposite extremities a^2 of the flange-rim at either end of the notch thus constituting shoulders on said rim. The upper face of the nut A, I make dishing, or inclined downward from the line of the bearing-face for the cap B to and into the threaded aperture of the nut, as shown plainly at a^3, Fig. 2. The cap B is given any desired form or configuration on its upper face, and by means of a suitable clamping-die has its outer edge, *b*, turned over and downwardly around the rim *a* of the nut A, and where the metal of said edge *b* passes over or across the notch *a'* in said rim it is crowded somewhat down into said notch, so that it is turned more or less around the shoulders a^2 on the rim at either extremity of said notch, as at *b'*. Now, it is evident that by means of the shoulders a^2 on the rim of the nut A, and the edge of cap B turned around said shoulders, as at *b'*, the cap B is held firmly in place on the rim *a*, and is prevented from slipping or turning thereon. It is also evident that when the nut is dipped into the plating or japanning solution, with the open end of the threaded aperture turned downward, as is customary, any fluid which may enter between the inside of the cap and the upper face of the nut will flow readily down the dishing or inclined face a^3 of the nut and pass out through the threaded aperture.

A top-prop nut which is thoroughly effective in use and economical in construction is thus obtained. I am furthermore enabled to do away wholly with any filling of lead or other material between the cap and the nut, as has been heretofore employed to hold the cap in place and give firmness to the structure.

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

1. In a top-prop nut for carriages, composed of the flanged nut A and the cap B, having its edge turned over the rim of the said flange of the nut, the shoulders a^2 on said rim of the nut and the portions *b'* of the edge of the cap drawn over said shoulders, as and for the purpose specified.

2. In a top-prop nut for carriages, composed of the nut A and superimposed cap B, the dishing or downwardly-inclined upper face, a^3, of the nut extending from the bearing-line of the cap to the threaded aperture of the nut, as and for the purpose specified.

ANSON SEARLS.

Witnesses:
A. G. N. VERMILYE,
GEO. W. BEEBE.