

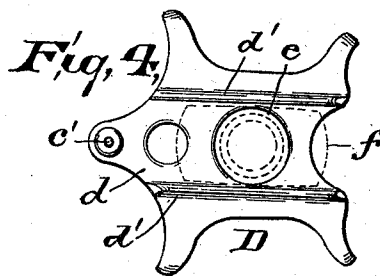
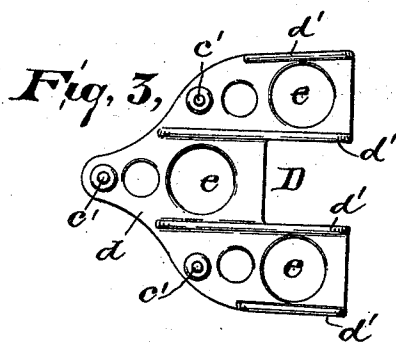
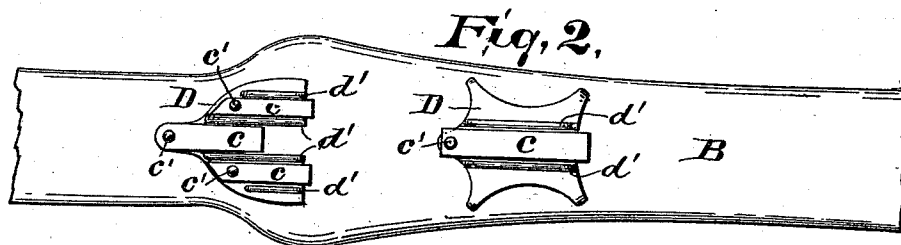
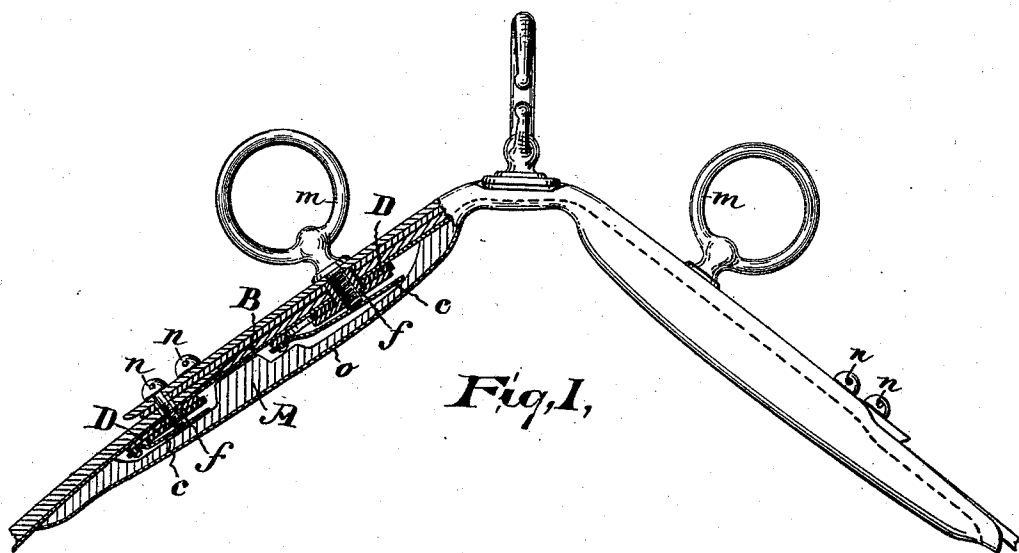
(No Model.)

2 Sheets—Sheet 1.

N. TEAS.
COACH PAD.

No. 535,180.

Patented Mar. 5, 1895.



WITNESSES:

Robert Tollinger
Louis Brown.

INVENTOR,

Noble Teas.

BY Drake & Co. ATTY'S.

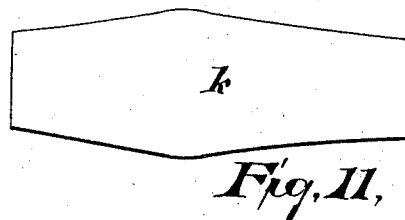
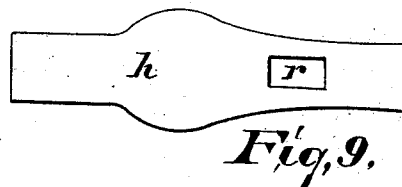
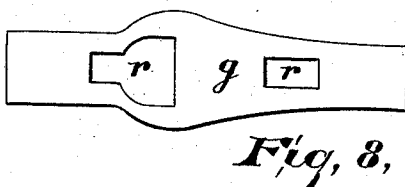
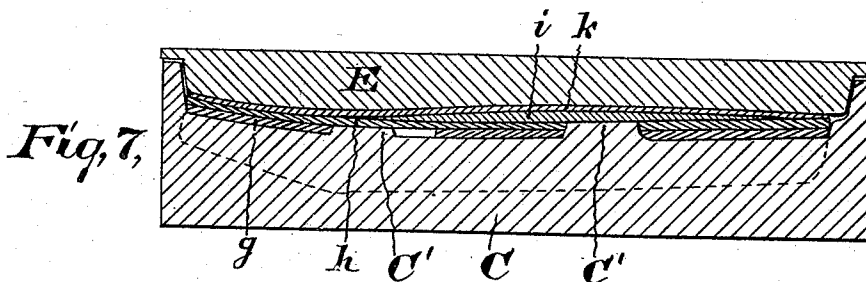
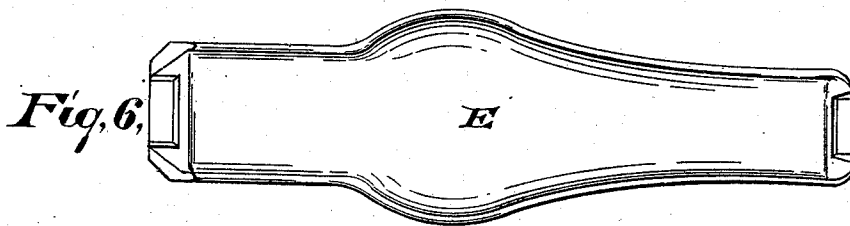
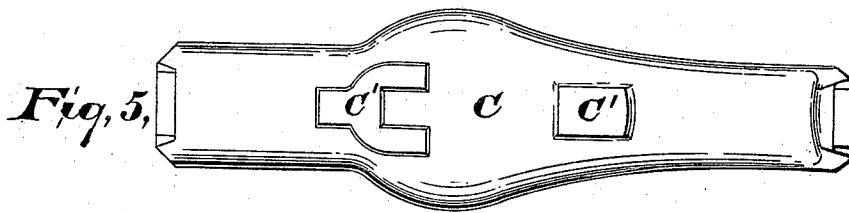
(No Model.)

N. TEAS.
COACH PAD.

2 Sheets—Sheet 2.

No. 535,180.

Patented Mar. 5, 1895.



WITNESSES:

Robert Sallberger
Louise Browne.

INVENTOR

Noble Teas,

BY *Drake & Co.* ATTYS.

UNITED STATES PATENT OFFICE.

NOBLE TEAS, OF NEWARK, NEW JERSEY, ASSIGNOR TO MARIA J. FRANKS
AND MARY H. TEAS.

COACH-PAD.

SPECIFICATION forming part of Letters Patent No. 535,180, dated March 5, 1895.

Application filed December 17, 1894. Serial No. 532,011. (No model.)

To all whom it may concern:

Be it known that I, NOBLE TEAS, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Coach-Pads; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The objects of this invention are to reduce the cost of manufacturing coach pads, and to secure other advantages hereinafter referred to.

The invention consists in the improved coach pad, and in the arrangement and combination of the parts thereof and connected therewith, and also in the process of making certain of said parts, as herein set forth and finally pointed out in the claims.

Referring to the accompanying drawings in which similar letters of reference designate corresponding parts in each of the figures, where they occur, Figure 1 represents, in elevation and partly in section, a coach pad embodying my improvements. Fig. 2 is an inverted plan view of the same, enlarged, and partly broken off, the bottom being removed therefrom to illustrate the nut boxes which are secured to the so-called socket of the coach pad. Fig. 3 shows a nut box providing for three nuts, while in Fig. 4 a nut-box is shown adapted to hold only one nut. Fig. 5 is a plan view of the lower of a pair of dies, and Fig. 6 is an inverted plan view of the upper die. Fig. 7 is a longitudinal central vertical section of the two dies in operative position, and showing also four pieces of leather which are formed therein into a bottom for my improved coach pad, and Figs. 8, 9, 10 and 11, respectively, show said four pieces, in plan.

In said drawings, A, designates a bottom, which is pasted to the so-called socket B, of the coach pad, as shown in Fig. 1. In said bottom are cavities allowing the insertion of nut boxes B between the bottom and said socket, and the working of springs c, which

are secured to said nut boxes, the latter consisting of a plate *d*, of any desirable shape, as shown in Figs. 3 and 4, ribs or flanges *d'* extending longitudinally upon said plate and are integral therewith. Apertures *e*, are also provided in said plate, between said flanges, *d'*, adapted to receive the tube end of nuts *f*, the other end of which is formed into an oblong plate, normally lying between said flanges *d'*, which prevent said nut from turning in either direction, as shown in outline in Fig. 4. Springs, *c*, riveted to the nut boxes *a*, by means of rivets *c'*, cast on the latter hold said nuts in their proper place. This construction renders it convenient to put the nuts in the nut boxes, tube side up, whereby the tube passes up through the metal box and leather socket, thus allowing the use of terrets *m*, and pad screws *n*, with shorter shanks than heretofore when the nuts were reversed, as is the case in all ordinary constructions where no spring is used to hold the nuts in place. The herein described construction also admits of making a thinner or lighter bottom on the pad, which is very desirable in light work; and as it is also much easier to screw the terrets and pad screws in place when the nuts are right side up, the advantages of my improved construction will be obvious.

The bottom A, of the coach pad is preferably made of leather, but felt or other material may be used that admits of the same treatment and process of manufacture. The socket B consists of four pieces of leather, *g*, *h*, *i*, *k*, as shown in Figs. 8, 9, 10 and 11, which are pasted together and pressed in the die, as shown in Fig. 7. In the pieces *g* and *h* are formed openings *r* and *r* which fit over corresponding projections *C'*, in the lower die C; said projections being similarly shaped like the nut boxes and help to form the cavities in the bottom which fit over said nut boxes on the socket B. By this process I do away with the labor of spoke-shaving and hand-labor of shaping the bottom and sides of the pad and the outer wrapper *k*, covering the edges of the several pieces, makes a smooth, solid surface for the patent leather covering *o*, thereby avoiding the stretching and straining of the same heretofore neces-

sary as I press said patent leather covering in the die with the bottom, and am thus enabled to use a cheaper article and at the same time to get a better or at least equally as good a result, as by the use of first quality patent leather, in the old way. Moreover the making of my improved coach pad does not need skilled workmen, and it saves the handling of the whole coach pad over and over again which has to be done by the old process of pasting the several pieces on the socket thus tarnishing and defacing the luster of the patent leather and mountings.

From the foregoing the considerable saving resulting from my process in manufacturing coach pads will be understood.

Having thus described my invention, what I claim as new, and wish to secure by Letters Patent of the United States, is—

20 1. In a coach pad, the combination of nut boxes interposed between the bottom and

socket of said pad; springs riveted to said nut boxes; ribs or flanges on said nut boxes, and apertures in the latter adapted to receive the tube end of a nut, as and for the purposes set forth.

2. In a coach pad, the combination of nut boxes, interposed between the bottom and socket of said pad, as described, apertures *e*, in said nut boxes; ribs or flanges *d'*, which extend longitudinally upon said nut boxes upon opposite sides of said apertures, and rivets *c'*, cast upon said nut boxes, substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 6th day of December, 1894.

NOBLE TEAS.

Witnesses:

OLIVER DRAKE,
LOUISE BROWNE.