

(No Model.)

G. W. COPELAND.

TACK STRIP.

No. 354,462.

Patented Dec. 14, 1886.

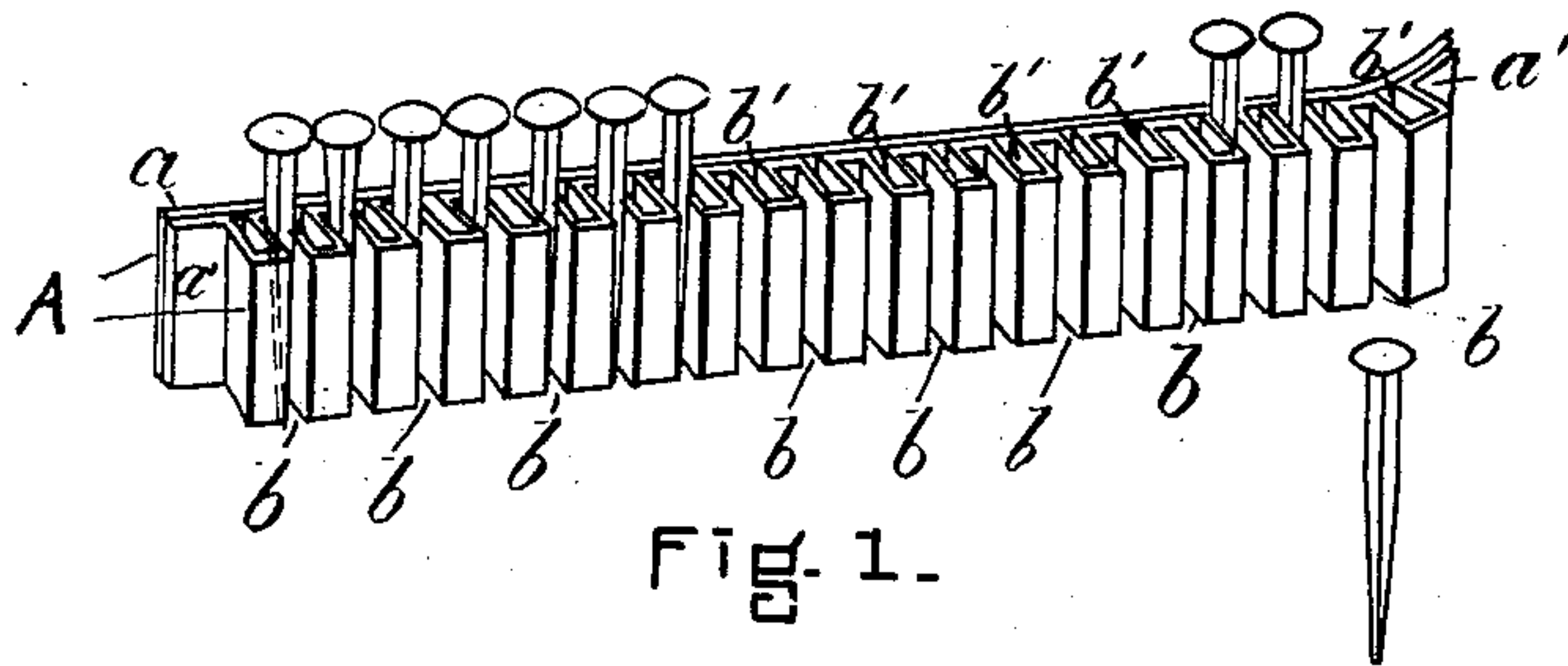


Fig. 1.

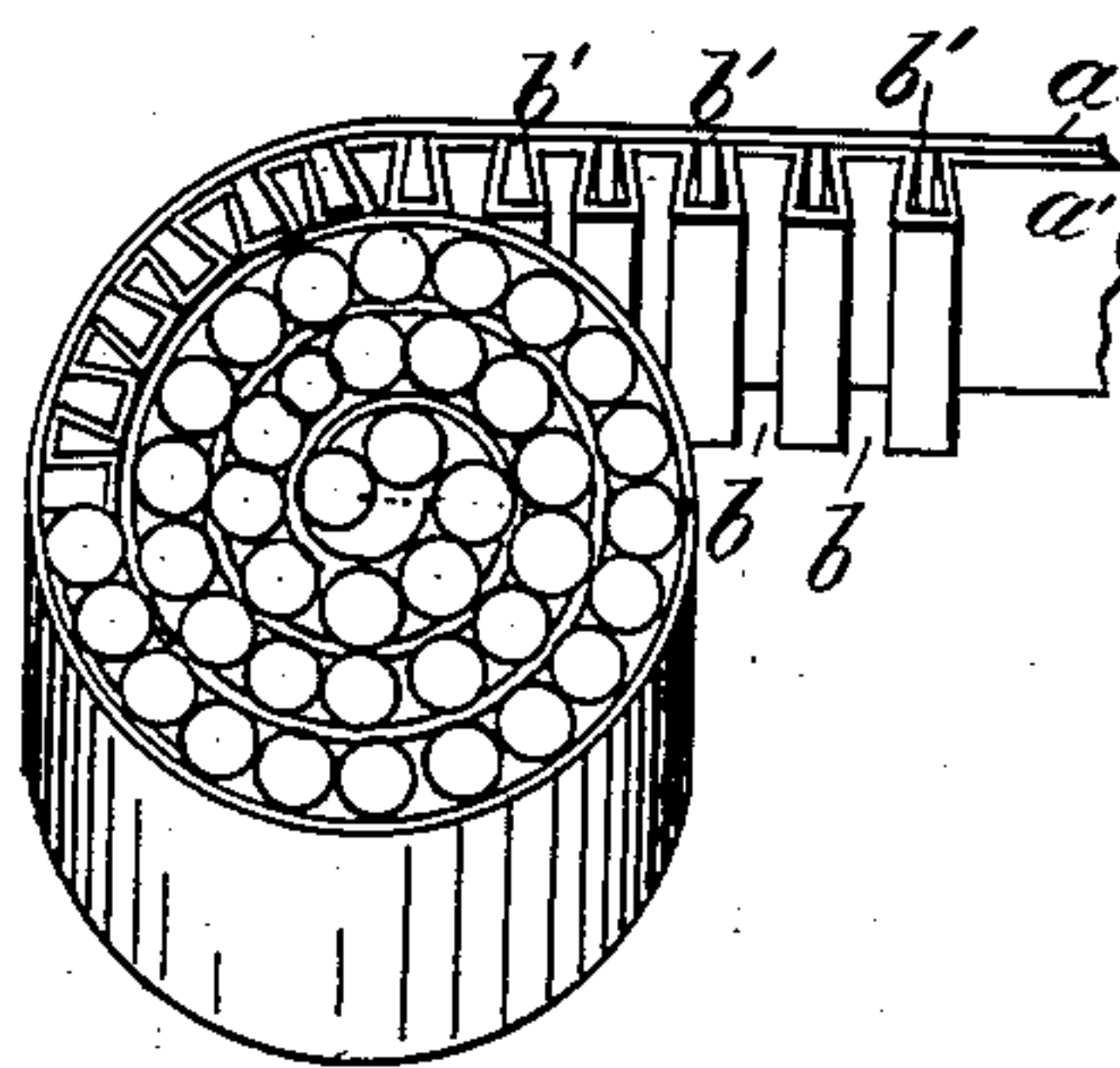


Fig. 2.

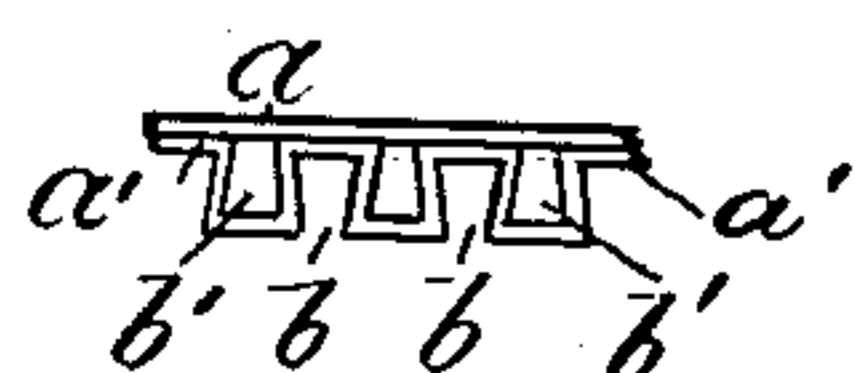


Fig. 3.

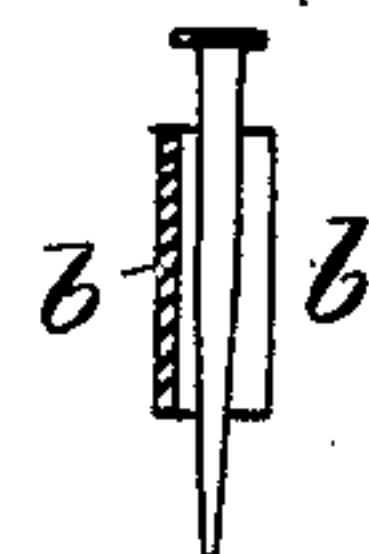


Fig. 4.

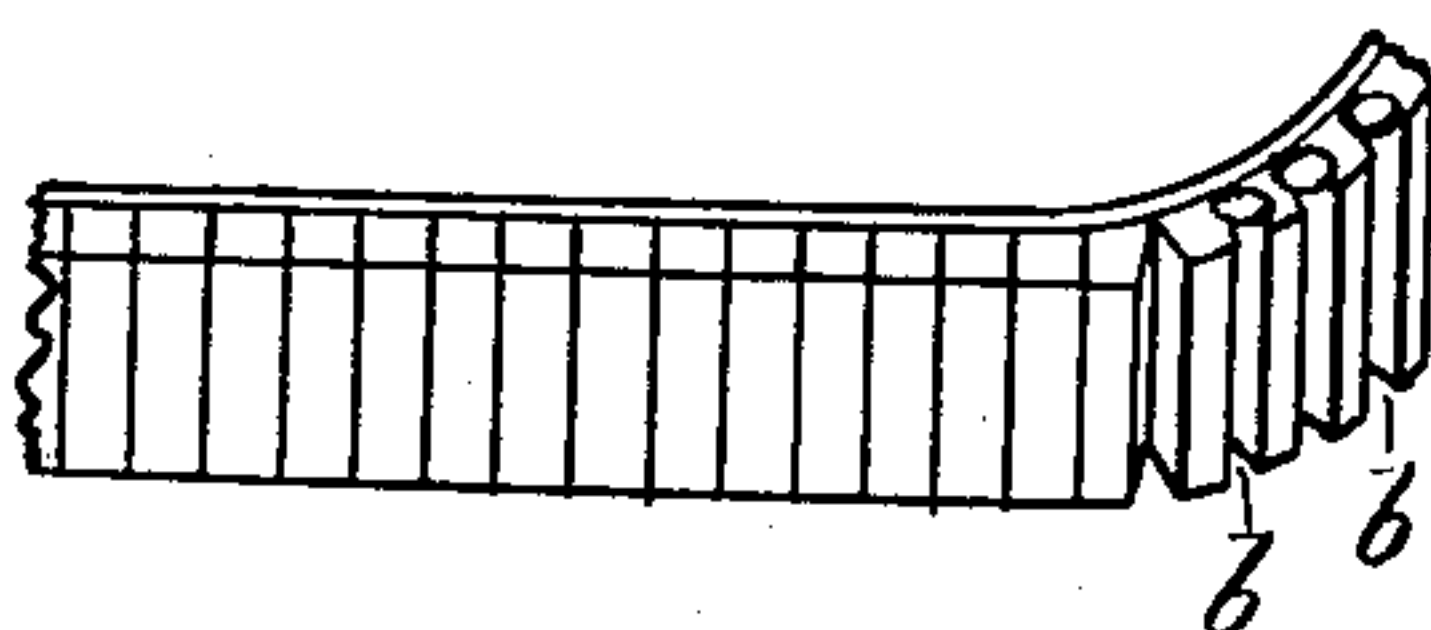


Fig. 5.

WITNESSES

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GEORGE W. COPELAND, OF MALDEN, MASSACHUSETTS, ASSIGNOR, BY MESNE ASSIGNMENTS, TO THE COPELAND IMPROVED LASTING AND TACKING COMPANY, OF MAINE.

TACK-STRIP.

SPECIFICATION forming part of Letters Patent No. 354,462, dated December 14, 1886.

Application filed October 21, 1885. Serial No. 180,497. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. COPELAND, of Malden, in the county of Middlesex and Commonwealth of Massachusetts, a citizen of the United States, have invented a new and useful Improvement in Tack-Carriers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification, in explaining its nature.

The object of my invention is the production of a tack strip or carrier composed of cell-like portions symmetrically positioned with reference to each other, having intervening spaces or slots between them, and connected with a flexible strip of material—such as paper, cloth, leather, wood, or metal—as a backing therefor. This carrier is so constructed that the tacks of commerce may be placed in the slots or openings, and the strip coiled up with the openings or slots toward the center of the coil, when the openings will be closed and the tacks will be held therein. By this construction and operation the contraction caused by bending the carrier will of course make the sides of the cell-like portions hug and hold the tacks. In this condition the carrier with the tacks therein may be conveyed to any appropriate mechanism for driving them. In such mechanism the carrier will be unwound and caused to pass by the driveway either straightened or bent in the direction opposite from the way the strip is rolled, so that the tacks may be pushed by suitable devices from the slots or openings to a position under the hammer, no part of the carrier going into or down the driveway.

The accompanying drawings and description illustrate what I consider the preferable way to practice my invention.

Figure 1 in the drawings shows an enlarged view of my improved strip. Fig. 2 shows the same coiled in part, with some of the tacks left out of a portion of the coiled part to permit the effect of coiling to be seen. Fig. 3 shows the edge of a portion of a strip and illustrates its construction. Fig. 4 is an end view, partly in section, showing the position of tack and strip relative to each other. Fig. 5 is a view

of one of several methods by which my invention may be practiced without departing from its spirit.

The carrier A is constructed of two strips of paper or other materials before mentioned, *a* *a'*, cut to a sufficient width. The back of the carrier *a* is gummed upon one side, and the part *a'*, forming the cell-like portion, is bent or formed by any suitable means and attached to the gummed back. The cells or openings *b* should be of such size that it will be best to bend the carrier backward to allow them easily to receive the tack-shanks. When the carrier is coiled as described, the elasticity of the material forming the cells will permit it to be turned at any necessary radius without breaking or tearing the back. The depth of the cells or openings and their distance apart are governed by the size of the tack-heads, as may be seen in Fig. 2.

The advantages of this carrier are obvious. The danger of clogging the driving-machine, common in other tack-strips, from which bits of the material are punched or cut as each tack is driven, is entirely obviated. It follows from the fact that the driver is for this reason unimpeded, that a spring of less strength is necessary to cause it to recover its position. This consideration is of moment in hand-operated machines. The power used in forcing tacks through other strips before they reach the article into which they are to be driven is saved by the use of my improved carrier. This will also appear of considerable moment when it is remembered that more than thirty thousand tacks are often driven in ten hours from hand-tackers. In hand machinery, with the ordinary strip which cannot be practically coiled, the operator, forced to confine himself to short strips, necessarily loses much time from the frequency with which he must supply fresh strips.

This new device for carrying tacks enables the operator to drive a very large number of tacks from a single carrier.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A flexible tack-strip provided with a

series of slots or openings and intermediate projections, said slots or openings being adapted to be filled with nails or tacks, which are secured against displacement by frictional contact with the projections, substantially as set forth.

2. A flexible tack strip or carrier formed

with, cell-like portions, having intervening slits or openings and a flexible backing, substantially as described.

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Witnesses:

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