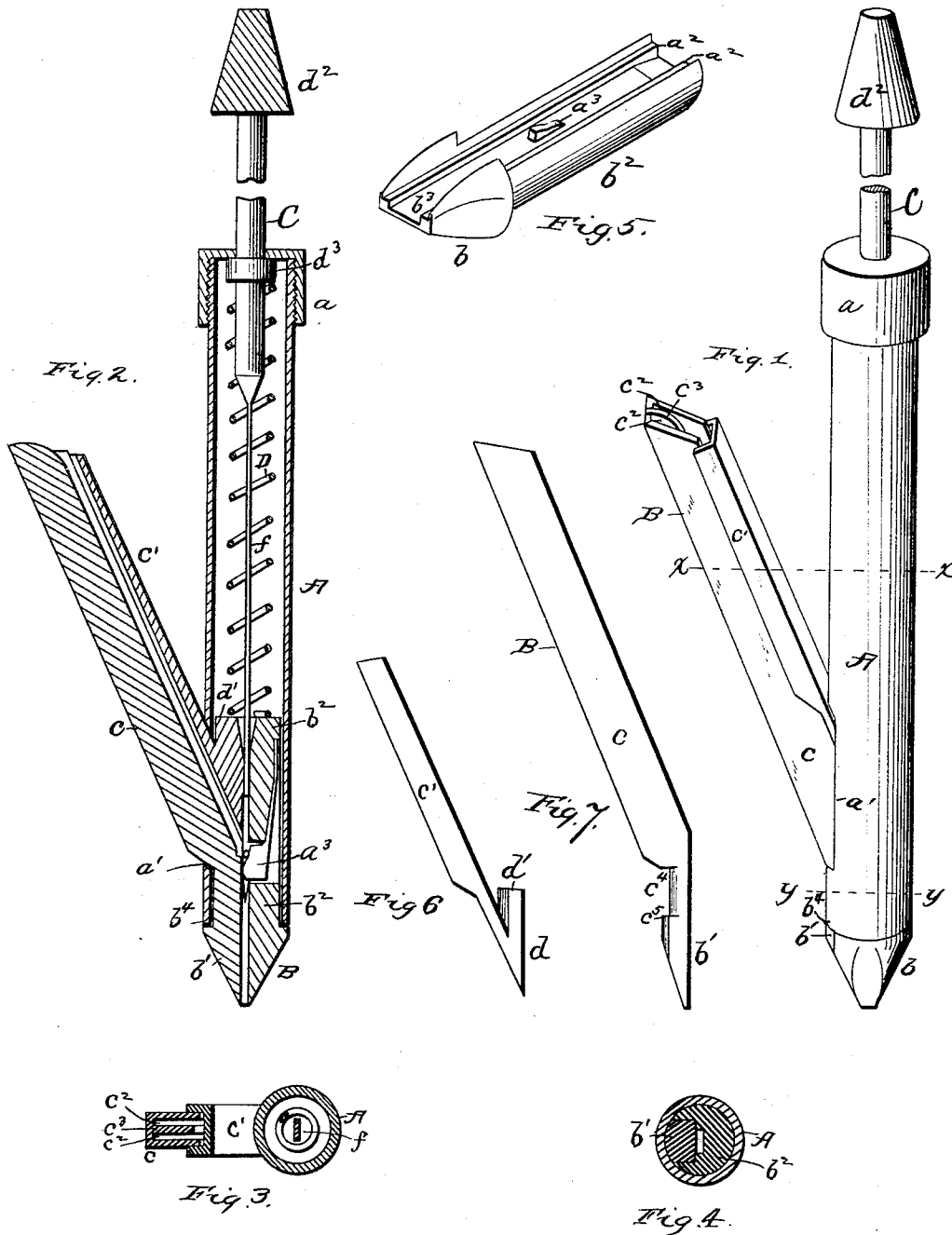


(No Model.)

D. DODSWORTH.
STAPLE DRIVER.

No. 327,537.

Patented Oct. 6, 1885.



Witnesses:
Wm. A. Rosenbauer
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Att'y

UNITED STATES PATENT OFFICE.

DAVID DODSWORTH, OF SPRINGFIELD, OHIO, ASSIGNOR OF TWO-THIRDS TO
WILLIAM LEGG AND EPHRAIM W. McMILLEN, BOTH OF SAME PLACE.

STAPLE-DRIVER.

SPECIFICATION forming part of Letters Patent No. 327,537, dated October 6, 1885.

Application filed May 18, 1885. Serial No. 165,903. (No model.)

To all whom it may concern:

Be it known that I, DAVID DODSWORTH, a citizen of the United States of America, residing at Springfield, in the county of Clark and State of Ohio, have invented certain new and useful Improvements in Staple-Drivers, of which the following is a specification, reference being had therein to the accompanying drawings.

10 My invention relates to staple-drivers employed in the manufacture of boots and shoes; and the object of my invention is to provide such a driver that will carry all the staples required to fasten properly one entire upper
15 to its sole, and that is not liable to get out of order in use, as hereinafter fully set forth.

In the drawings, Figure 1 is a perspective view of my improved driver. Fig. 2 is a longitudinal section. Fig. 3 is a cross-section on
20 line *xx* of Fig. 1. Fig. 4 shows detail views in cross-section on line *yy*. Figs. 5, 6, and 7 are detail views.

A designates the stock of the driver, having the threaded cap *a*, the opening at *a'*, and
25 the tapered detachable point in two parts, *b b'*. The part *b* is provided with a shank, *b'*, having a central groove, *b''*, extended upward in the body A. This shank is provided with
30 rabbets *a'' a'*, to receive the edges of the part *b'*, and a spring, *a''*, to hold in place the staples, as hereinafter described.

B is the staple carrier and chute in two parts, *c c'*. The lower end of part *c* forms the
35 part *b'* of the tapered point of the driver, which part *b'* is made to fit in the rabbets *a''* of the part *b*. The part *c* of the staple-carrier is provided with two grooves, *c'' c'*, and the tongue *c''* between the grooves to receive and
40 hold the staples in the required position to be dropped into the driving-point. The outer portion of the part *b'* is provided with a recess, *c''*, and a square shoulder, *c''*, to receive and lock against the lower portion, *b''*, of the stock A.

45 The part *c'* of the carrier is constructed to fit over the part *c*, so as to form a chute to receive and conduct the staples to the driving-point. The lower portion of this part *c'* is provided with a foot, *d*, constructed to fit
50 within the rabbets *a''* of the shank *b'*, and,

with the upwardly-extended lug *d'*, for locking it in the body A, as shown.

The portions *b' d* of the chute and carrier are first inserted through the opening at *a'* of the stock, so that the part *b'* fits in the recess
55 *c''*, and then the shank *b'* is inserted in the stock over the part *b'*, the rabbets *a''* fitting over and bearing closely against the edges of *b' d*, thus securely fastening the carrier, chute, and drive-points in place without the use of
60 screws or other fastening devices liable to be jarred loose in the operation of driving.

C is a drive-rod, provided with the head *d'* and the collar *d'*, and having its lower portion, *f*, flattened and extended through the
65 stock into the tapered drive-point, as shown.

Placed over the drive-rod is a spiral spring, D, having its end bearings against the collar *d'* and the end of the shank *b'* or lug *d'*.

Staple drivers and carriers having their
70 parts fastened together with screws are liable to have their fastening-screws loosened by the jar produced in driving. No part of my driver is liable to become loosened or separated in the operation of driving, and hence
75 the time and labor are saved heretofore required in stopping the driving to tighten the loosened parts.

The staples are inserted in the end of the carrier, with their legs in the grooves *c'' c'*,
80 and the middle portion over the tongue *c''*, between the grooves, which grooves and tongue hold the staples in position to descend into the driving-point, where they are held by the spring *a''* in position to be forced, one
85 at a time, through the point to the place required by the flattened end of the drive-rod, which is driven down in the usual manner with a blow upon its head by a mallet.

Before the operation of driving is com-
90 menced the carrier is supplied with a sufficient number of staples to extend entirely around the sole of a boot or shoe, avoiding thus the necessity of stopping the driving
95 after each staple has been driven to place another staple in the carrier, as in other drivers. The staples are held so that only one at a time will pass into position to be driven, and as soon as one staple has been driven the drive-rod is forced upward by the spring, and
100

another staple drops and is held by the spring a^3 in position to be driven, and so on till all the staples in the carrier have been driven.

What I claim as new is—

- 5 1. The stock A, having the opening at a' , in combination with the two-part drive-point $b\ b'$ and chute and carrier $c\ c'$, constructed and fastened in the stock substantially as and for the purposes described.
- 10 2. The combination of the stock A, having the opening a' , the two-part chute and carrier $c\ c'$, provided with the part b' , foot d , recess c^t , locking-shoulder c^5 , and lug d' , the

part $b\ b^2$, and the spring a^3 , substantially as and for the purposes described.

- 15 3. The combination, with the stock A, two-part drive-point $b\ b'$, and chute and carrier $c\ c'$, constructed and fastened in the stock, as set forth, of the drive-rod C and spring D, substantially as and for the purposes described.
- 20

In testimony whereof I affix my signature in presence of two witnesses.

DAVID DODSWORTH.

Witnesses:

CHASE STEWART,
W. EDMISTON.