Nov. 19, 1929. E. ST. JOHN 1,735,939

DRIVE RING

Filed Dec. 5, 1924

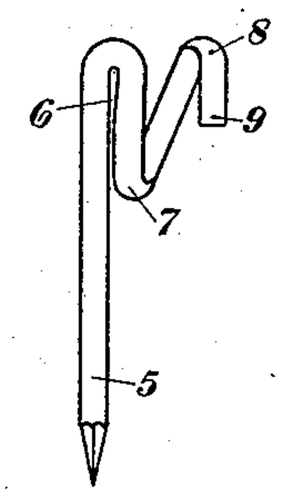

Fig. 1

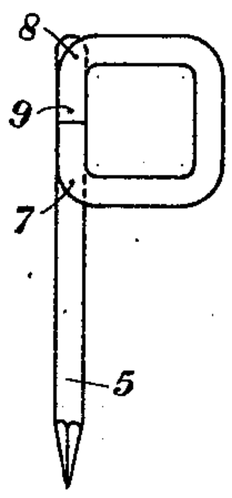

Fig. 2

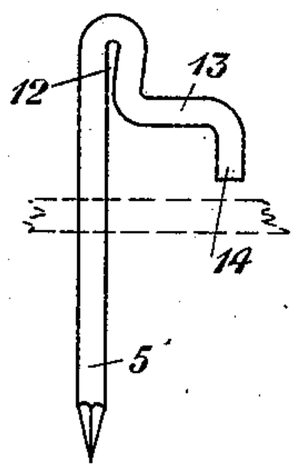

Fig. 3

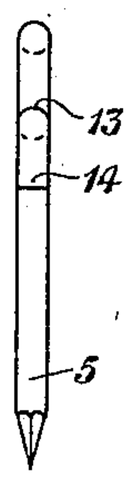

Fig. 4

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UNITED STATES PATENT OFFICE

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DRIVE RING

Application filed December 5, 1924. Serial No. 754,169.

This invention relates to drive rings, and more particularly to devices of this character which may be made from a single piece of wire in such manner that they can be readily driven into a supporting wall without damage to the rings during the driving operation.

The invention further relates to certain improvements in construction, which will be apparent from the following description, when considered in connection with the accompanying drawing, in which several embodiments thereof are illustrated.

Referring to the drawing, Figure 1 is a side elevation of one form of improved ring; Fig. 2 is a front view of Fig. 1; Fig. 3 is a front elevation of a second form of ring; and Fig. 4 is a side elevation of Fig. 3.

In Figs. 1 to 4, inclusive, the improved rings are shown as being composed of a single piece of wire having shanks 5 terminating in points which may be driven into a supporting wall in the same manner as a nail. The upper portions of the devices extend from the shanks in the form of rings, as will presently appear. The rings may be made from steel wire which is suitably galvanized and the upper ends of the rings should be free from sharp points so that when wires are placed therein their covering will not be injured.

In Figs. 1 and 2, the shank 5 at its upper portion is bent back upon itself in such manner as to form an open loop 6 between the shank 5 and the downwardly extending portion 7. When thus formed the portion 7 will be separated at its upper end from the shank 5, and a spiral ring portion 8 is then turned in a plane parallel with the axis of the shank portion so as to assume a substantially rectangular form. The upper rounded extremities of the shank 5 and ring 8 are in the same horizontal plane, and separated from each other so as to permit sufficient space for hammer blows to be dealt the rounded head of shank 5 to drive the ring into a supporting surface without interfering with the rounded top provided on the member 8. The shank may be thus driven without bending or cracking in the same manner as a wire nail. The end 9 of the ring extends downwardly in the same direction as the shank 5, and through the open end of of this ring wires may be readily inserted within the rectangular portion.

In Figs. 3 and 4, the shank 5 is shown as having a loop portion 12 provided about its upper part in a manner similar to that indicated in connection with the loop 6 provided in Figs. 1 and 2. This portion is bent back upon itself and forms a shoulder 13 from which an angular end portion 14 extends downwardly in a parallel plane to the shank 5. The ring indicated in Fig. 3 and Fig. 4 is driven into a supporting wall a sufficient distance to retain the wires between the wall and the shoulder 13, but not too far to prevent their insertion between the end portion 14 and the surface upon which the ring is mounted.

What is claimed is:

A drive ring comprising a shank portion, a loop portion bent back upon the shank portion, and an angular shoulder extending from the loop portion at right angles to the shank portion and lying in a plane beneath the top of the loop portion to avoid interference of the application of a hammer to the loop portion in the driving operation of the ring, the end of said shoulder extending downwardly parallel to the shank portion and so cooperating with the supporting surface into which the shank may be driven to permit the insertion of wires into the enclosure formed by said surface and the shank and angular portions of the ring, and said shank and angular portions serving to retain the wires within such enclosure.

In testimony whereof, I have signed my name to this specification this 4th day of December, 1924.

EVERETT ST. JOHN.