

J. Baron.

Spinning Jack.

N^o 100,842.

Patented Mar. 15, 1870.

Fig. 1.

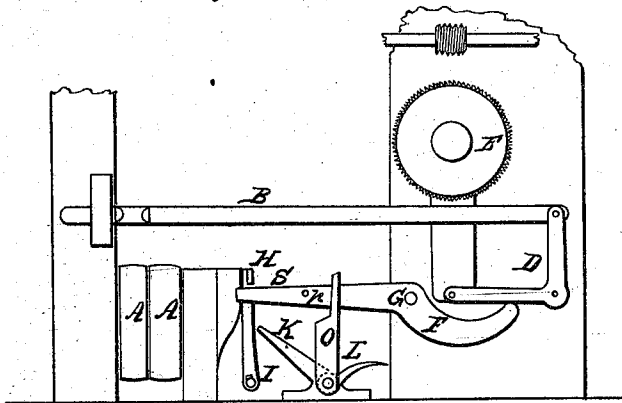
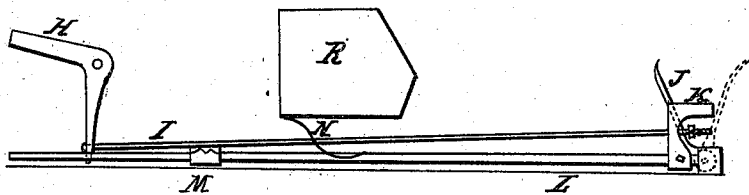


Fig. 2.



Witnesses

George Sullow
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United States Patent Office.

JOSEPH BARON, OF MILLBURY, MASSACHUSETTS.

Letters Patent No. 100,842, dated March 15, 1870.

IMPROVEMENT IN BELT-SHIPPING MECHANISM FOR SPINNING-JACKS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

I, JOSEPH BARON, of Millbury, in the county of Worcester, State of Massachusetts, have invented certain new and useful Improvements in Friction Motions for Jacks, of which the following is a specification.

Nature and Objects of my Invention.

The object of my invention is to enable the jack to automatically throw on the belt sufficiently for its friction to wind the yarn on the cops while the carriage is returning to place.

To this end its nature consists in arranging a lever to operate on the shipper or its connections, and connecting said lever to another to be operated by the carriage when run clear out, and providing the necessary stops and conditions requisite to its complete operation.

In the accompanying drawings—

Figure 1 shows the parts of a back of a jack, embodying my invention.

Figure 2 shows a side view of the operating-lever, with its rod, stop, and connections.

General Description.

A A are the driving-pulleys.

B, the shipper.

D, its connecting-lever to the slide holding the register E, which, in falling, casts off the belt in the usual way.

F is a lever pivoted at G, with one end bearing under the horizontal arm of lever D, and the other end, S, extending out, to be operated by the elbow-lever H, which has its lower end connected by the rod

i to the operating-lever J, said rod having a screw and nut on one end, to adjust it to throw the belt on, more or less, as required.

K is a catch or stop, adjustable on the rod L, for holding the lever J back by falling in front of it.

M is a lever, fast on the rod L, and is operated by the piece N on the carriage R, to throw out the stop and release the friction.

O is a guard-lever on the rod L, and falls against the pin p on the lever F.

The operation is as follows:

When the carriage runs out the register E is in gear with its driving-screw, and the end S of the lever F is lowered, so that it will not be moved by the lever H as it is operated by the carriage in its outward run. As the backing off is performed, the belts are shifted and the end S of lever F raised, so that the operator in pulling the carriage clear out, strikes the lever J, which, through i and H, depresses the arm S, throwing on the belt as required. The notch in the guard O allows the catch K to fall in front of J, and holds it whilst the carriage runs in, when the piece N depresses lever M on the shaft L, and releases the catch and allows the belt to run off.

I claim the combination of the levers F, H, J, and M, catch K, guard O, rods L L, and piece N on the carriage, when constructed, arranged, and operating in the manner and for the purposes above set forth.

In testimony whereof I hereunto set my hand this 17th day of November, A. D. 1869.

JOSEPH BARON.

Witnesses:

GEORGE SWALLOW,
JAS. G. ARNOLD.