No. 809,717. PATENTED JAN. 9, 1906.

G. H. MONG.

LATHE ATTACHMENT.

APPLICATION FILED MAR. 13, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

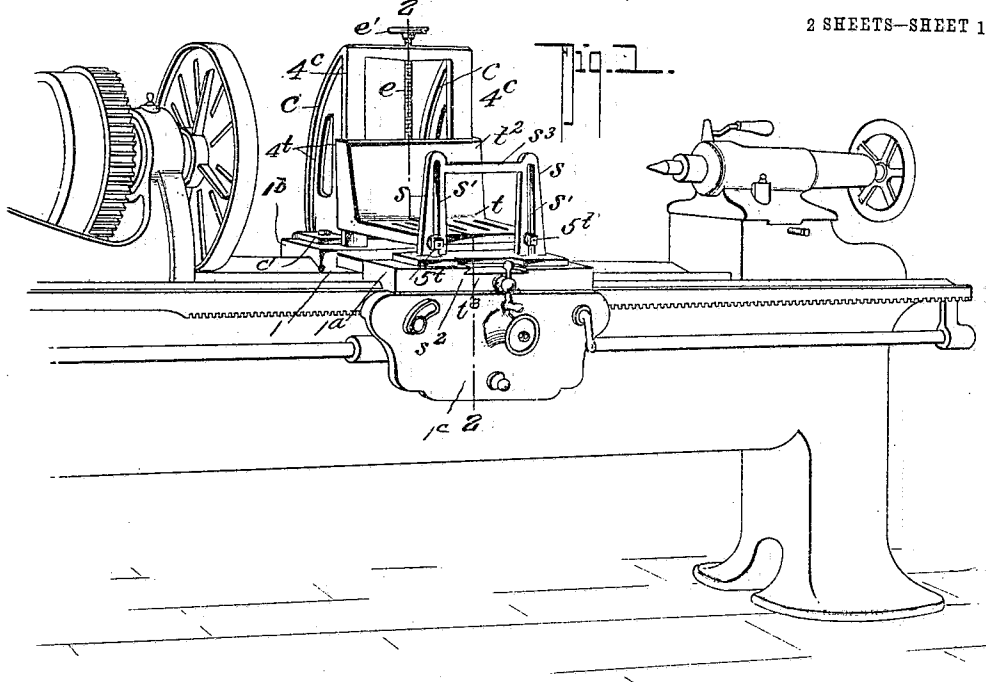


Fig. 6.

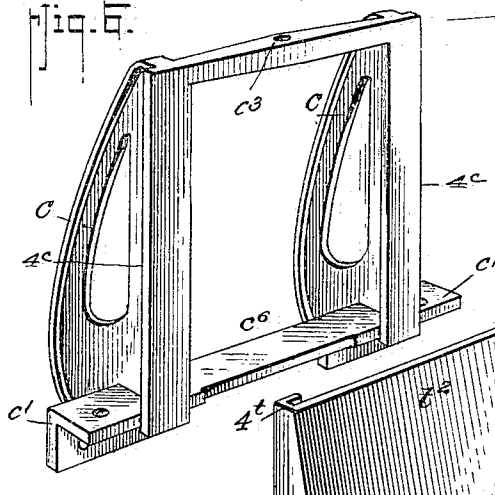


Fig. 8.

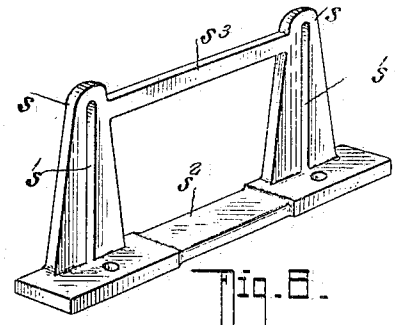
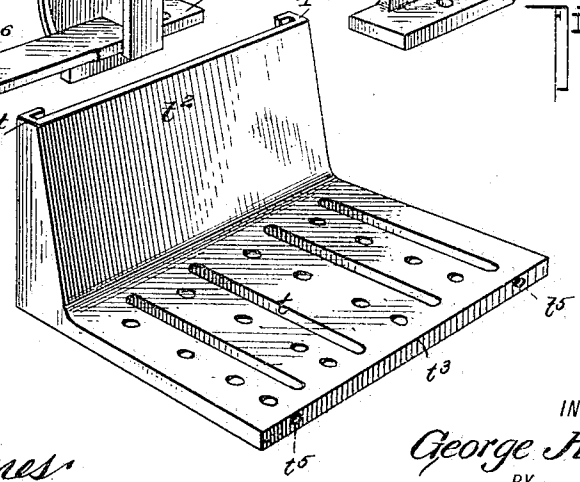


Fig. 7.



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2 SHEETS—SHEET 2.

Fig. 2.

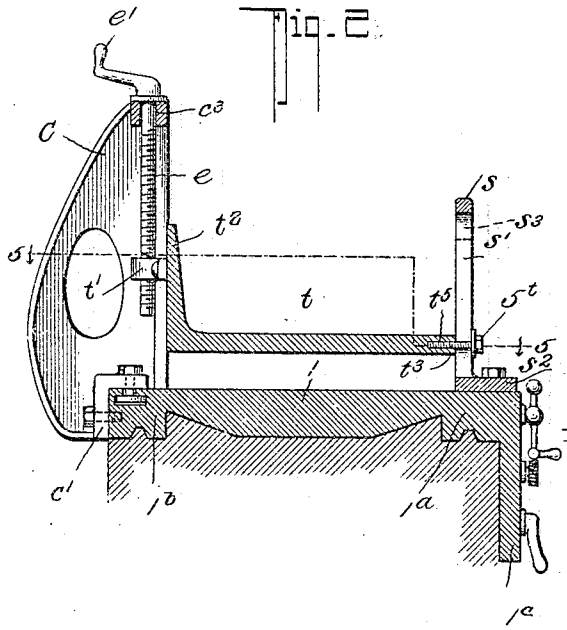


Fig. 3.

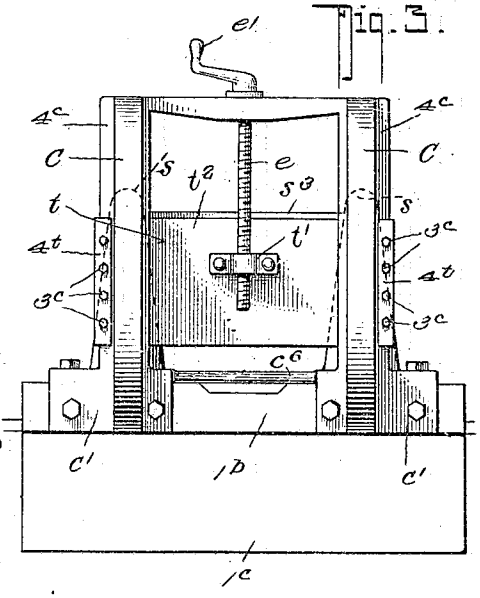


Fig. 5.

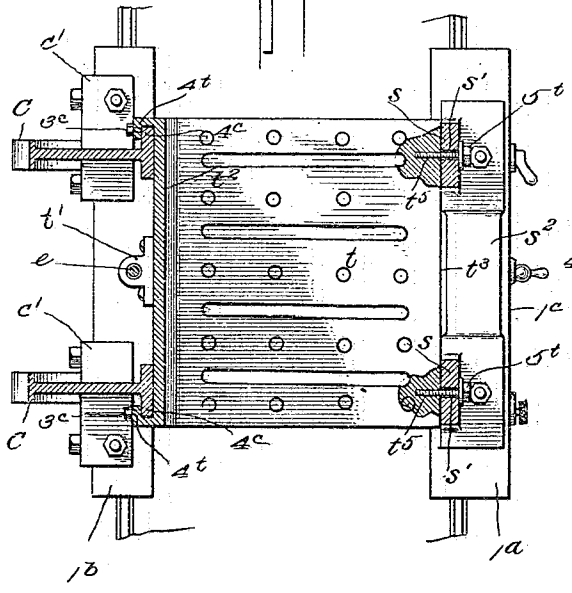
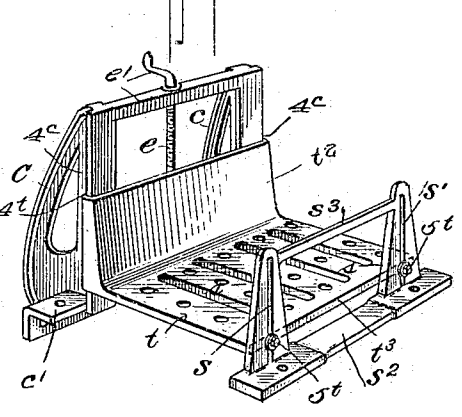


Fig. 4.



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UNITED STATES PATENT OFFICE.

GEORGE H. MONG, OF FAIRMONT, WEST VIRGINIA.

LATHE ATTACHMENT.

No. 809,717. Specification of Letters Patent. Patented Jan. 9, 1906.

Application filed March 13, 1905. Serial No. 249,802.

To all whom it may concern:

Be it known that I, GEORGE H. MONG, residing at Fairmont, in the county of Marion and State of West Virginia, have invented a new and Improved Lathe Attachment, of which the following is a specification.

My invention, which relates generally to improvements in means for holding the work on lathes, more particularly seeks to provide a simple, inexpensive, and easily-manipulated attachment for the present styles of engine-lathes, capable of being operatively adjusted to bring the work in proper position to be cut quickly with but minimum expense of time, and whereby to do away with the slow method usually employed for "blocking up" a job on lathe-carriages with parallelers, bar-iron, timbers, and the like.

With the above objects in view and others hereinafter referred to my invention comprehends an improved attachment comprising a standard or frame which can be quickly bolted on the lathe-carriage and a supplemental carriage or work-holder vertically adjustable on the said standard and having convenient means for firmly holding it to its adjusted positions to properly sustain the work relatively to the cutting devices, which attachments have such special or coöperative arrangement of parts designed to be attached to the ordinary types of lathe-carriages without materially modifying or changing their construction.

My invention in its subordinate features consists in certain combinations and details, all of which will be hereinafter fully explained, pointed out in the appended claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a view of a portion of an ordinary type of engine-lathe with my improved attachment applied for use. Fig. 2 is a transverse section thereof, taken substantially on the line 2 2 of Fig. 1. Fig. 3 is a rear elevation of the attachment, showing it applied to the lathe-carriage. Fig. 4 is a perspective view of the attachment removed from the lathe-carriage. Fig. 5 is a horizontal section thereof on the line 5 5 of Fig. 2. Figs. 6, 7, and 8 are detail perspective views of the several parts that constitute my attachment.

In the drawings, 1 designates the cross-bed of an ordinary engine-lathe carriage, 1^a 1^b the front and rear rails thereof having the usual Λ-shaped grooves, and 1^c the apron that forms an integral part of the front rail.

My attachment consists of but four parts, comprising a standard or column having a ⊓-shaped form in face view, the pendent members *c c* of which have right-angled shoe portions *c′ c′*, adapted to fit over the rear rail 1^b of the carriage, as clearly shown in the drawings. Centrally the cross-head c^2 of the column or standard has a vertical threaded socket c^3, in which rotates a feed-screw *e*, having a turn handle or wheel *e′* at the upper end and having its lower end held to engage with a threaded box *t′* on the rear face of the vertical extension t^2 of the adjustable table or supplemental carriage *t*, that extends transversely over the lathe-bed t^2 and in transverse alinement with the lathe-carriage, as best shown in Fig. 3, by reference to which it will be also observed the opposite ends of the front edge t^3 of the bed t^2 has threaded sockets t^5 t^5 to receive the screw-bolts 5^t, which take through the vertical slots *s′ s′* in a pair of low standards *s s*, integral with a base portion s^2, adapted to be bolted on the front rail of the lathe-carriage and which are disposed opposite the members *c c* of the column or standard at the rear side of the carriage, as shown. The rear side of the supplemental carriage or bed has inturned flanges 4^t at the opposite edges that take around the outer edges 4^e of the members *c c*, and the said flanges carry clamp-screws 3^e, that seem to firmly hold the table or carriage *t* to its vertically-adjusted positions on the front and rear standards *c* and *s*. To strengthen the front standards *s s*, they are joined near their upper end by a cross member s^3 s^3, integrally formed with the said standards *s s*.

From the foregoing, taken in connection with the accompanying drawings, it is believed the manner in which my invention is used and its advantages will be readily understood by those skilled in the art to which it appertains.

While I have shown my attachment as especially designed to coact with the ordinary type of carriage for engine-lathes, it is manifest the said attachment may form a complete structure *per se*, with little or no modification of the attaching base or feet, which can be readily made an integral part of the lathe-carriage in building a new machine.

It will be noticed by reason of being fix-

edly attached to the carriage the attachment can be quickly set to the desired longitudinal adjustment on the lathe, since the supplemental frame *t* by loosing the clamp-screws 3^c can be quickly set to bring the work to the desired vertical adjustment by simply actuating the handle on the feed-screw *e*, the screw-bolts 5^t acting as guides for the front end of the bed *t*, which when brought to the proper vertical adjustment is fixedly held by tightening the screws 3^c.

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

1. In combination with a lathe-carriage having a front and a rear rail; a standard projected vertically from the rear rail of the lathe-carriage, a second standard projected vertically from the front rail thereof, the said second standard being slotted vertically, a supplemental carriage or bed member extended over the lathe-carriage, said bed member having guides at its opposite edges for engaging the front and rear standards, means operatively mounted on the rear standard for adjusting the bed member and holding it to its adjusted position.

2. An attachment for lathes of the character described, comprising in combination, the ⊓-shaped standard whose pendent members terminate in right-angled feet to engage the angle-corner of the rear rail of a lathe-carriage, a pair of vertically-slotted standards adapted to be fastened on the top of the front rail of the lathe-carriage, a supplemental carriage or bed member, having guides at the outer edge to coact with the slotted front standards, its rear edge merging with a vertical back, the latter having means for riding on and being rigidly secured to the pendent members of the ⊓-shaped frame, and having a threaded socket on its rear face, and the feed-screw mounted on the cross-head of the frame and engaging the socket on the back of the bed member.

3. In combination with the lathe-carriage having a front and a rear rail, a ⊓-shaped standard projected vertically from the rear rail of the carriage, a second standard projected vertically from the front rail thereof, said second standard including a pair of upwardly-projecting slotted members, a supplemental carriage or bed member extending over the lathe-carriage, said bed member having guides at its opposite edges for engaging the first-mentioned standard, bolts passing through said slotted members and entering the supplemental bed member, and means operatively mounted on the rear standard for adjusting the bed member and holding it to its adjusted position.

4. In combination with the lathe-carriage having a front and a rear rail, a ⊓-shaped standard projected vertically from the rear rail of the carriage, a second standard projected vertically from the front rail thereof, said second standard including a pair of upwardly-projecting slotted members, a supplemental carriage or bed member extending over the lathe-carriage, said bed member having guides at its opposite edges for engaging the first-mentioned standard, bolts passing through said slotted members and entering the supplemental bed member, and means operatively mounted on the rear standard for adjusting the said member and holding it to its adjusted position, said supplemental bed member having a plurality of transverse slots and provided with bolt-receiving apertures, substantially as shown and described.

GEORGE H. MONG.

Witnesses:
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S. P. MONG.