

(No Model.)

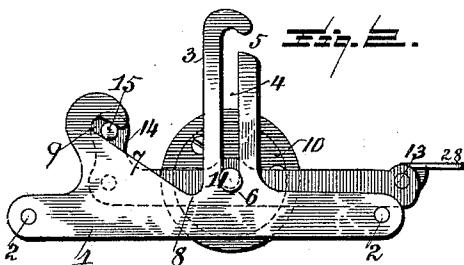
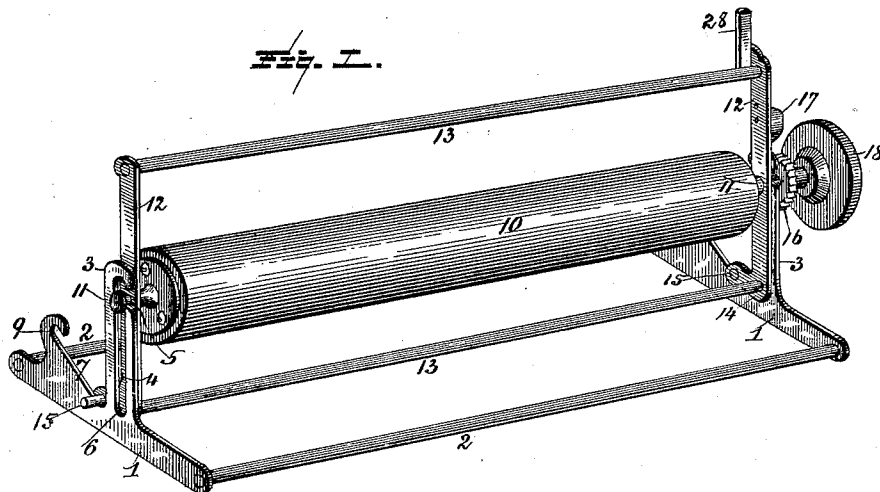
C. E. MERRITT, Dec'd.

F. L. MERRITT, Executrix & J. G. DUNNING, Executor.

TYPE WRITING MACHINE.

No. 465,565.

Patented Dec. 22, 1891.



Witnesses:
L. C. Hills.
C. C. Schiller, Jr.

Inventor:
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UNITED STATES PATENT OFFICE.

CHARLES E. MERRITT, OF SPRINGFIELD, MASSACHUSETTS; FANNIE L. MERRITT, EXECUTRIX, AND JAMES G. DUNNING, EXECUTOR, OF SAID CHARLES E. MERRITT, DECEASED, ASSIGNORS TO AMOS DENSMORE, OF NEW YORK, N. Y.

TYPE-WRITING MACHINE.

SPECIFICATION forming part of Letters Patent No. 465,565, dated December 22, 1891.

Application filed October 9, 1889. Serial No. 326,388. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. MERRITT, a citizen of the United States, residing at Springfield, in the county of Hampden, State of Massachusetts, have invented certain new and useful Improvements in Type-Writing Machines, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention has relation to improvements in type-writers of that class employing a movable paper-carriage, and has special relation to that portion of the type-writer.

Among the objects of the invention are to obviate the necessity of raising the entire carriage and its weight for the purpose of inspecting and correcting the work, and to so construct the carriage and its platen that the latter is adapted to be swung up vertically away from the printing-point and by this same movement partially turned or rotated, exposing to view the last line of printing and so that a retrograde movement of the platen will lower the same vertically upon the carriage and return the printing-lines to the printing-point, so that the work upon that line may be continued, if desired.

With these general objects in view the invention consists in certain features of construction hereinafter specified, and particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective of a portion of a type-writer-carriage frame constructed in accordance with my invention, the platen being raised as for inspection or correction of the work. Fig. 2 is an end elevation of the same, the platen being lowered to a writing position.

Like numerals of reference indicate like parts in all the figures of the drawings.

The type-writer carriage in this instance comprises opposite end plates 1, connected at their front and rear ends by tie-bars 2. From the upper edge of each of the end bars there projects a standard 3, the same being located at about the centers of the end bars, said standards being vertically slotted, as at 4, and transversely slotted at their front edges, as at 5, the slots 5 communicating with the slots 4 and the lower ends of the latter being

rounded to form bearings 6. The end bars 1 in rear of their standards 3 are provided with cam projections 7, the front faces of the cams being inclined forwardly toward the standard, at the base of which they terminate in a recess or stop 8. The upper ends of the cam-standards are provided with slots or recesses 9, in which the inclined faces terminate at their upper ends.

10 represents the platen-roll, from the ends of which project the ends of the platen-shaft 11, said shaft at each end passing through the center of an end bar 12, shorter than the end bars 1 of the carriage and connected at their ends by tie-bars 13. The rear ends of the bars 12 are provided with right-angularly-disposed ears 14, and projecting outwardly from the upper end of each is a lug 15. The ends 11 of the platen-shaft after passing through the end bars 12 project beyond the same and are adapted to be passed laterally into the slots 5 of the standards 3, and one end of said shaft projects beyond the standards 3 and is provided with a ratchet 16, operated by a pawl 17, secured to the adjacent end bar 12, and farther along at the end of the shaft the same is provided with a milled disk 18 for rotating the platen.

Taking the parts as shown in Fig. 2, wherein the platen is in position for the paper thereon to receive imprint from the printing medium, it will be apparent that by grasping the front tie-bar 13 of the platen-frame or the handle 28 at one end thereof and raising the same the lugs 15 will ride down the inclined cam-faced standards until they reach the lower recess or cam-terminals 8, and in so doing will turn the frame and the platen to the position shown in Fig. 1. This throws the present line of printing into full view, and the same may be corrected, if desired. It will be observed that the platen-frame will be maintained unaided by the hand of the operator in this vertical position through the medium of the lugs 15, resting in the curved recesses 8, formed at the lower ends of the inclined cams 7. By drawing down upon the tie-bar 13 at the front of the platen-frame the rear ends of the end bars 12 are consequently raised and the lugs 15 forced up the

inclined ways and into the slots or recesses 9, which stop their further upward movement.

From this construction it will be apparent that the operation necessary for inspection of the work is greatly simplified and can be accomplished in a comparatively short space of time.

Having described my invention, what I claim is—

- 10 1. The combination of a carriage-frame comprising opposite end bars, slotted standards mounted on the end bars, and inclined ways formed on the end bars in rear of the standards with a platen-frame comprising
15 opposite end bars, the platen-shaft extending from the centers of the end bars of the platen-frame and mounted in the slots of the standards, and lugs on the rear ends of the end bars of said platen-frame and riding on the
20 inclines, substantially as specified.
2. The combination of a carriage-frame

having opposite end bars provided with standards extending vertically therefrom and having vertical slots open at their upper ends, terminating at their lower ends in bearings 25 and provided with rear standards having inclined cam-faces terminating at their lower ends in a bearing and at their upper ends in a recess of a platen-frame comprising end bars, a platen mounted in the frame and having its shaft extending through and beyond the end bars into the slots of the standards, and lugs formed on the rear ends of the end bars and mounted on the inclined faces of the rear standards, substantially as specified. 35

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

CHARLES E. MERRITT.

Witnesses:

S. F. MERRITT,
ALLEN WEBSTER.