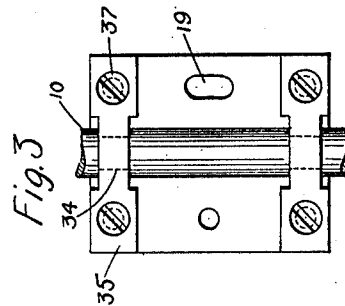
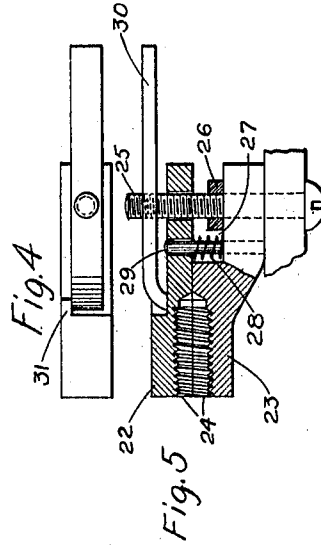
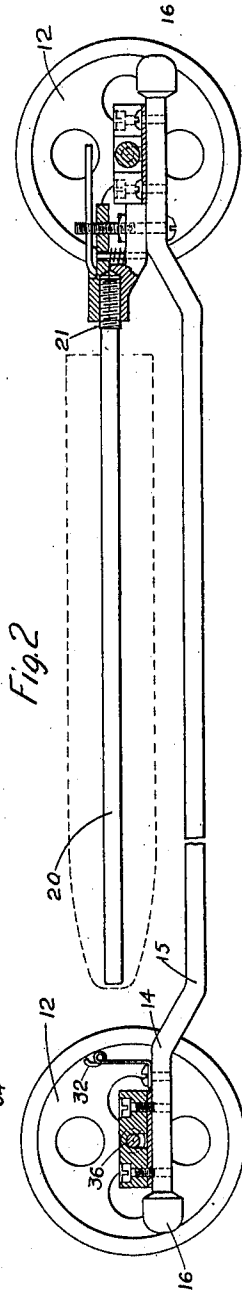
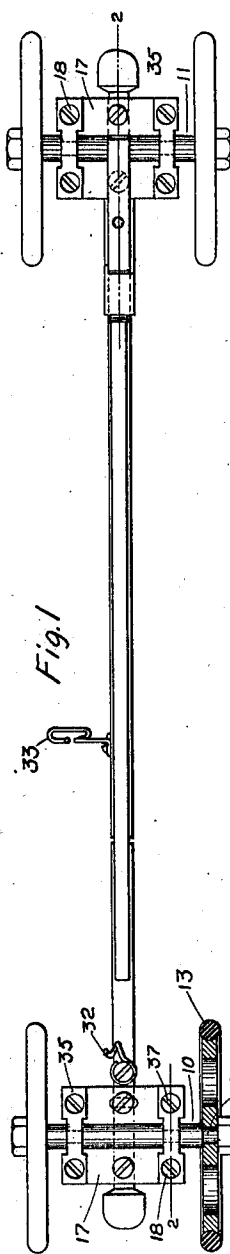


W. G. PEET.
SHUTTLE.

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974,291.

Patented Nov. 1, 1910.



WITNESSES:

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WILBUR G. PEET, OF BRIDGEPORT, CONNECTICUT.

SHUTTLE.

974,291.

Specification of Letters Patent.

Patented Nov. 1, 1910.

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To all whom it may concern:

Be it known that I, WILBUR G. PEET, a citizen of the United States, residing at Bridgeport, county of Fairfield, State of Connecticut, have invented an Improvement in Shuttles, of which the following is a specification.

This invention has for its object to produce a shuttle or carrier for weft threads in weaving, which instead of being substantially boat-shaped and inclosing a bobbin or cop shall comprise a simple form of carriage provided with wheels and a detachable spindle by which the bobbin or cop is carried or upon which a cop may be wound, thereby reducing friction and noise to the minimum and producing a simple and inexpensive shuttle that will last for practically an unlimited length of time.

With these and other objects in view I have devised the novel wheeled shuttle which I will now describe, referring to the accompanying drawing forming a part of this specification and using reference characters to indicate the several parts.

Figure 1 is a plan view of my novel shuttle; Fig. 2 a partial longitudinal section thereof on a plane indicated by the line 2-2 in Fig. 1, the reach and spindle being in elevation, and a bobbin or cop being indicated by dotted lines; Fig. 3 a plan view of the front bearing on an enlarged scale; and Fig. 4 is a plan view and Fig. 5 a detail sectional view of the gripping jaws which carry the spindle.

10 denotes the front axle, 11 the rear axle and 12 wheels which are preferably rigidly secured to the axle and provided with rubber tires indicated by 13. The axles are connected by a reach 14 which is offset downward as at 15 to provide space for a bobbin or cop and is provided at its ends with yielding heads 16, preferably blocks of rubber, which receive the blows of the picker staff. The axles rest upon plates 17 which are secured to the respective ends of the reach by screws 18, one of said screws passing through a slot 19 in the front plate so as to permit oscillatory adjustment of the front plate and axle in the horizontal plane should such adjustment be required to make the shuttle track in a right line. I have shown the axles as provided with grooves 34 and as secured to plates 17 by blocks 35 having bearing grooves 36 to receive the grooved portions of the axles.

It should be understood that the terms front and rear are arbitrary terms having no significance so far as the present invention is concerned and are simply employed for convenience in description. It should furthermore be understood that the specific details of construction are wholly unimportant so far as the present invention is concerned.

20 denotes the spindle which may be made of aluminum or any suitable metal and is provided at its rear end with a thread 21, ordinarily a rolled thread, which is gripped by jaws 22 and 23 secured to the reach near its rear end, the jaws being provided with threaded half sockets 24 to receive the threaded end of the spindle. I have shown lower jaw 23 as secured to the reach by means of a bolt 25 which extends through and above both jaws and is provided with a nut 26 by which the lower jaw is locked in place, the bolt passing freely through the upper jaw.

27 denotes a recess in the rear end of the lower jaw and 28 a spring in said recess which surrounds a pin 29 which is rigidly secured in the lower jaw and passes freely through the upper jaw. The normal action of the spring is to lift the upper jaw from the gripping position so that the spindle may be readily removed. The upper jaw is retained in the gripping position by means of a lever 30 which is pivoted on bolt 25 and is adapted to swing over the upper jaw and retain it in the gripping position against the power of the spring.

31 denotes a stop in the path of the forward end of the lever which prevents it from swinging past the locking position.

In use, when lever 30 is swung out of the engaging position, the spring will lift the upper jaw and the spindle may be readily removed to receive a bobbin or cop. If preferred, a number of spindles may be used and the cops wound directly thereon. The weft thread from the cop or bobbin is threaded through an eye 32 which may be formed from wire and is secured to the forward end of the reach extending upward therefrom, the thread passing thence through an eye 33 which may also be formed from wire and extends outward from the side of the reach at approximately its mid-length. In placing a spindle with a bobbin or cop thereon in position for use, it is simply necessary to insert the threaded end of the

spindle into the half sockets in the jaws and then swing the lever to the locking position, as shown in the drawing, which locks the spindle securely in place.

5 Having thus described my invention I claim:

1. A shuttle comprising a reach, axles mounted thereon and carrying wheels, gripping jaws secured to one end of the reach
10 and having half sockets, a spindle having a threaded end adapted to engage the half sockets, a spring acting to normally open the jaws and a lever for holding the jaws in the gripping position.

2. A shuttle comprising a reach, axles 15 mounted thereon and carrying wheels, a lower gripping jaw rigidly secured to one end of the reach, a spring controlled upper jaw, a lever for holding the upper jaw in the gripping position and a spindle held in 20 position by the jaws.

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

WILBUR G. PEET.

Witnesses:

A. M. WOOSTER,
S. W. ATHERTON.

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