(No Model.)

C. E. KING.

STOP MOTION FOR RAILWAY HEADS.

No. 327,696. Patented Oct. 6, 1885.

Fig. 1.

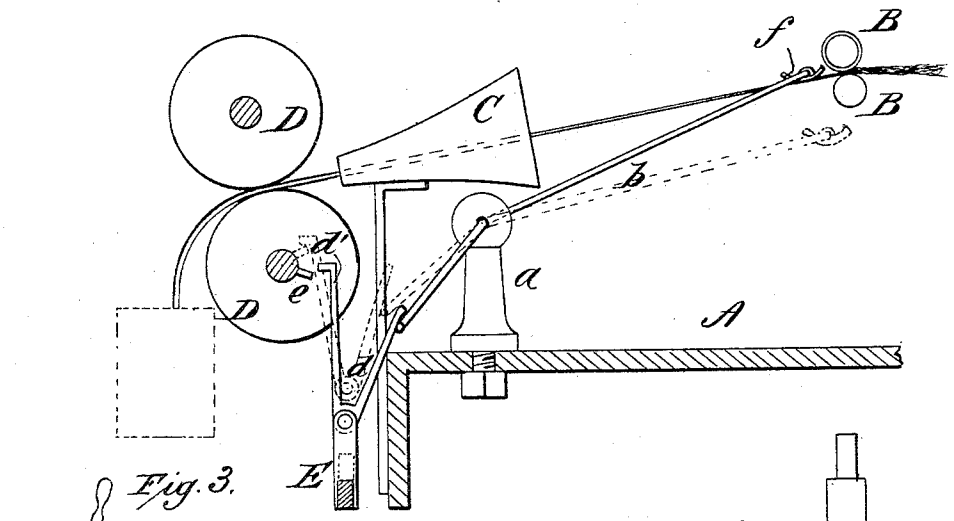


Fig. 3.

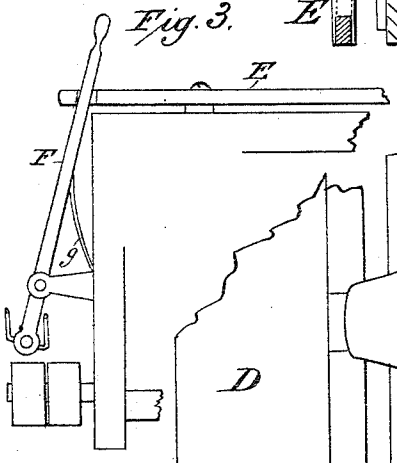


Fig. 2.

WITNESSES:

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UNITED STATES PATENT OFFICE.

CHESTER EARL KING, OF PHENIX, RHODE ISLAND.

STOP-MOTION FOR RAILWAY-HEADS.

SPECIFICATION forming part of Letters Patent No. 327,696, dated October 6, 1885.

Application filed August 23, 1884. Serial No. 141,331. (No model.)

To all whom it may concern:

Be it known that I, CHESTER E. KING, of Phenix, in the county of Kent and State of Rhode Island, have invented a new and Improved Stop-Motion for Railway-Heads, of which the following is a full, clear, and exact description.

The invention consists in an improved mechanism for stopping a railway-head or drawing-roll when the sliver breaks.

The improvement is embodied in the construction and combination of parts, hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a sectional side view of part of a railway-head having my improved stop mechanism applied. Fig. 2 is a plan view of the same. Fig. 3 is a detail plan view illustrating the belt-shifting mechanism.

A indicates the table or frame; B B, the draft-rolls; C, the trumpet, and D D the calender-rolls. The sliver passes from a series of carding-machines (not shown) between the draft-rolls B B, through the trumpet C, and between calender-rolls D D into the can usually provided to receive it.

E indicates a trip-lever, which is pivoted to the frame or table A and projects laterally, Fig. 3, so as to engage with the belt shifting lever F.

A lever, *b*, made preferably of a small iron rod, is pivoted in a standard, *a*, fixed on table A at the side of trumpet C. On the longer arm of said lever is fixed a concave plate, *f*, that extends close in front of and parallel to the drawing-rolls B B, and rests on the sliver.

The shorter arm of lever *f* extends forward and downward, and its end is bent laterally to adapt it to bear against one arm of a V-shaped lever or dog, *d*, that is pivoted in vertical position to the inner end of trip-lever E. The other arm of said dog *d* has a claw, *d'*, for engaging a lug, *e*, on the lower roll D. This engagement occurs when a sliver breaks, since the plate *f* then falls, and thus causes the lever to throw the dog *d* forward, as illustrated by dotted lines, Fig. 1. Owing to the momentum of the roll the dog *d* is raised, and with it the inner end of catch-lever E, so that the latter is forced to release the lever F, whose spring *g* then throws it laterally and causes the belt (not shown) to shift from the driving-pulley to the loose pulley, which of course arrests the operation of the machine.

The plate *f* prevents the broken sliver from winding on the rolls B and injuring the roll-covering.

What I claim is—

The combination, with the draft-rolls and a belt-shifting spring-actuated lever, of the pivoted lever *b*, provided with the plate or arm *f*, arranged in front of said draft-rolls, the catch-lever E and dog attached thereto, and the calender-rolls, one of which has a lug for engaging said dog, substantially as shown and described, for the purpose specified.

CHESTER EARL KING.

Witnesses:

ULYSSES G. HARRIS,

THOS. M. HOLDEN.