

(No Model.)

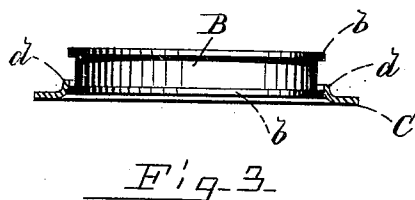
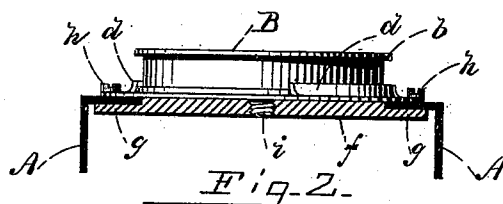
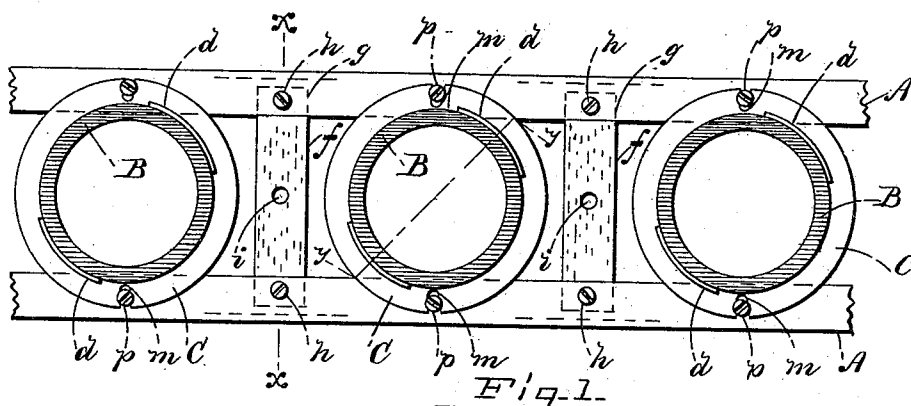
2 Sheets—Sheet 1.

W. H. MILEY.

RING RAIL FOR SPINNING MACHINES.

No. 459,760.

Patented Sept. 22, 1891.



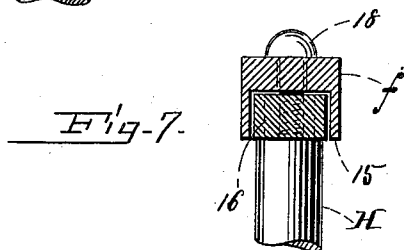
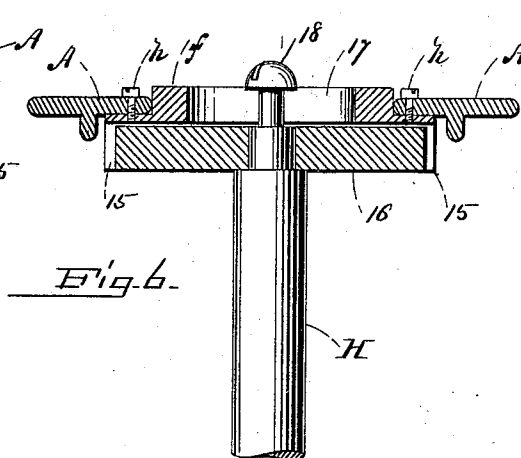
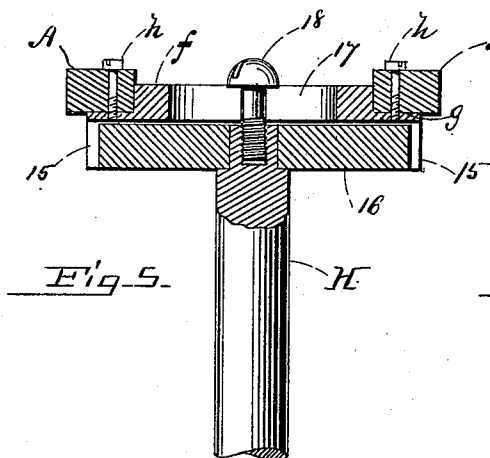
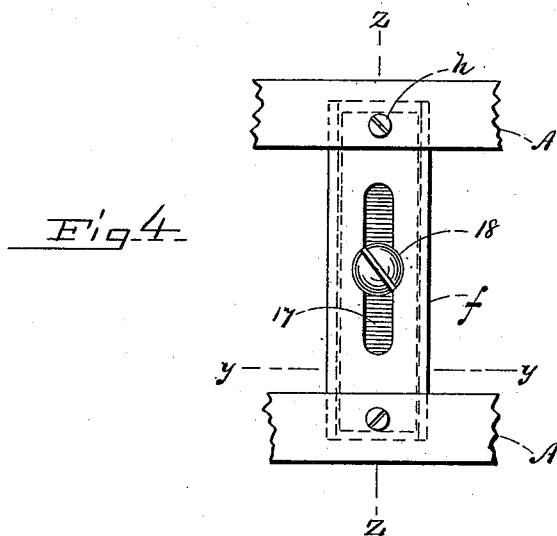
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RING RAIL FOR SPINNING MACHINES.

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UNITED STATES PATENT OFFICE.

WILLIAM H. MILEY, OF FALL RIVER, MASSACHUSETTS, ASSIGNOR TO THE
FALL RIVER MACHINE COMPANY, OF SAME PLACE.

RING-RAIL FOR SPINNING-MACHINES.

SPECIFICATION forming part of Letters Patent No. 459,760, dated September 22, 1891.

Application filed October 13, 1890. Serial No. 367,901. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. MILEY, of Fall River, in the county of Bristol, State of Massachusetts, have invented a certain new and useful Improvement in Ring-Rails for Spinning-Frames, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top plan view showing the rings in position on the rail; Fig. 2, a vertical transverse section taken on line *xx* in Fig. 1; Fig. 3, a vertical transverse section of one of the rings detached, being taken on the line *yy* of Fig. 1; Fig. 4, a plan view showing the lifting-rod brace; Fig. 5, a vertical section taken on line *zz* in Fig. 4; Fig. 6, a like view showing an alternate form of side bars, and Fig. 7 a vertical transverse section taken on line *yy* in Fig. 4.

Like letters and figures of reference indicate corresponding parts in the different figures of the drawings.

My invention relates to ring-rails for spinning-frames and to means for adjustably securing the rings thereon; and it consists in certain novel features hereinafter fully set forth and claimed, the object being to produce a more simple, cheap, and effective article of this device than is now in ordinary use.

The nature of the improvement will be readily understood by all conversant with such matters from the following explanation:

In the drawings, *A A* represent the side bars of the rail, *B* the rings, and *C* the plate-holders. The rings *B* are of the ordinary form and construction, provided with peripheral flanges *b*. The plate-holders *C* are also of the ordinary form and are provided with the usual vertically-arranged undercut spring-flanges *d*, whereby the rings *B* are detachably secured thereon. The side bars *A* of the rail are preferably constructed of right-angle irons, as best shown in Fig. 2, but may be formed of bars rectangular in cross-section, as shown in Fig. 5, or from T-irons,

as shown in Fig. 6. The bars are connected at intervals by braces *f*, grooved horizontally at each end to underlap the horizontal arm of said side bars, as shown at *g*, in such manner that the upper face of the bars and braces are nearly or quite flush. Screws or bolts *h* secure the side bars to the braces. Each brace may be provided centrally with a screw-threaded opening *i*, adapted to receive the top of the ordinary lifting or supporting rods *H* when screw-threaded; but the preferred form of brace *f* is shown in Figs. 4 to 6, inclusive, said brace having its under face grooved or milled longitudinally at 15 to receive a T-shaped head or button 16, secured on the top of the lifter-rod *H*. The brace is slotted longitudinally at 17, and a screw or bolt 18 passes through said slot into the lifter-rod, which is tapped and threaded to receive it. This renders the rail laterally adjustable on the lifter-rods, the grooved braces sliding readily on the buttons 16 and being guided thereby.

The plate-holders *C* are provided in their edges with radially-arranged slots *m*, and set-screws *p*, passing through said slots into the side bars, secure the rings thereon. The slots are of a length to admit lateral adjustment of the rings, and each ring-holder may be provided with as many slots as are deemed necessary.

The rail as thus constructed is light and durable, and the rings are quickly and easily adjusted thereon without detaching the side bars from their connecting-braces, as is necessary with rails wherein the rings are clamped between said side bars. Moreover, the whole rail may be adjusted, as described, without changing the position of the rings. Any suitable form of side bar *A* may be employed, the angle-irons being deemed preferable, as they lessen the weight, while imparting sufficient rigidity to the rail.

Having thus explained my invention, what I claim is—

1. The combination, with the side bars and the rings carried thereby, of the braces connecting said bars and having their lower faces longitudinally grooved, the lifter-rods having

T-shaped buttons loosely fitting said grooves, and means for retaining said buttons in adjusted position therein.

2. The combination, with the side bars and
5 the rings carried thereby, of the braces connecting said bars, their lower faces being longitudinally grooved and their bodies having slots opening into said grooves, the lifter-

rods having T-shaped buttons loosely fitting said grooves, and screws passing through said rods and into said rods.

WILLIAM H. MILEY.

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