

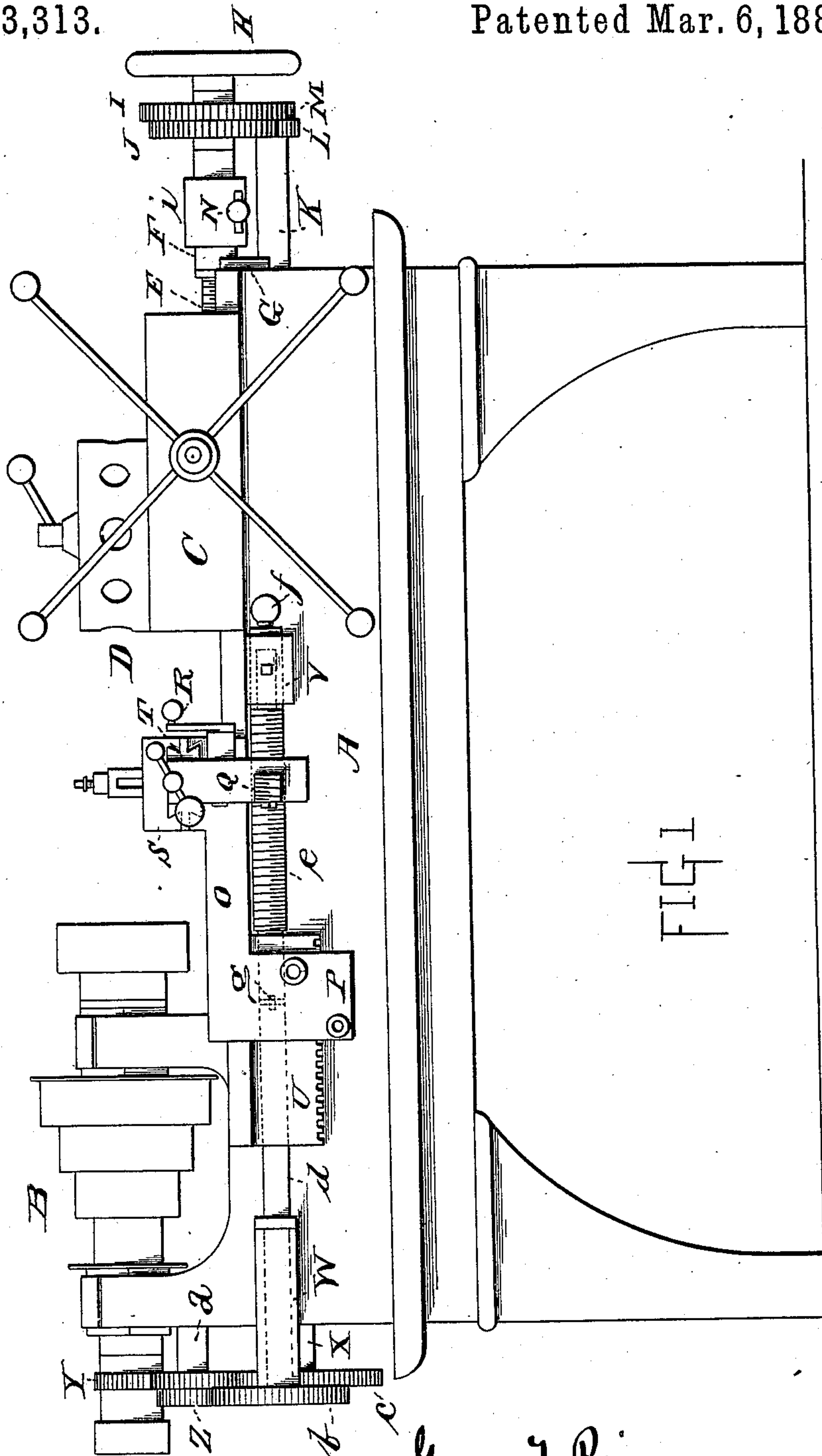
(No Model.)

2 Sheets—Sheet 1.

G. T. REISS.
METAL SCREW MACHINE.

No. 273,313.

Patented Mar. 6, 1883.



WITNESSES:

John Albrooks.
E B Rogers

George T. Reiss INVENTOR.
James W. See
ATTORNEY

(No Model.)

2 Sheets—Sheet 2.

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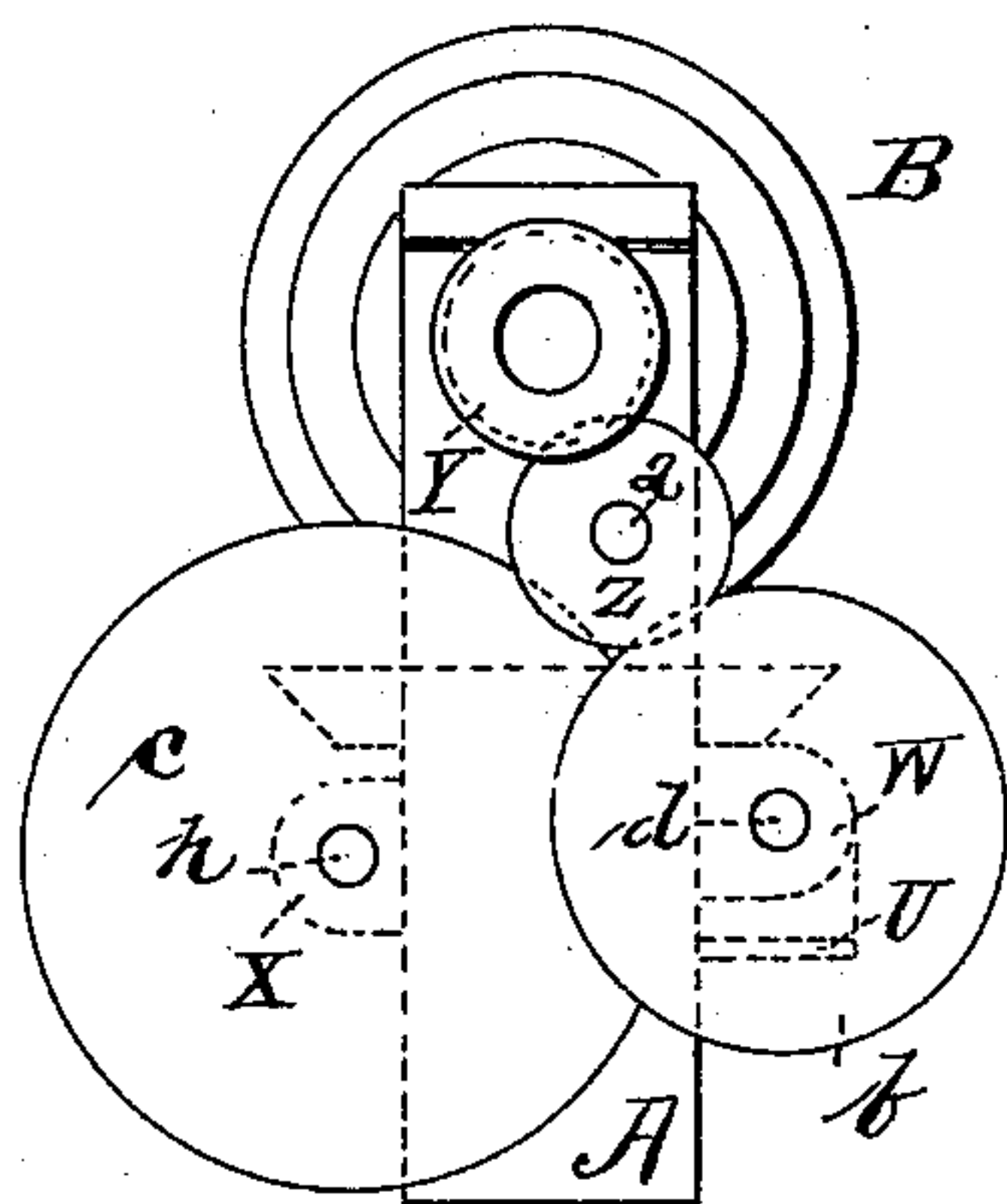


Fig 2

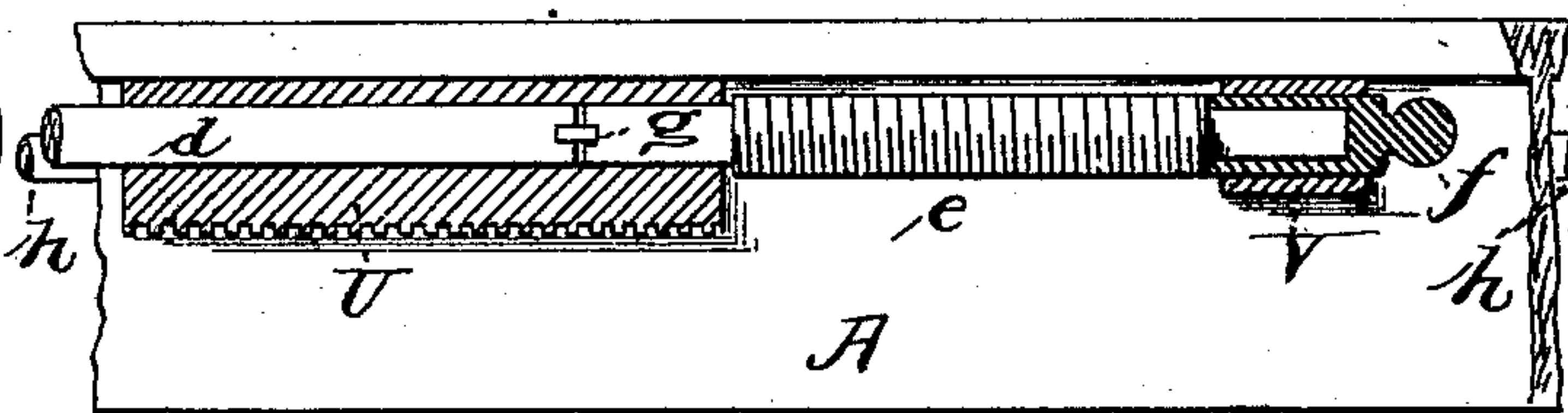


Fig 3

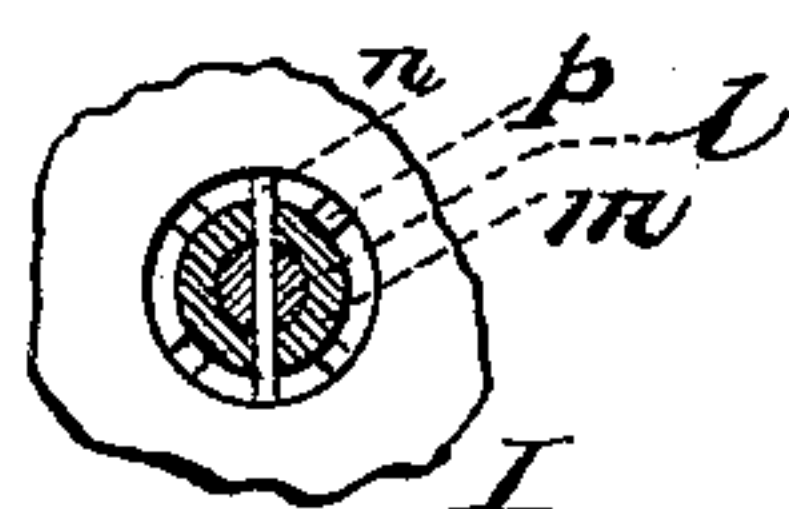


Fig 6

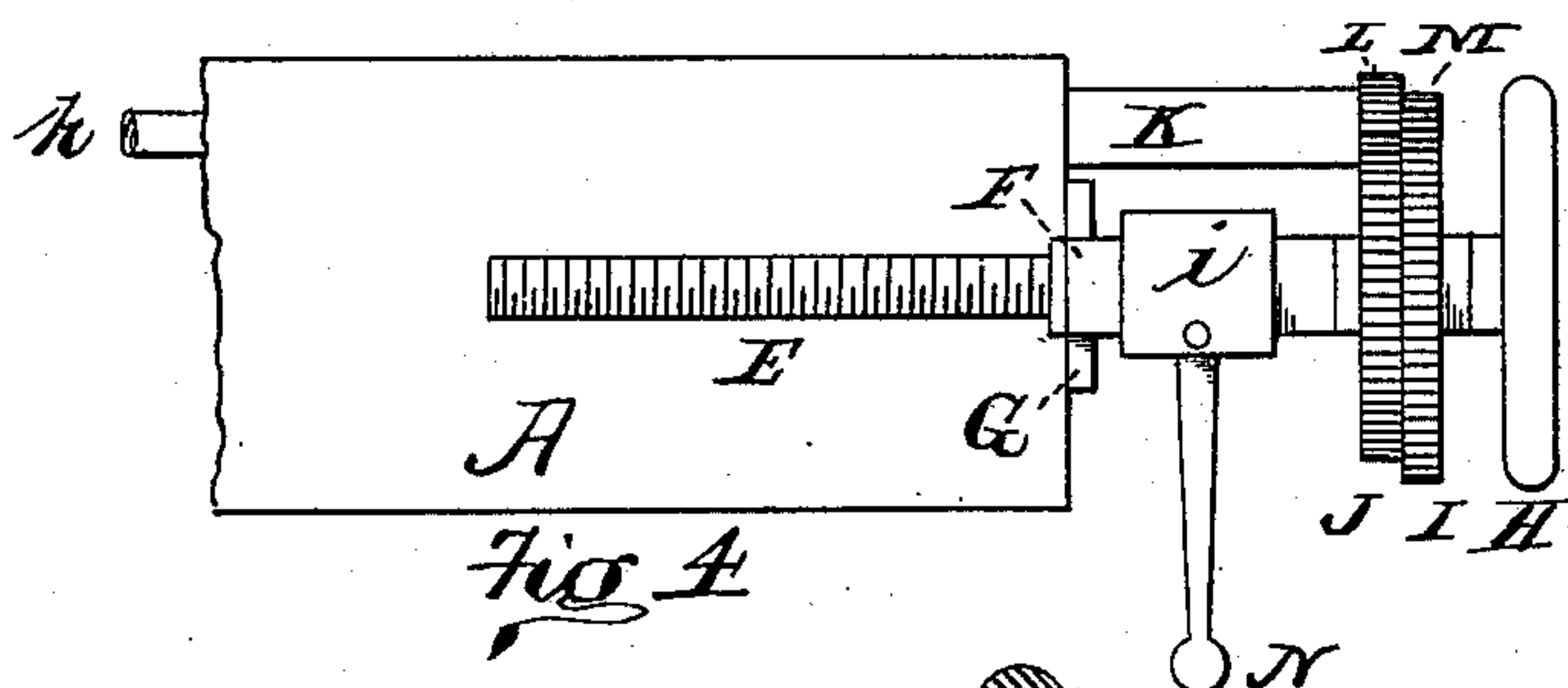


Fig 4

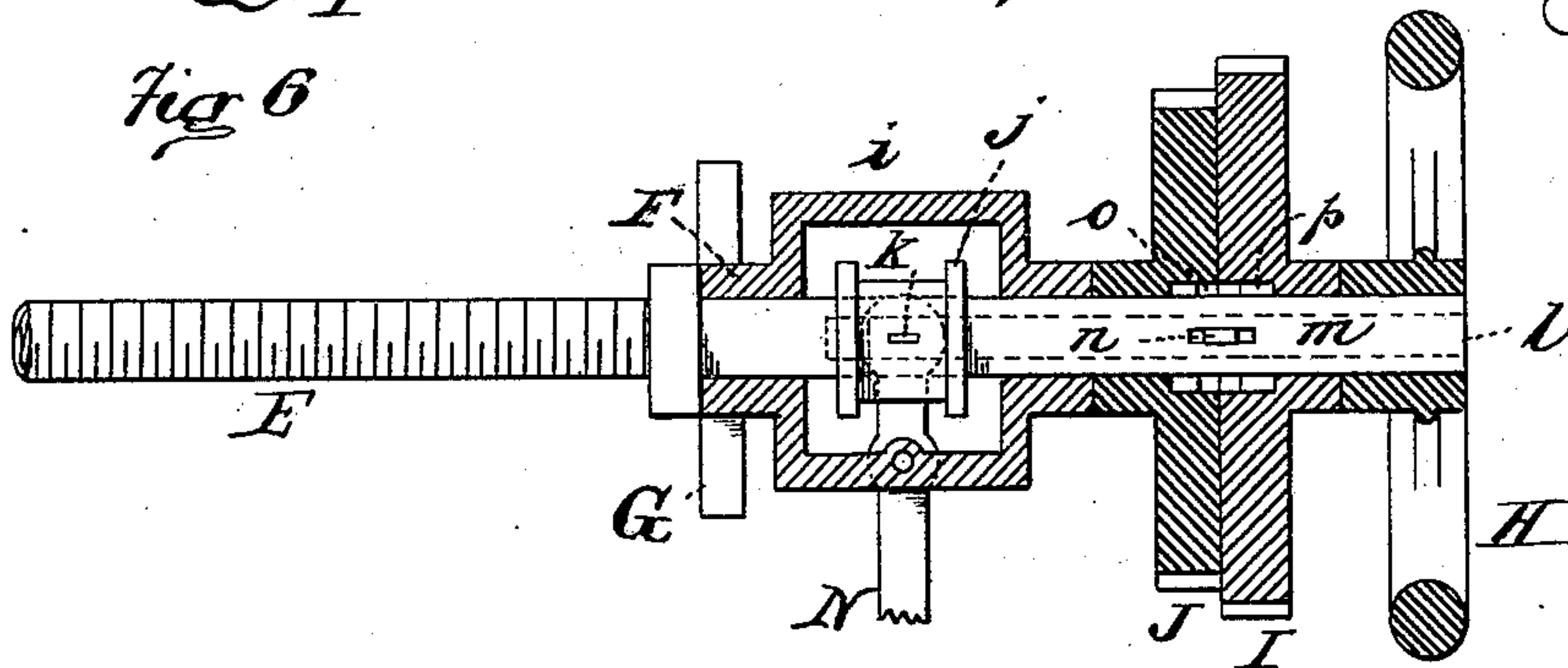


Fig 5

WITNESSES:

John R. Woods
E. B. Rogers

George T. Reiss

INVENTOR

by James W. See

ATTORNEY

UNITED STATES PATENT OFFICE.

GEORGE T. REISS, OF HAMILTON, OHIO, ASSIGNOR TO THE NILES TOOL WORKS, OF SAME PLACE.

METAL SCREW-MACHINE.

SPECIFICATION forming part of Letters Patent No. 273,313, dated March 6, 1883.

Application filed August 28, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE T. REISS, of Hamilton, Butler county, Ohio, have invented certain new and useful Improvements in Metal Screw-Machines, of which the following is a specification.

This invention relates to improvements in the details of construction of screw-machines or turret lathes, as hereinafter specified. In the drawings the improvements are shown as applied to an ordinary screw-machine or turret-lathe, and in this specification it is assumed that the reader is familiar with such machines.

In the accompanying drawings, Figure 1 is a front view of a screw-machine with my improvements; Fig. 2, an end view of the head; Fig. 3, a front view of a part of the bed, with details in section; Fig. 4, a plan of the foot of the machine; Fig. 5, a sectional plan of feed-work at the foot of the machine, and Fig. 6 a front view of part of gear I.

A is the bed of the machine; B, the head-stock; C, the sliding turret-block; D, the turret; E, the foot-screw for feeding the turret-block along the bed; F, the bearing for screw E; G, a flange on bearing F for attaching it against the foot end of the bed; H, a hand-wheel fast on screw E; I and J, spur-gears of different size, loose on screw E; K, a bearing bolted to the rear of the bed at foot end; L and M, pinions of different size, fast on a shaft journaled in bearing K, and gearing into spur-gears I and J; N, a lever for shifting a clutch device to fasten and loosen either of the spur-gears I and J to the screw E; O, the tool-carriage of the machine; P, the apron of the carriage; Q, the carriage-nut; R, a lever for simultaneously withdrawing the tool from the work and the carriage-nut from the lead-screw; S, the tool-block; T, a dovetailed slide carrying the nut Q, and moved a fixed distance across the carriage by the lever R, the tool-block S being adjustable on this slide by screw-crank, as usual; U, a bearing fixed against the front of the bed; V, a similar bearing nearer the foot of the bed; W, a similar bearing at the head of the bed; X, a bearing at the head of the bed, on the rear side, in line with

bearing K at the foot of the bed; Y, a gear on the spindle of the machine; Z, a wide gear engaging with gear Y and running on a stud, *a*, fixed in the face of the head-stock; *d*, a shaft carried in bearings U and W; *h*, a shaft carried behind the bed in bearings K and X; *b*, a gear on shaft *d*, and engaging with wide gear Z; *c*, a gear on shaft *h*, and engaging with wide gear Z; *e*, a short lead-screw carried by bearings U and V; *f*, a bushing in bearing V; *g*, a clutch in the end of shaft *d*, and engaging with the contiguous end of the bearing of lead-screw *e*; *i*, a box or case formed on bearing F; *j*, a clutch-collar sliding on screw E within box *i*; *k*, a cotter or pin through collar *j*, and through a mortise in screw E; *l*, a clutch-pin fitted to slide in a longitudinal hole in screw E, and operated by collar *j* and lever N; *m*, the foot end of screw E; *n*, a cotter or clutch fast in pin *l*, and projecting out therefrom through a mortise in screw-shank *m* to engage with either of the gears I J; *o*, a counterbore in the abutting faces of gears I J to permit the gears to revolve without hinderance from cotter *n*; *p*, notches in the bottoms of counterbores *o*, into which cotter *n* may engage.

The apron P of the carriage is to have the usual hand-crank to operate a pinion for moving the carriage by hand.

The gearing Y Z *b*, which actuates the lead-screw *e*, is unalterable in its relation. Hence changeable lead-screws must be provided for cutting different pitches of screws.

The bushing *f* is of such outside diameter as to permit the lead-screw to be withdrawn and removed through the hole in bearing V. Bushing *f* may be fixed in place by a set-screw, or otherwise.

A set of lead-screws is to be provided having different threads, but uniform otherwise, so that any one of the set may be put in place and properly engage with clutch *g* and fit properly in bearing U and bushing *f*. The carriage-nut Q must be changed when lead-screws are changed. In some screw-machines these nuts are double-ended and bolt into place, so that only half as many are required as there are lead-screws in a set.

Gears Y Z *c* drive shaft *h*, pinions L M, and

consequently gears I and J. The gears I and J are of course revolved at different speeds, and the screw E may thus have either of two speeds of rotation imparted to it, according to
5 the position of cotter *n*. When cotter *n* is not engaging with either gear the screw E may be operated by hand-wheel H.

I claim as my invention—

1. The combination, substantially as set
10 forth, of shaft *d*, bearings U and V, lead-screw *e*, clutch *g*, and bushing *f*.

2. The combination, substantially as set forth, of bed A, turret-block C, screw E, having a clutching device, hand-wheel H, gears I J, pinions L M, and shaft *h*.

GEORGE T. REISS.

Witnesses:

J. W. SEE,
NELSON WILLIAMS.