

(No Model.)

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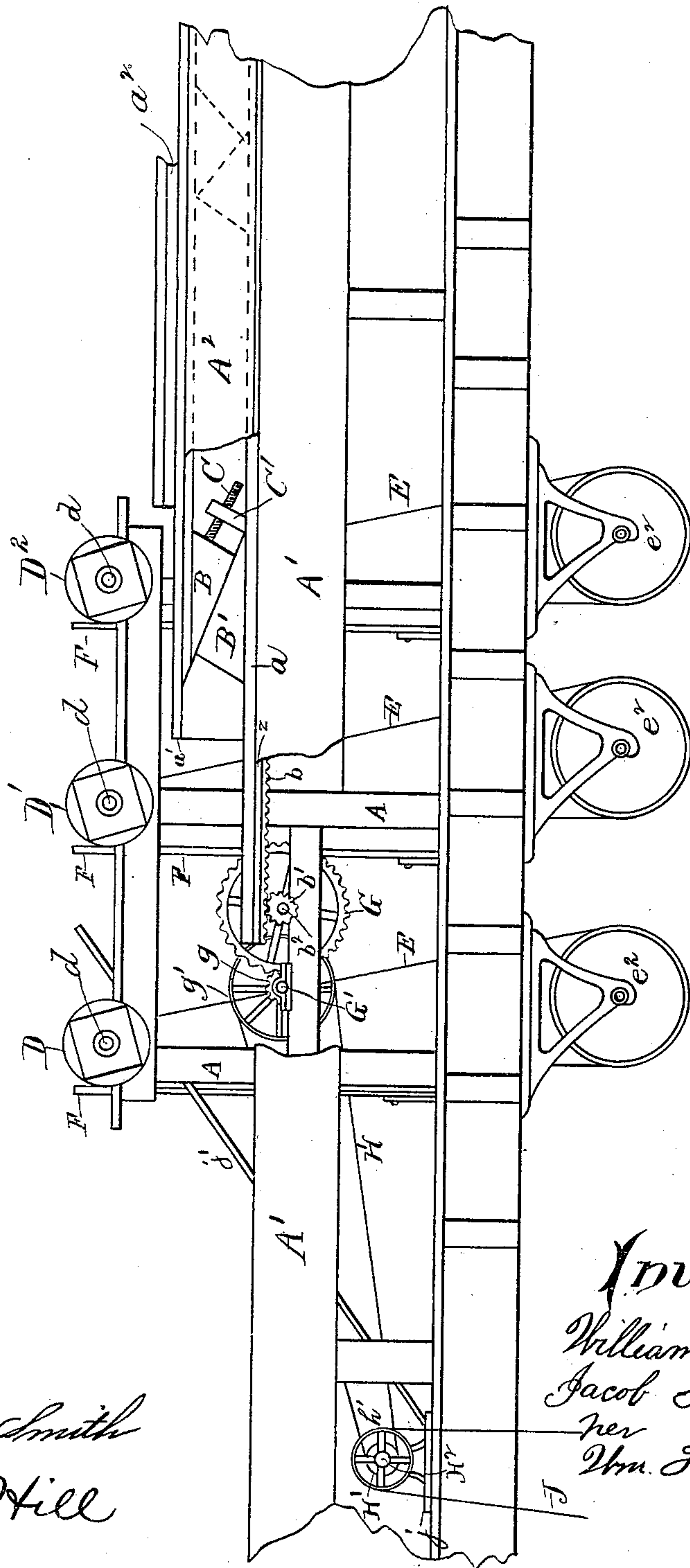
W. & J. SCHMITT.

MACHINE FOR BUFFING MOLDINGS.

No. 353,972.

Patented Dec. 7, 1886.

Fig. 1.



Attest

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Fig. 2.

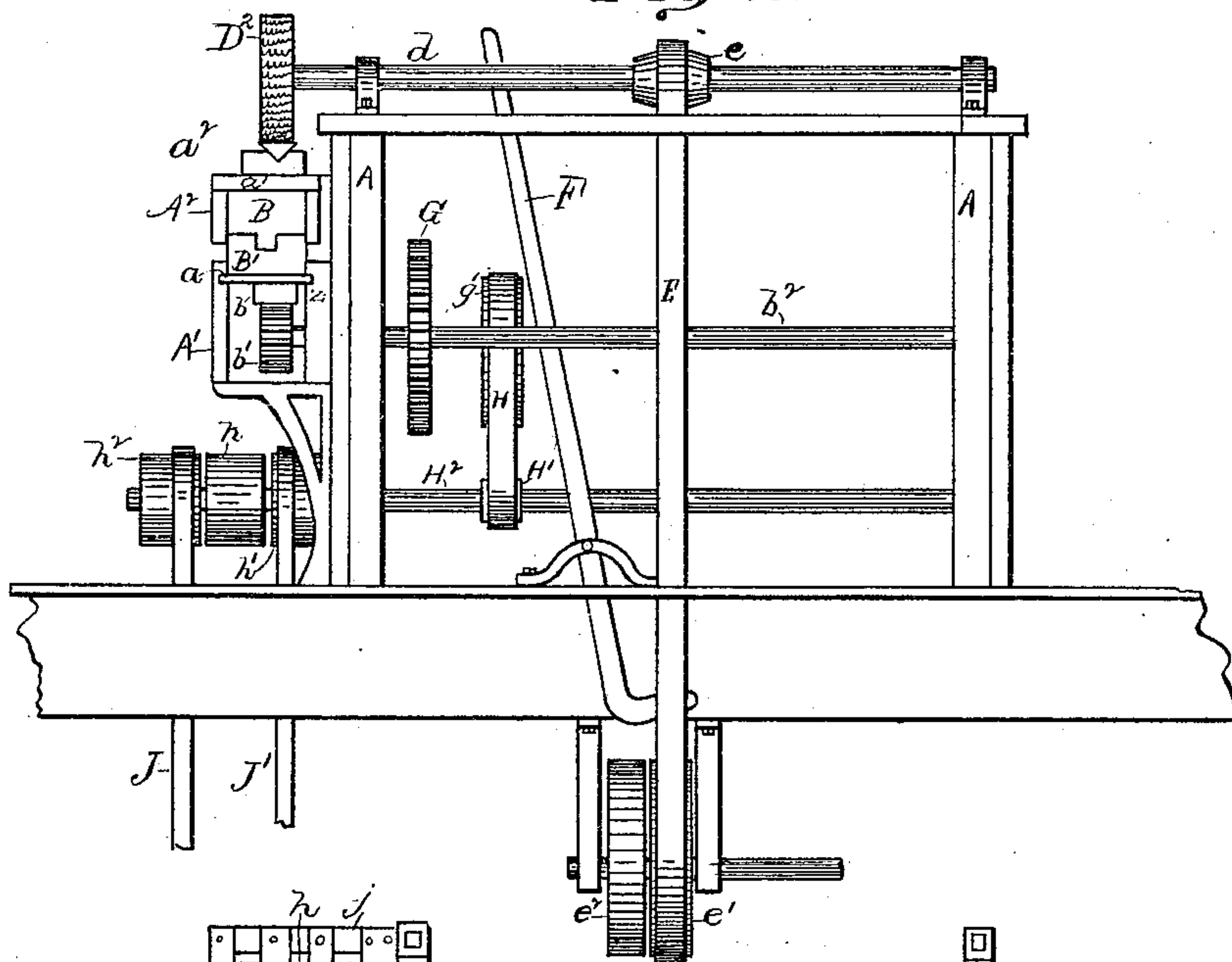
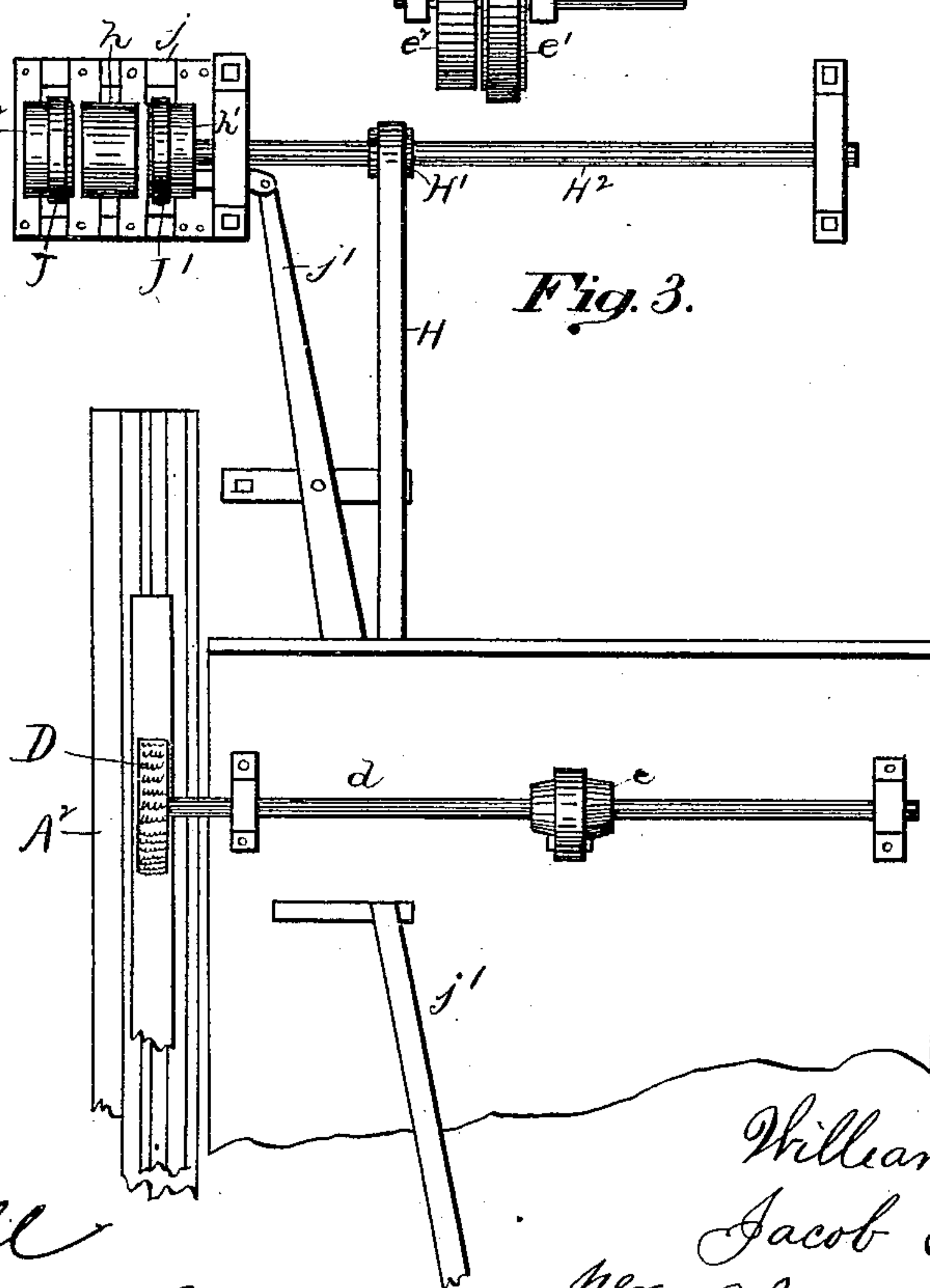


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM SCHMITT AND JACOB SCHMITT, OF CINCINNATI, OHIO.

MACHINE FOR BUFFING MOLDINGS.

SPECIFICATION forming part of Letters Patent No. 353,972, dated December 7, 1886.

Application filed May 3, 1882. Serial No. 60,247. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM SCHMITT and JACOB SCHMITT, of the city of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Machines for Buffing Moldings, of which the following is a specification.

Our invention relates to mechanism for buffing or polishing moldings for the manufacture of show-cases, the frame work of which consists of metallic molding, and the object of our invention is to provide means for rapidly and evenly polishing the molding while in the strip. When the frame-work is first put together and the moldings then polished by hand, as is usually the case, a great deal of time is consumed, and the moldings so polished do not present as even a polish as can be produced by our machine.

Referring to the drawings forming part of this specification, Figure 1 is a side elevation of our machine. Fig. 2 is an end elevation of the same, looking toward the left-hand end of Fig. 1. Fig. 3 is a plan view of that end of the machine which is on the left hand in Fig. 1.

A is the supporting-frame of the machine. To the front side of this is secured the stationary table or platform A', on the top of which table is placed the sliding carriage A², which is secured to the table A' by appropriate ways or guides, as z, and is caused to slide back and forth on the table A' by appropriate mechanism. In the present instance the lower portion or base, a, of the sliding carriage is provided with a rack, b, extending from end to end of the carriage, and engaging with a pinion, b', attached to the shaft b², which may be caused to revolve in either direction at the will of the operator, by which means the sliding carriage may be moved in either direction.

To cause the movement of the sliding carriage A² to be reversed, I preferably employ the following mechanism: To the shaft b² is attached the gear-wheel G, which engages with a pinion, g, attached to a shaft, G', to which shaft is also attached a belt-pulley, g', around which passes a belt, H, which belt also passes around the pulley H', attached to the shaft H². To this shaft is also rigidly attached the pulley h, having at either side idlers h' h². The

two belts J J', traveling in opposite directions, communicate power to the pulley h. Either of these belts, as desired, may be caused to engage with the pulley h by means of the yoke j, which is operated by the lever j', and traveling as they do in opposite directions the carriage A², by means of the intervening mechanism, is caused to move in either direction, as desired, or by so adjusting the belts J J' that they will both be on the idlers h' h², the carriage will remain at rest. This sliding carriage A² consists of the base a and the top a', upon which latter the molding to be buffed is laid, and which passes directly beneath the buffing-wheels. The top a' is surmounted by a saddle or shoe, a², which is preferably provided with some means for securing the molding in place while being buffed. This means may, when preferred, be, as shown, a longitudinal channel, in which the molding to be buffed may be secured. The back of moldings being usually angular, as shown in Fig. 2, the channel in the shoe a² is usually made angular in cross-section. These two portions a and a' are connected by means of the opposing wedges B B', the lower edge of each wedge B being provided with a tongue, which fits into a groove in the upper edge of its respective wedge B'. To one of the wedges, B', is attached the screw C, which turns in a stationary nut, C', and when this screw is turned the wedges B slide up or down on the wedges B', and the top a' of the carriage is thus elevated or depressed, as desired, as moldings of different thicknesses are to be buffed, or when the buffing-wheels have been worn down.

D D' D² are the buffing-wheels, which are made of muslin, leather, felt, or other desired substance, and each attached to a separate shaft, d, each of which shafts may be caused to revolve by any suitable means. Preferably they are caused to revolve independently of the other by means of belts E, passing around the pulleys e on said shafts, and around the driving-pulleys e'. At the side of the pulley e' is an idler, e², and the belt E is thrown from the idler to the pulley and back again by the lever F, causing the buffing-wheel to revolve or remain at rest, as desired.

The buffing-wheels are located in a plane directly over the sliding carriage A², so that

they will come in contact with the molding on the carriage A². In our invention we employ two or more of these buffing-wheels, each of which may, however, be operated independently of the other; so that the molding may, if desired, be perfectly polished by being passed once through the machine; but by the aid of the mechanism for reversing the movement of the carriage the molding may be passed back and forth under the buffing-wheels should it (the molding) not be perfectly polished by once going through the machine. These buffing-wheels are all caused to revolve, preferably, independently of each other, as before described, so that in addition to the advantages heretofore mentioned each may revolve while the others are at rest, by which arrangement the wheels are prevented from becoming overheated.

By the employment of our invention, as above described, we are enabled to impart a high degree of polish to the molding in a greater state of perfection and in much less time than is required by the method now employed.

It is obvious that the particular form of the supporting tables, and the various minor parts of our invention, may be somewhat varied without materially interfering with the operation of our invention.

Having thus described our invention, what we claim as new and of our invention and desire to secure by Letters Patent, is as follows:

1. Buffers, as D D', carriage A², sliding in a direction parallel to a vertical plane and passing through said buffers, said carriage having bottom *a*, provided with rack *b* and top *a'*, vertically adjustable with reference to bottom *a*, wedges B B', nut C', and screw C, as and for the purposes specified.

2. The combination of buffers, as D D', vertically-adjustable sliding carriage A², having top *a'* and base *a*, the latter carrying rack *b* in a line with and under said buffers, pinion *b'*, engaging with rack *b*, and gear G on shaft with pinion *b'*, substantially as and for the purposes specified.

3. The combination of buffers, as D D', vertically-adjustable sliding carriage A², having top *a'*, and base *a*, the latter carrying the rack *b* and pinion *b'*, engaging with said rack, and gear G on shaft with pinion *b'*, and meshing with pinion *g*, pulley *g'*, belt H, driving-gear, and frame A, as and for the purposes specified.

4. The carriage A², consisting of the base *a*, and top *a'*, the latter carrying shoe or saddle *a'*, said base and top being connected by wedges B B', the base *a* being provided with a rack and operated longitudinally by pinions, in combination with buffers, as D D', revolving directly over said carriage, as and for the purposes specified.

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Attest:

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