

(No Model.)

G. J. CARTER.

RING FOR SPINNING FRAMES.

No. 355,506.

Patented Jan. 4, 1887.

Fig. 1.

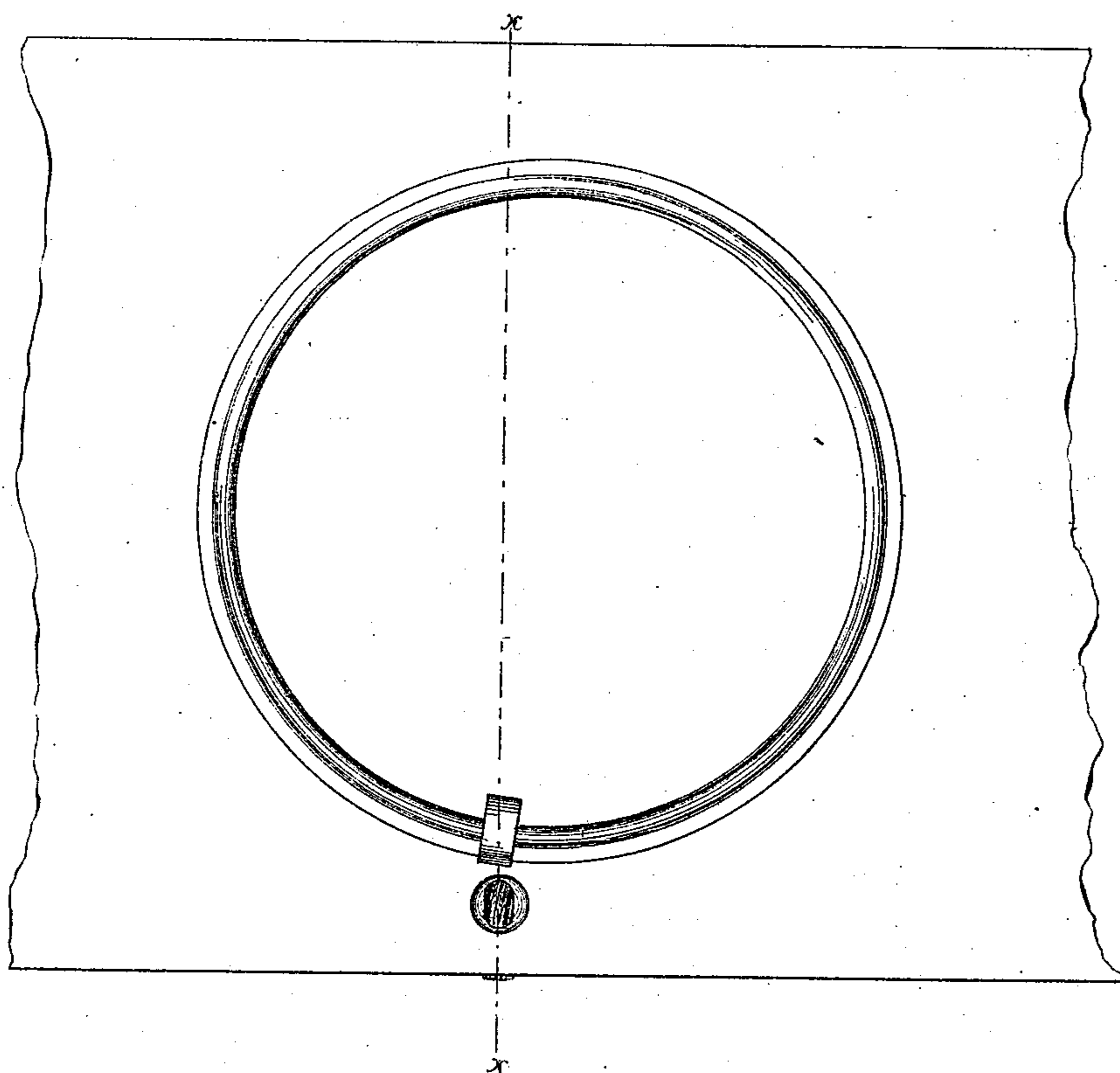
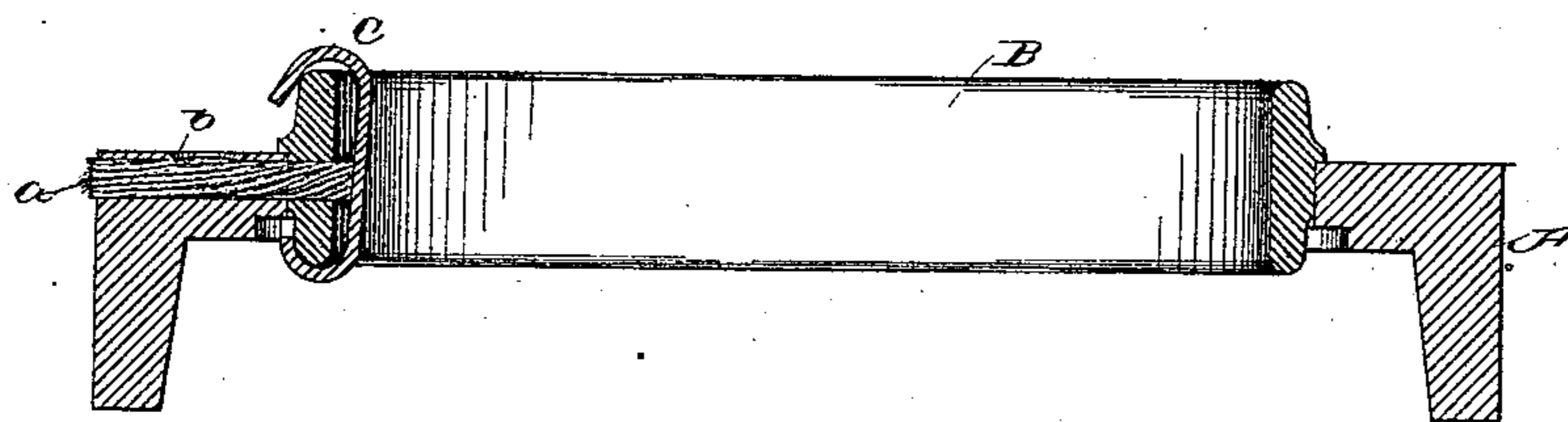


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

GILBERT J. CARTER, OF CLINTON, MASSACHUSETTS.

RING FOR SPINNING-FRAMES.

SPECIFICATION forming part of Letters Patent No. 355,506, dated January 4, 1887.

Application filed July 21, 1886. Serial No. 208,584. (No model.)

To all whom it may concern:

Be it known that I, GILBERT J. CARTER, of Clinton, county of Worcester, and State of Massachusetts, have invented an Improvement in Rings for Spinning-Frames, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

10 This invention has for its object to provide a simple, cheap, and effective means whereby the traveler running upon the race of a ring employed in spinning or twisting frames may be readily oiled while in operation, thus preventing the sticking or catching of the usual traveler upon the race—the more uniform the movement of the traveler the more uniform the yarn or thread and the more perfect the winding of the yarn or thread upon the bobbin.

20 My invention consists, essentially, in a ring-rail having an opening through it for the reception of an oil-conductor, and a ring having an opening in or through it to coincide with the opening in the rail, the said openings being adapted to receive within them an oil-conductor to supply oil slowly to the contacting surface of the traveler running upon the ring, substantially as will be described.

30 Figure 1, in plan view, represents a portion of a ring-rail having a ring applied thereto, the traveler of which is adapted to be lubricated in accordance with my invention, and Fig. 2 is a section of Fig. 1 in the dotted line *x*.

35 The ring-rail A, bored at its top, receives within it the ring B, the said ring being herein shown as provided with a race at the bottom and top; but, instead of the particular ring herein shown, I desire it to be understood that I may employ any other well-known form of ring to which my invention for lubricating the traveler can be applied to advantage.

The traveler C is of usual construction.

45 To conduct a lubricant to the ring and traveler, and thus lubricate their contacting surfaces, I have herein shown the rail as bored transversely through from its outer to the inner side of the opening to receive the ring, the hole in the rail receiving a textile or other

usual oil-conductor, *a*, which is extended there-through, and also through a hole or opening made through the ring B, as shown in Fig. 2, the end of the oil-conductor being extended sufficiently far into or through the hole in the ring as to enable oil to pass slowly from or to be delivered from the conductor upon either the ring or the traveler, to keep their contacting surfaces properly lubricated.

To enable oil to be supplied with facility to the conductor *a*, I have shown the rail as provided with a second hole or opening, *b*, through which one or several drops of oil may be readily supplied to the conductor whenever desired.

60 I desire it to be understood that my invention would not be altered in practice were the conductor *a* to be passed into the opening *b*, and thence in toward the ring and through the opening in the ring; but I prefer to have the conductor applied as shown in the drawings, it being the neater construction.

Prior to my invention I am aware that various plans have been devised and some patented for oiling the traveler running upon the race of a ring; but in no instances, in my judgment, has the said result been accomplished as simply and cheaply as in the plan herein devised, which consists in providing the ring with an opening through which is extended the oil-conductor supplied with oil outside the ring, that being the gist of my invention.

I claim—

The ring-rail having an opening through it for the reception of an oil-conductor, and a ring having an opening in or through it to coincide with the opening in the rail, the said openings being adapted to receive within them an oil-conductor to supply oil slowly to the contacting surface of the traveler running upon the ring, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GILBERT J. CARTER.

Witnesses:

EDWARD W. BURDETT,
EDWARD L. GREENE.