

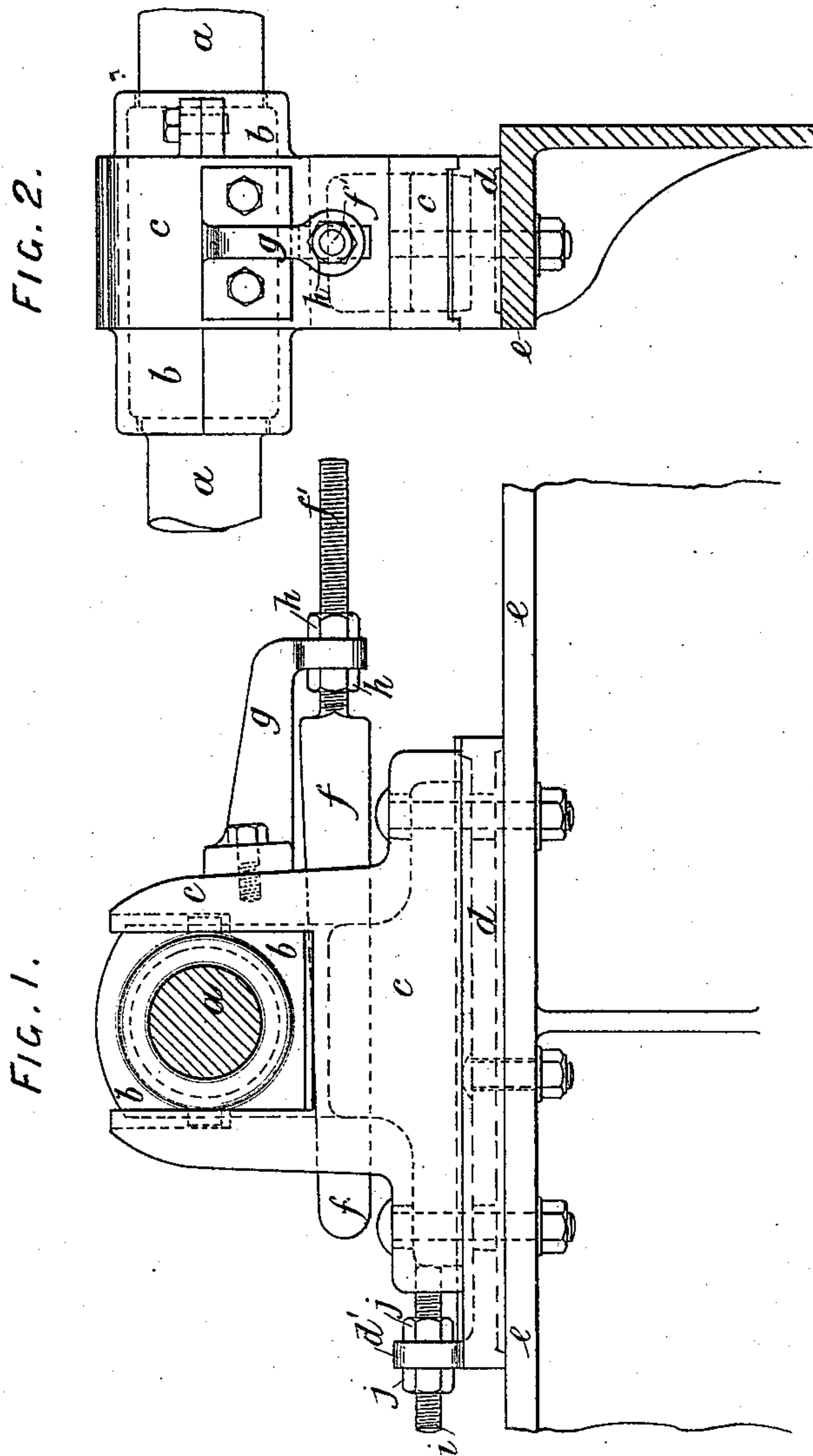
(No Model.)

W. LORD & F. WOODHEAD.

MEANS FOR ADJUSTING BEARINGS OF CARDING MACHINES.

No. 464,160.

Patented Dec. 1, 1891.



Witnesses:  
E. B. Bolton  
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# UNITED STATES PATENT OFFICE.

WILL LORD AND FREDERICK WOODHEAD, OF TODMORDEN, ENGLAND,  
ASSIGNORS TO LORD BROTHERS, OF SAME PLACE.

## MEANS FOR ADJUSTING BEARINGS OF CARDING-MACHINES.

SPECIFICATION forming part of Letters Patent No. 464,160, dated December 1, 1891.

Application filed July 8, 1891. Serial No. 398,792. (No model.) Patented in England October 19, 1889, No. 16,517.

*To all whom it may concern:*

Be it known that we, WILL LORD and FREDERICK WOODHEAD, both subjects of the Queen of Great Britain, and residents of Todmorden, in the county of York, England, have invented certain new and useful Means for Adjusting Bearings of Carding-Engines, (for which we have obtained Letters Patent in Great Britain No. 16,517, bearing date October 19, 1889,) of which the following is a specification.

Our invention relates to carding-engines; and it consists in improved means for setting or adjusting the bearings for the main cylinder-shaft. The mechanism for this purpose is illustrated in the accompanying drawings, in which—

Figure 1 is a side view, and Fig. 2 an end view, of the pedestal and bearing for the main cylinder-shaft on one side of a carding-engine, a similar pedestal and bearing being employed on the other side.

In the views, *a* designates the cylinder-shaft; *b*, the bearing or journal-box; *c*, the pedestal; *d*, the slipper-block, and *e* the flange of the engine-frame. We fit each bearing or journal-box *b* in slideways in its pedestal *c* and support it upon a wedge-shaped piece *f*, which lies in a recess formed to receive it in the pedestal *c*. Each pedestal has secured to it a bracket *g*, through which is a hole to permit a screwed stud *f'*, secured to the end of the wedge *f*, to pass, the stud and wedge being held in position by lock-nuts *h* on the stud, which bear against the sides of the bracket *g*. If the wedge *f* has its upper surface tapered, we taper the bottom of the bearing or journal-box *b* for the cylinder-shaft *a*

in the opposite direction so as to obtain perfect contact. Each pedestal is preferably fitted in slideways on the slipper-block *d*, which is bolted to the flange *e* of the engine-frame. The slipper-block *d* has at one end a vertical flange *d'* drilled to receive a screwed stud *i*, which is secured to the end of the pedestal *c*, so that by turning lock-nuts *j* on the stud *i*, which bear against the flange *d'*, the position of the pedestal can be adjusted.

By the means above described the bearings and the cylinder-shaft can be readily adjusted.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim, and desire to secure by Letters Patent of the United States, is—

The improved means for setting or adjusting the bearings for the main cylinder-shaft, said improved means consisting in the combination, with an adjustable pedestal provided with vertical slideways, of a bearing or journal-box fitted in said slideways and arranged to be raised or lowered, a bracket secured to the pedestal, and a movable wedge adjustable in said bracket, substantially as and for the purposes herein set forth.

In witness whereof we have hereunto set our hands in presence of two witnesses.

WILL LORD.

FREDERICK WOODHEAD.

Witnesses:

H. B. BARLOW,

S. W. GILLET.