

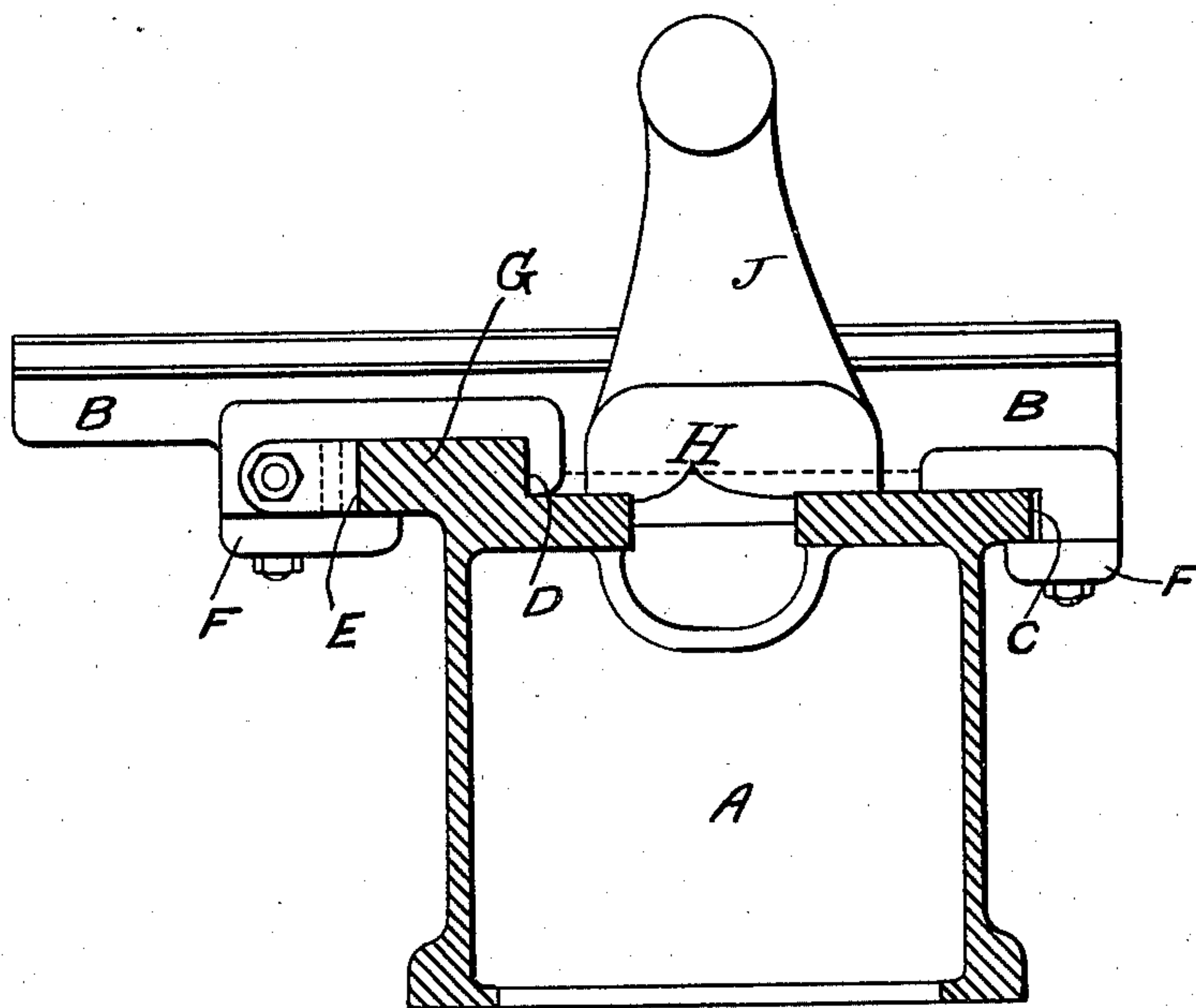
No. 671,521.

Patented Apr. 9, 1901.

R. & W. B. LANG.  
LATHE BED.

(Application filed Nov. 21, 1899.)

(No Model.)



Witnesses:  
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# UNITED STATES PATENT OFFICE.

ROBERT LANG AND WILLIAM BIGGAR LANG, OF JOHNSTONE, NEAR  
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## LATHE-BED.

SPECIFICATION forming part of Letters Patent No. 671,521, dated April 9, 1901.

Application filed November 21, 1899. Serial No. 737,740. (No model.)

*To all whom it may concern:*

Be it known that we, ROBERT LANG and WILLIAM BIGGAR LANG, citizens of the United Kingdom of Great Britain and Ireland, residing at Mary street, Johnstone, near Glasgow, Scotland, have invented a certain new and useful Improvement in Lathe-Beds, (which was patented in Great Britain on the 8th day of May, 1899, No. 9,639,) of which the following is a specification.

The object of this invention is to provide a lathe-bed which will allow of the carriage being guided so as to be less liable to twist when traversed along said bed, while permitting of the movement of the tail-stock along the guides close up to said carriage.

The invention is illustrated by the accompanying drawing, which is a transverse section of the bed of an ordinary engine or screw-cutting lathe with carriage and tail-stock.

A represents the bed, and B the carriage, of an ordinary screw-cutting lathe, while E and C are the usual bearings along which the carriage is ordinarily guided. The principle objection to the ordinary method of guiding and fitting the carriage upon the lathe-bed is that it is comparatively easy, owing to the space formed between the shears of the lathe-bed, to strain said bed by compressing the faces E and C inward when adjustment is being made, and in order to obviate this disadvantage, while still permitting of the free movement close up to the carriage of the tail-stock J, we take away the bearing at C and make a bearing at D instead, so that adjustment and guiding of the carriage upon the lathe-bed is made between the faces E and D, which

are both on one side of the lathe-bed. The bearing-faces E and D are formed upon a raised piece G of the bed, which serves as a slide-guide for the flanges of the carriage, which piece G projects above the normal level of said bed in order to leave free the guide-faces H on the gap between the sides of the lathe along which the tail-stock J slides, provision for resisting any upward strain which might come upon the saddle being made by means of strips F on the bottom sides of the carriage B engaging flanges on the lathe-bed.

The drawing shows the tail-stock J in position and also how it is able to pass between the tails or projecting sliding faces of the carriage to allow of small work being turned.

Having now described the invention, what we claim, and desire to secure by Letters Patent, is—

In a turning-lathe, in combination with the guideways for the tail-stock formed on the inner faces of the shears, a slide-guide for the tool-carriage, formed on one side of the shears above the normal level of said shears, the slide-guide having bearing-faces on each side upon which the tool-carriage is guided and adjusted, whereby binding of the carriage on the ways is prevented and the tail-stock can be run up close to the tool-carriage, substantially as shown and described.

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

ROBERT LANG,  
WILLIAM BIGGAR LANG.

Witnesses:

WALLACE FAIRWEATHER,  
JNO. ARMSTRONG, Jr.