

No. 736,324.

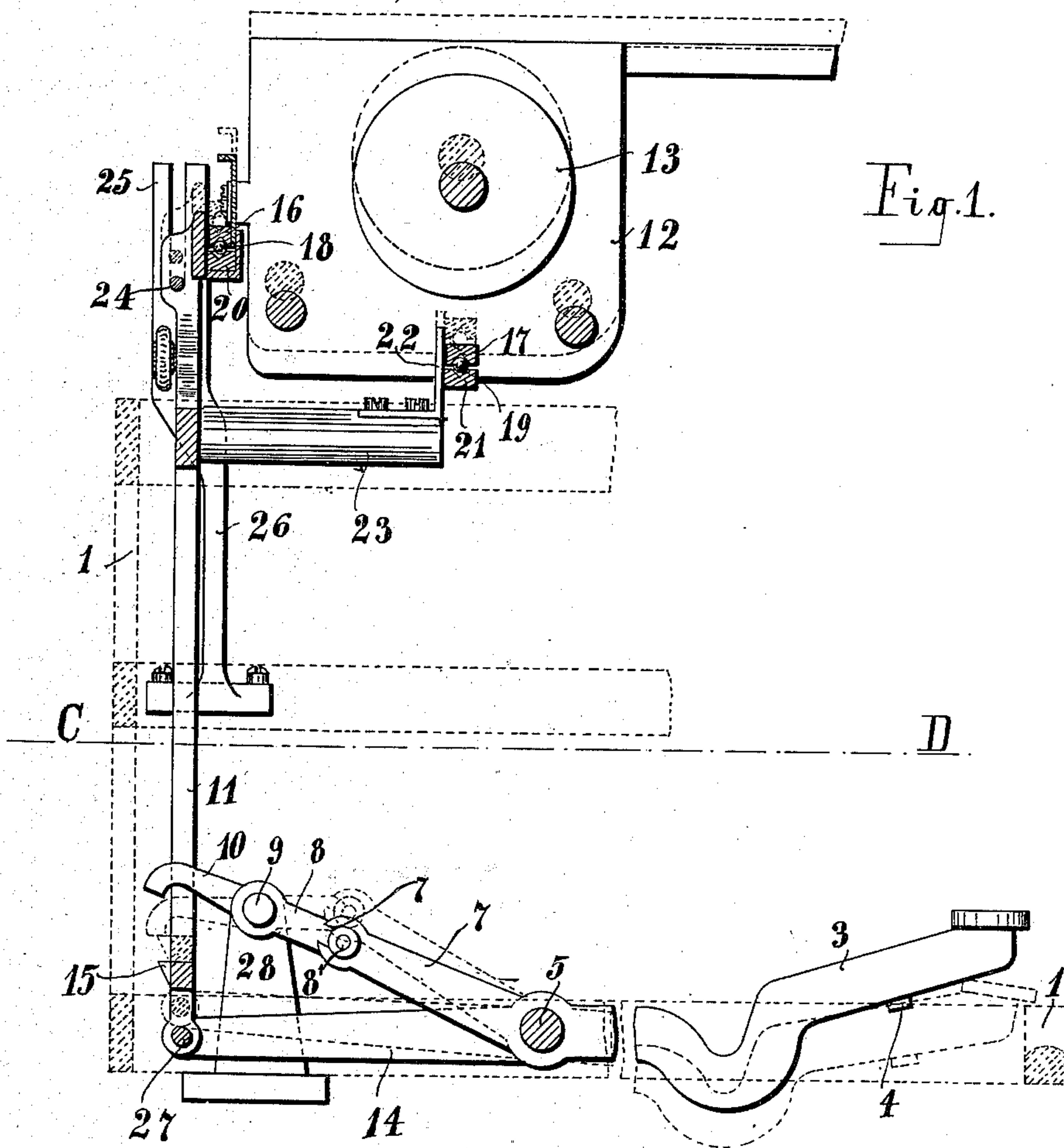
PATENTED AUG. 11, 1903.

C. WASMUTH.
TYPE WRITER.

APPLICATION FILED MAR. 16, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses:
Almuth Arm
Carl Hildebrand

Inventor:
Carl Wasmuth

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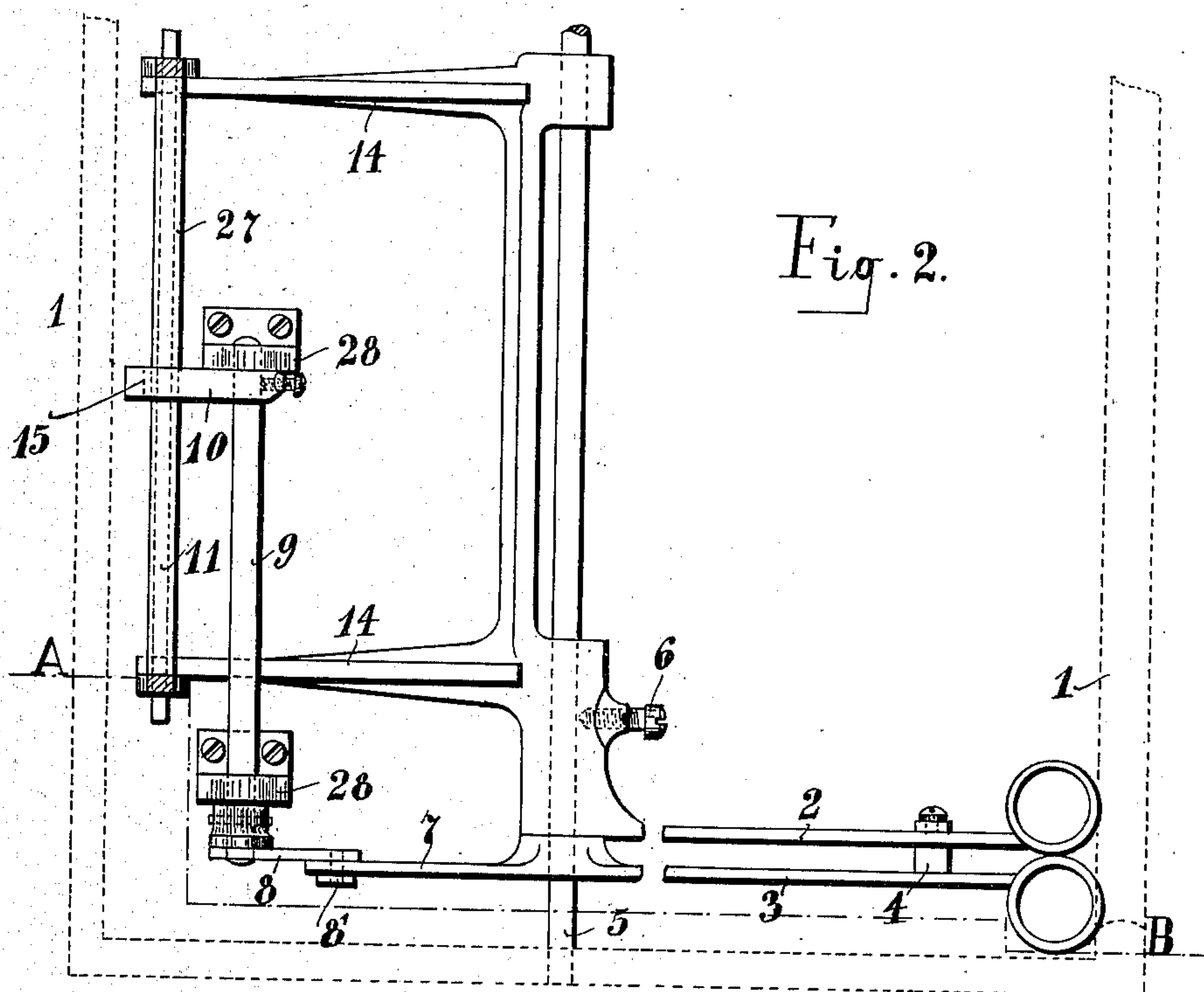
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2 SHEETS—SHEET 2.



Witnesses:

Wm. J. ...
Car. ...

Inventor:

Carl Wasmuth

UNITED STATES PATENT OFFICE.

CARL WASMUTH, OF GRÜNHOF, GERMANY.

TYPE-WRITER.

SPECIFICATION forming part of Letters Patent No. 736,324, dated August 11, 1903.

Application filed March 16, 1903. Serial No. 148,097. (No model.)

To all whom it may concern:

Be it known that I, CARL WASMUTH, a citizen of the Empire of Germany, residing at Grünhof, Stettin, in the Empire of Germany, have invented a new and useful Type-Writer, of which the following is a specification.

My invention relates to improvements in type-writers in which the rails for supporting the carriage, with the platen, are attached to a vertical frame moving vertically and a shift-key lever is depressed for raising the carriage with the platen. These improvements are intended to insure the alinement of the letters or signs written quickly while the shift-key is depressed and the carriage, with the platen, is raised.

The objects of my improvements are, first, to provide in addition to the shift-key lever a second shift-key lever of similar shape placed near the former and so arranged that it will take along with it the first shift-key lever on being depressed, and, second, to provide means controlled by the second shift-key lever for arresting the raised vertical frame. I attain these objects by the mechanism illustrated in a mode of execution in the accompanying drawings, in which—

Figure 1 is a vertical cross-section through a type-writer on the broken line A B in Fig. 2, in which only the parts to be referred to later on are shown. The machine-frame is merely indicated by dotted lines. An intermediate part is omitted, and the two end parts are brought together. Fig. 2 is a horizontal section through the line C D in Fig. 1.

Similar figures of reference refer to similar parts in both views.

The carriage 12 is assumed to run with its bottom rails 16 17 over the supporting-rails 20 21 by means of balls 18 19. The rear supporting-rail 20 is attached direct to a vertical frame 11, the upper end of which is guided by means of pins 24, sliding in vertical slots 25 of suitable supports 26. The lower side ends of the vertical frame 11 are linked by means of a horizontal rod 27 to a horizontal rocking frame 14. The latter is affixed with a screw 6 on a shaft 5, which is mounted in the machine-frame 1 to turn. The front supporting-rail 21 is attached to the vertical frame 11 by means of suitable projections 23

and bent pieces 22. The horizontal rocking frame 14 is assumed to be made in one piece with the first shift-key lever 2. A second shift-key lever 3, similar in shape to the first one 2, when locked at the side, Fig. 1, is mounted to turn on the shaft 5 and near the first shift-key lever 2. It is provided with an inclined arm 7, the free end of which is slotted at 7'. Into this slot 7' engages the pin 8' of a lever 8, fastened on a shaft 9, which is mounted to turn in two supports 28 28. On the other end of the shaft 9 a locking-lever 10 is fastened, which can strike against a nose 15 of the vertical frame 11. The first shift-key lever 2 is provided with a bent arm 4, projecting under the second shift-key lever 3, so that on depressing the latter it will take along with it the first shift-key lever 2. The second shift-key lever 3 is preferably held by a suitable spring (not shown) in its normal position. (Indicated by the full lines in Fig. 1.) On depressing the first shift-key lever 2 the rocking frame 14 will be turned upward and raise the vertical frame 11, with the supporting-rails 20 21 and the carriage 12. Then the platen 13 and the various parts will occupy the positions indicated by the dotted lines in Fig. 1, while the second shift-key lever 3 with the parts connected therewith will retain their initial positions. The downward movement of the first shift-key lever 2 on being depressed is limited by a suitable stop, (not shown,) as usual. In writing very quickly the depression of the first shift-key lever would cause considerable vibrations of the parts moved, so that the carriage 12, with the platen 13, would fly upward slightly beyond the correct limit. The consequence of this is that the alinement of the letters and signs written would be impaired. To avoid this defect, the second shift-key lever is now depressed instead of the first shift-key lever 2, when the former will not only take along with it the latter, but also turn by its rear arms 7 the lever 8, with the shaft 9 and the locking-lever 10, so that this locking-lever 10 will strike against the nose 15 of the vertical frame 11 and stop the latter, with the carriage 12 and the platen 13. Thereby all vibrations of the parts will be prevented, and the alinement of the letters and signs written is in-

sured. The dotted lines in Fig. 1 indicate the positions of the parts when the second shift-key lever 3 is quite depressed.

The mechanism described so far can be varied in its details without deviating from the spirit of my invention.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a type-writer, the combination with
 10 a vertical frame with rails for supporting the carriage and the platen, of means for guiding said vertical frame vertically, a horizontal shaft mounted in the machine-frame to turn, a horizontal rocking frame fastened on
 15 said horizontal shaft on the rear side and linked to said vertical frame, a first shift-key lever fastened on said horizontal shaft on the front side, a second shift-key lever near said first shift-key lever and arranged for taking
 20 along with it the latter on being depressed, and means controlled by said second shift-key lever for arresting said vertical frame in its upper extreme position, substantially as set forth.

25 2. In a type-writer, the combination with a vertical frame with rails for supporting the carriage and the platen, of means for guiding said vertical frame vertically, a horizontal

shaft mounted in the machine-frame to turn, a horizontal rocking frame fastened on said
 30 horizontal shaft on the rear side and linked to said vertical frame, a first shift-key lever fastened on said horizontal shaft on the front side, a second shift-key lever near said first shift-key lever and mounted to turn on said
 35 horizontal shaft and arranged for taking along with it said first shift-key lever on being depressed, a rear arm rigidly connected with said second shift-key lever and slotted on the free end, a subsidiary shaft mounted to turn
 40 in the machine-frame parallel to said horizontal shaft, a lever fastened on said subsidiary shaft on the front side and engaging with its pin in said slotted end of said rear arm, and a locking-lever fastened on said
 45 subsidiary shaft on the rear side, said vertical frame being provided with a projection, against which said locking-lever can strike, substantially as set forth.

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

CARL WASMUTH.

Witnesses:

HERMANN J. ARNN,
 HANS HILDEBRAND.