

No. 771,865.

PATENTED OCT. 11, 1904.

G. P. FENNER.

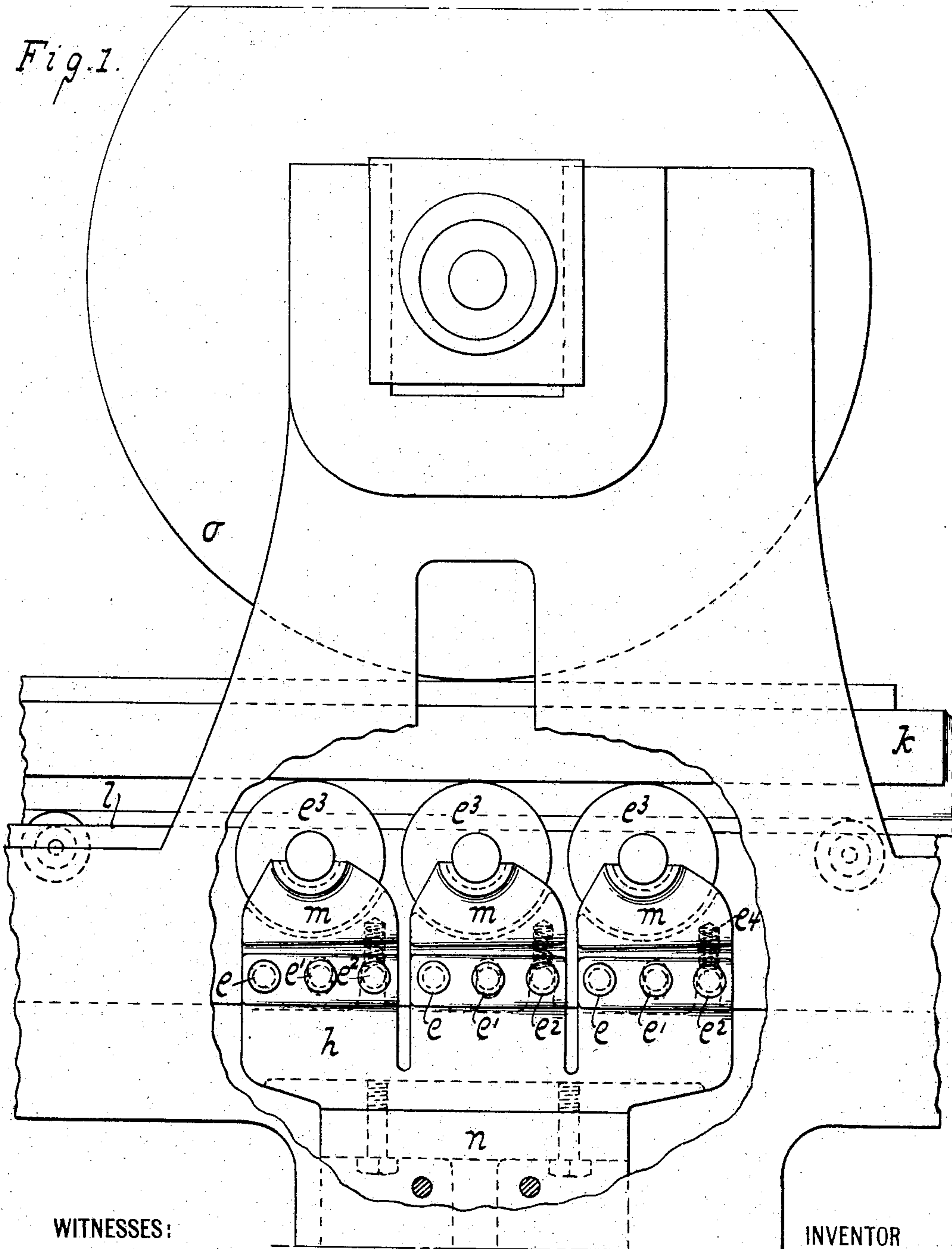
ADJUSTING WHEEL TRACK FOR TYPE BEDS OF PRINTING PRESSES.

APPLICATION FILED JAN. 5, 1904.

NO MODEL.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:

William Miller
George Hensberg

INVENTOR

George P. Fenner
BY *W. C. Hauff*
ATTORNEY

No. 771,865.

PATENTED OCT. 11, 1904.

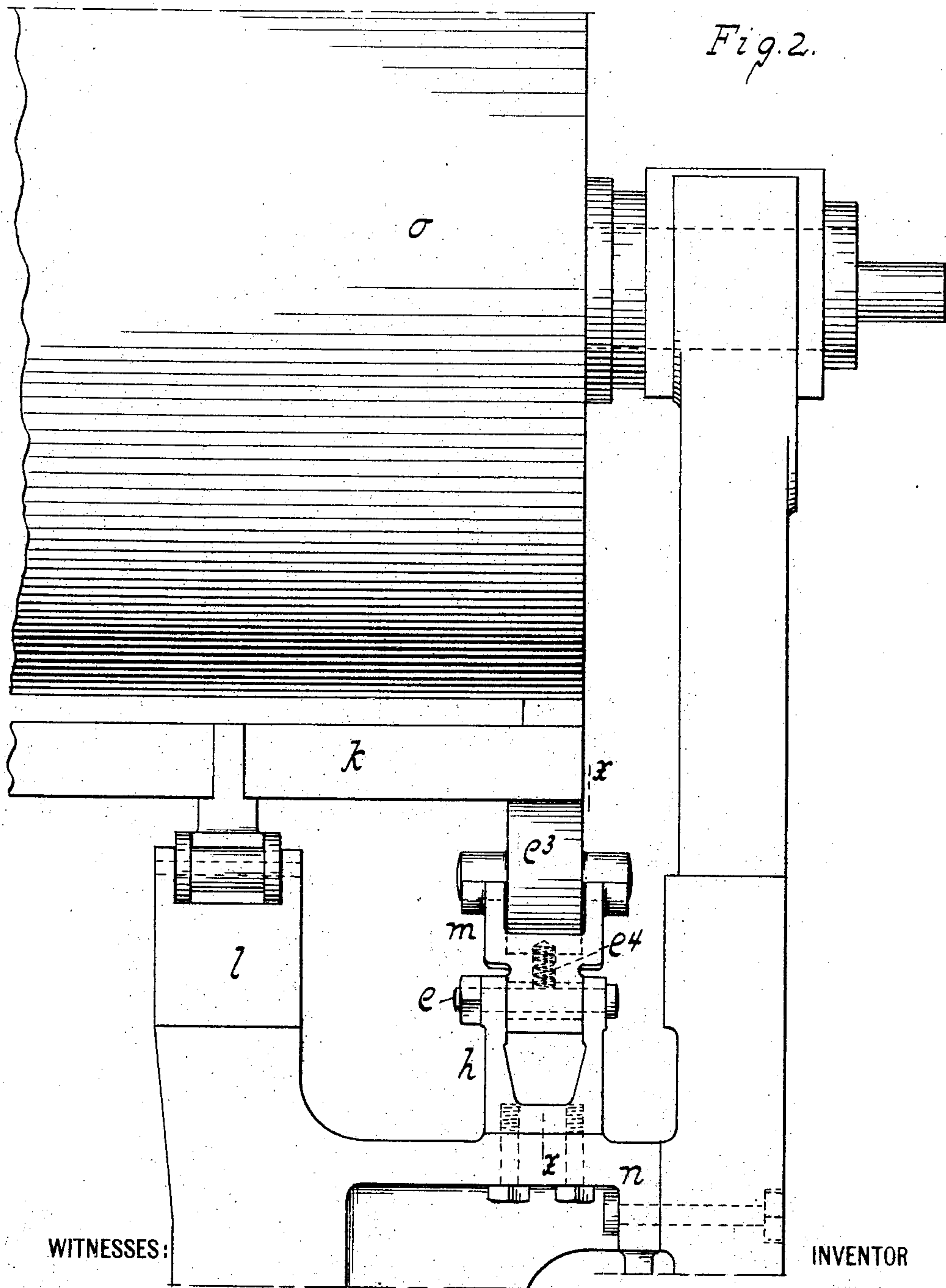
G. P. FENNER.

ADJUSTING WHEEL TRACK FOR TYPE BEDS OF PRINTING PRESSES.

APPLICATION FILED JAN. 5, 1904.

NO MODEL.

3 SHEETS—SHEET 2.



WITNESSES:

William Miller
George Hinkley

INVENTOR

George P. Fenner
BY
W. C. Hauff
ATTORNEY

No. 771,865.

PATENTED OCT. 11, 1904.

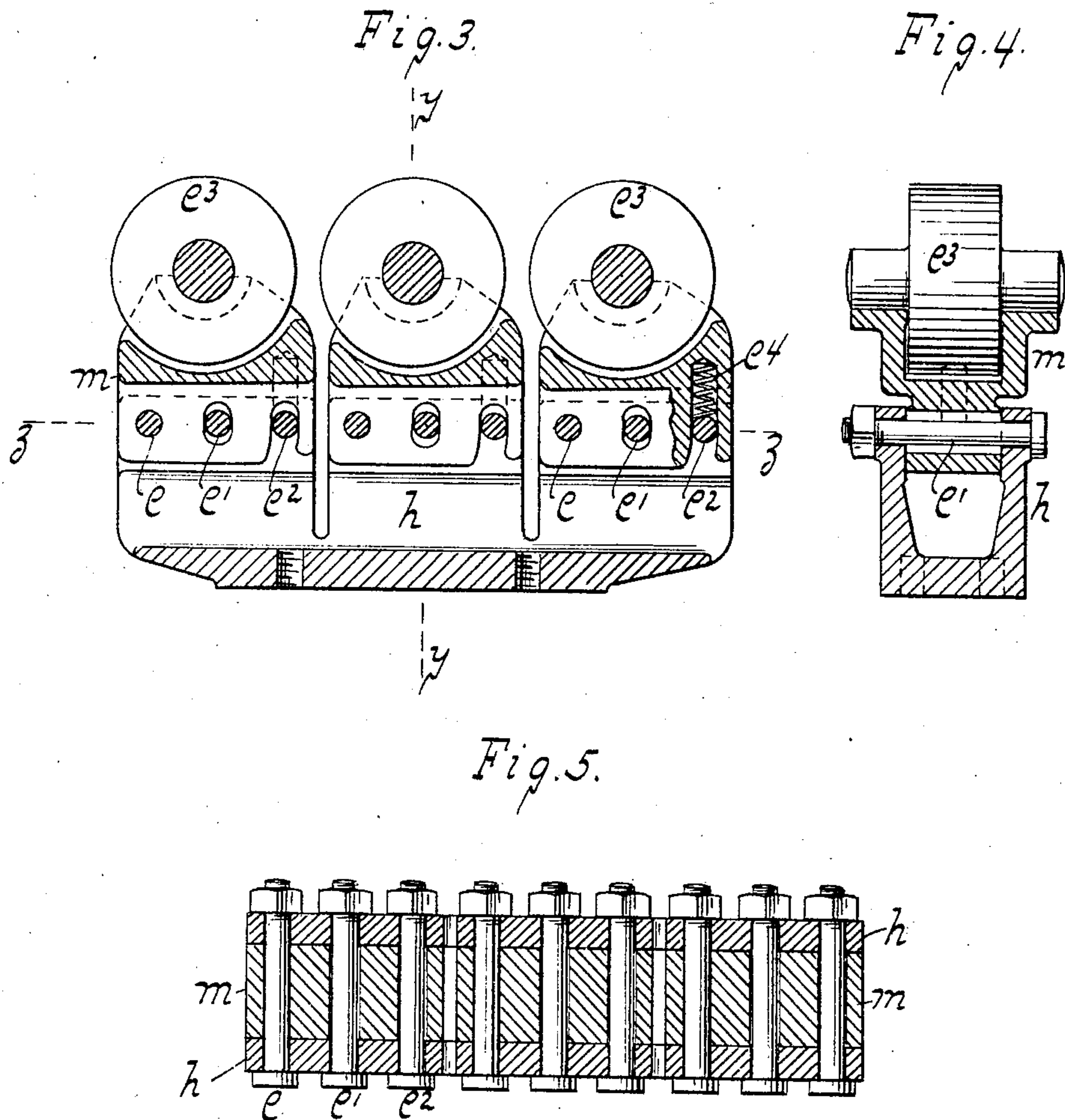
G. P. FENNER.

ADJUSTING WHEEL TRACK FOR TYPE BEDS OF PRINTING PRESSES.

APPLICATION FILED JAN. 5, 1904.

NO MODEL.

3 SHEETS—SHEET 3.



WITNESSES:

William Miller
George Hensberg

INVENTOR

George P. Fenner

BY

W. C. Hauff

ATTORNEY

UNITED STATES PATENT OFFICE.

GEORGE P. FENNER, OF NEW LONDON, CONNECTICUT.

ADJUSTING WHEEL-TRACK FOR TYPE-BEDS OF PRINTING-PRESSES.

SPECIFICATION forming part of Letters Patent No. 771,865, dated October 11, 1904.

Application filed January 5, 1904. Serial No. 187,761. (No model.)

To all whom it may concern:

Be it known that I, GEORGE P. FENNER, a citizen of the United States, residing at New London, in the county of New London and State of Connecticut, have invented new and useful Improvements in Adjusting Wheel-Tracks for Type-Beds of Printing-Presses, of which the following is a specification.

By means of this invention accurate adjustment can be obtained with slight expenditure of time, so that the wheels or track of a type-bed will sustain the latter in the position required. Various devices have been used for the adjustment of these wheels; but they require the utmost accuracy in adjusting. Hence a screw or wedge will not answer, because any pressure upward on these wheels tends to spring the type-bed or raise it off its normal bearing. Inasmuch as there is a series of these wheels, it is necessary that the top surfaces of them should be all exactly the same height and level. The least variation from accuracy tends to cause trouble.

This invention is set forth in the following specification and claims and illustrated in the annexed drawings, in which—

Figure 1 is a side elevation of a track embodying this invention. Fig. 2 is a front elevation of Fig. 1. Fig. 3 is a section along xx , Fig. 2. Fig. 4 is a section along yy , Fig. 3. Fig. 5 is a section along zz , Fig. 3.

In the drawings are shown tracks comprising wheels e^3 . Three wheels are usually applied in each track; but the number is not limited. Thin metal shims have been used under the journal-bearings to adjust the tracks; but manifestly there are objections thereto. The type-bed is shown at h . While receiving the impression the bed rests on the wheels e^3 of the above-mentioned tracks.

In addition to the wheel-tracks are shown roller-tracks l , which carry guides for controlling the action of the type-bed sidewise and support the bed when not resting on the wheel-tracks. In other words, the type-bed always rests on the roller-tracks l and part of the time—that is, when receiving the impression—on the wheel-tracks also.

The journal-bearings of the wheels e^3 are shown at m . These bearings rest each on a

pivot-bolt e in casting h . The bolts e' and e^2 are clamp-bolts which clamp the journal-bearing in any desired position by compressing the sides of the casting or support h . The bearings m are each provided with an opening, a slot, and a recess for the bolts e , e' , and e^2 , respectively. This casting is shown resting on the center cross tie or girth n of the frame under the impression-cylinder o . Said girth helps to hold the frame together and also sustains part of the weight of the tracks l .

Springs are shown at e^4 arranged in the recesses of the bearings and each having a tendency to lift its respective bearing m , with its wheel e^3 . To adjust the wheels e^3 , the bolts e , e' , and e^2 are slackened. The wheel is then sustained by the pivot-bolt e and the spring e^4 . This spring causes the bearing m to swing upward about pivot e or tends to raise wheel e^3 above its normal position. When it is raised, it is simply necessary to move the type-bed over this wheel. The weight of the type-bed immediately forces the wheel down into the exact position which the wheel ought to occupy, the wheel thus resting up against a plane surface. In this position the clamp-bolts e , e' , and e^2 are all screwed up tight, and the wheel is retained in the exact position it ought to occupy. This adjustment can be made in a minute and is practically immovable. By this adjustment it is easy to adjust any number of wheels, (three or more,) so that the upper surfaces will be exactly parallel and all receive an even share of the load of the impression, and they will all turn when the type-bed passes over them. With former adjustment of wheels it has been practically impossible to get them exactly in line so they will all turn—that is, so they will all receive the same share of the load.

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

1. A type-bed track comprising a plurality of supporting-wheels for the bed, a pivoted and adjustable bearing for each of the wheels, and a plurality of devices for clamping the bearing in its adjusted position, one of said devices acting as a pivot for the bearing to be adjusted on.

2. A type-bed track comprising a plurality

of supporting-wheels for the bed, adjustable bearings for the wheels, and pivot and clamp bolts extending through the bearings and adapted to secure them in their adjusted positions.

3. A type-bed track comprising a plurality of supporting-wheels for the bed, compressible and pivoted bearings for the wheels, pivot-bolts for the bearing, and clamp-bolts for securing the bearings in their adjusted positions.

4. A type-bed track comprising a plurality of supporting-wheels for the bed, an adjustable bearing for each of the wheels, a pivot for each of the bearings and means for clamping the bearing in a fixed position when adjusted.

5. A wheel-track having bearings, a support, a pivot-bolt in the support on which the bearing can swing or adjust, and clamping-bolts for fixing the bearing.

6. A wheel-track having bearings, a support, pivot and clamping bolts for the bearings, and a spring for supporting the bearings.

7. A wheel-track with bearings and a support, a pivot-bolt and spring for the bearings, and clamping-bolts for fixing the bearings.

8. A wheel-track with bearings and a support, pivot and clamp bolts for the support, and a spring made to coact with the pivot-bolt to raise the wheel when the clamp-bolts are loosened.

9. In combination, a track formed of a plurality of wheels, a separate bearing for each of the wheels provided with an opening, a slot and a recess, a support for each of the bearings, a bolt extending through the support and said opening for pivotally connecting the bearing to the support, and clamping-bolts extending through the recess and slot for fixedly securing the bearing to its support when said bearing has been shifted upon its pivot.

10. In combination, a track formed of a plurality of vertically-adjustable wheels, a pivoted bearing for said wheels, means for fixing the wheels and bearing in position when adjusted, and a spring for swinging the bearings upwardly when released.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

GEORGE P. FENNER.

Witnesses:

MAURICE E. SHERMAN,
A. A. SMITH.