

No. 842,794.

PATENTED JAN. 29, 1907.

C. J. MOHNS.  
SPACING MECHANISM OF TYPE WRITERS.

APPLICATION FILED AUG. 11, 1904.

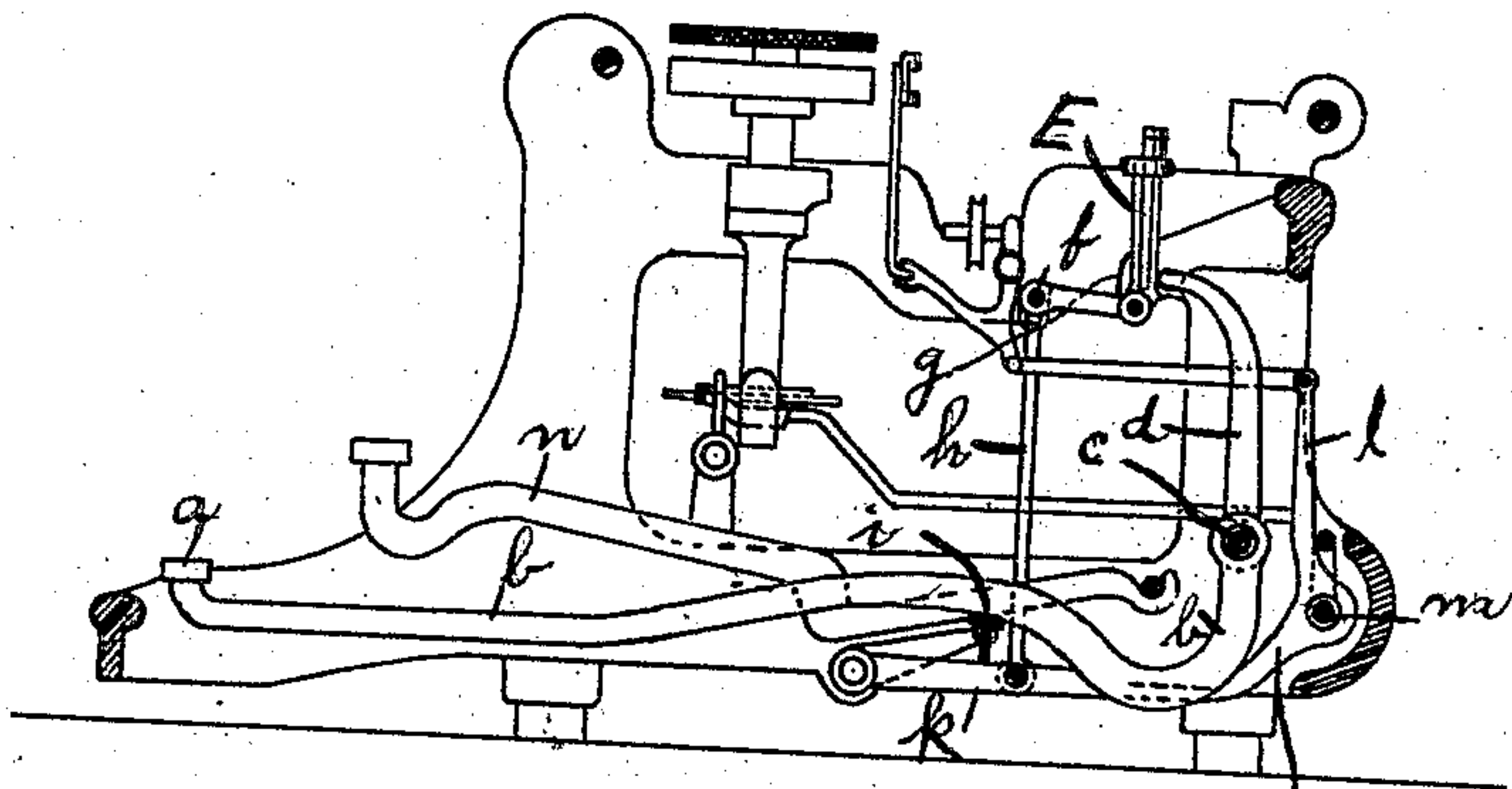


Fig. 1.

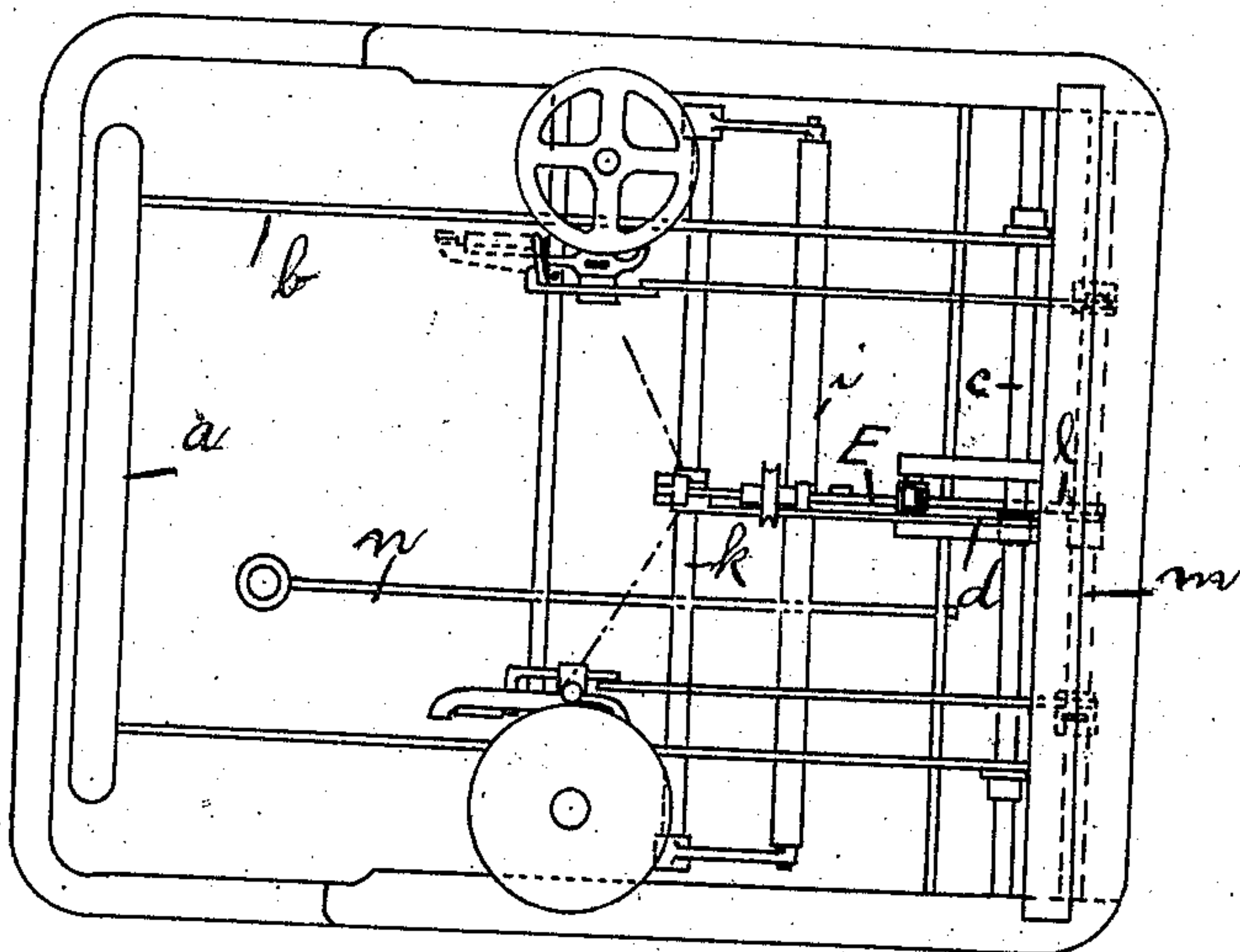


Fig. 2.

WITNESSES  
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JTT:5



# UNITED STATES PATENT OFFICE.

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## SPACING MECHANISM OF TYPE-WRITERS.

No. 842,794.

Specification of Letters Patent.

Patented Jan. 29, 1907.

Application filed August 11, 1904. Serial No. 220,401.

*To all whom it may concern:*

Be it known that I, CARL JULIUS MOHNS, of Chemnitz, Germany, have invented certain new and useful Improvements Relating to the Spacing Mechanism of Type-Writers, of which the following is the specification.

This invention relates to the spacing mechanism of type-writers, and more especially type-writers having front-striking gear and a device operated from the universal bar for raising and depressing the fork of the printing-ribbon and for moving the ribbon longitudinally.

The object of the invention is to arrange in machines of the kind above referred to that the carriage controlling or spacing device can be operated without necessitating the operation of the device which moves the inking-ribbon.

It is already known to have been so provided that when the spacing-key is operated the ribbon, with its guide, is out of action; but in such known arrangements the ribbon and its guide are not moved from the universal bar driving the controlling or spacing device for the paper-carriage.

According to the present invention, although the device for imparting a transverse and longitudinal movement to the ribbon is in operative connection with the universal bar, such device is not brought into action when the space-key is struck, as this latter is in the form of or operates a bell-crank lever which operates the pawl of the carriage controlling or spacing device, but does not impart sufficient movement to the universal bar to effect the operation of the ribbon mechanism.

Referring to the accompanying drawings, Figure 1 is a side sectional elevation of part of a type-writer with spacing and ribbon gear arranged according to the invention. Fig. 2 is a plan corresponding thereto.

In carrying out the invention according to one modification the space key or bar *a* is mounted on one or two levers *b b*, secured to a shaft *c*, pivoted in the machine-frame. A lever *d* is secured to the shaft *c* and adapted to engage the detent-pawl carrier or dog *E* of the paper-carriage-controlling device, so as to cause in the usual manner an advance of the carriage equal to the width of a letter whenever the space-key *a* is struck.

The letter-keys are mounted on levers *n*, one of which is shown. These levers are pivotally mounted in the usual manner. Each lies upon the universal bar *i*, and whenever a letter-key is struck the corresponding lever *n* depresses the universal bar *i*, which then operates both the paper-carriage-controlling device and the ribbon mechanism, the former being operated through a rod *h* (having a slotted end *g*, which engages the pin *f* on the detent-pawl carrier or lever) and the latter through a bell-crank lever *k* and levers *l*, mounted on the shaft *m*. The slotted end *g* of the rod *h* enables the spacing-pawl *E* to be operated by the space-key without affecting the lever *k*, and therefore the ribbon mechanism. In the modification illustrated the space-key lever *b* really acts upon the universal bar *i*; but the stroke imparted to the bar by that lever is so slight as to be insufficient to operate the ribbon mechanism.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is—

The combination in a type-writer, of carriage-controlling mechanism, ribbon mechanism, key-levers, a lever operated by said levers, a rod connected to said lever having a slot in its upper end, a pin on the carriage-controlling mechanism engaging in said slot, a connection from said lever to the ribbon mechanism, so that on the depression of a key both the carriage and ribbon mechanisms will be operated, a space-key and connections therefrom to the carriage-controlling mechanism for operating the said carriage-controlling mechanism working in the slot during this operation whereby the carriage-controlling mechanism is operated independently of the ribbon mechanism, substantially as described.

In witness whereof I have hereunto set my hand in presence of two witnesses.

CARL JULIUS MOHNS.

Witnesses.

FRIEDRICH SCHROETER,  
ERNST C. MEYER.