

C. A. NIEBELL.

COMBINED CENTER AND CARRIER FOR LATHES.

No. 189,953.

Patented April 24, 1877.

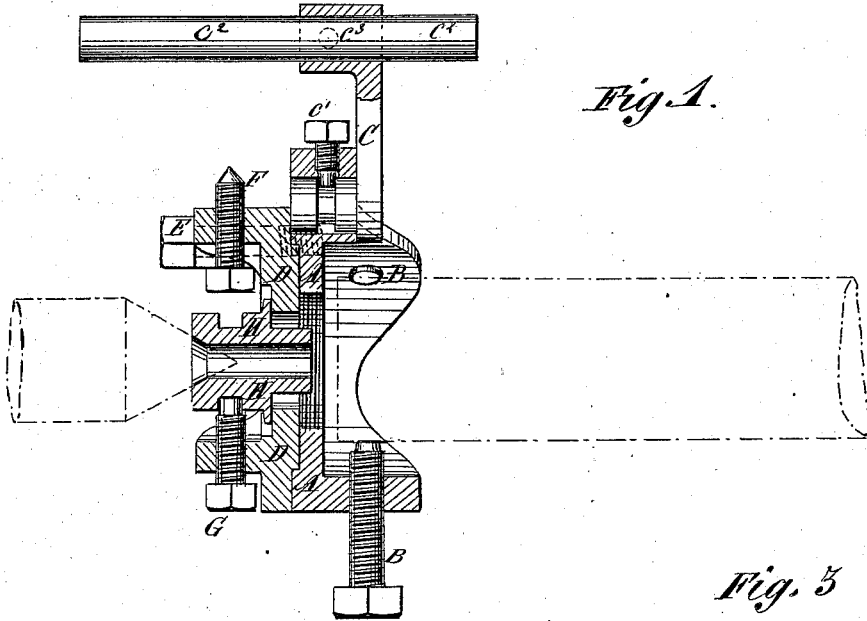


Fig. 1.

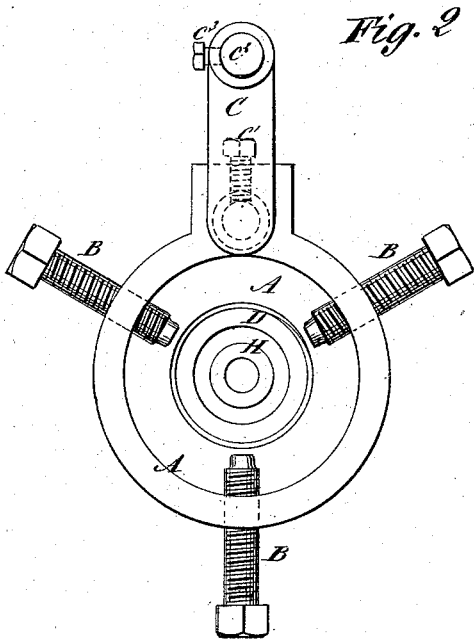


Fig. 2.

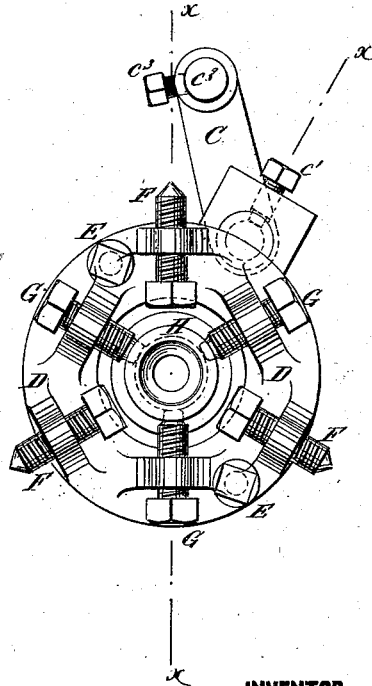


Fig. 3.

WITNESSES:

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BY

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UNITED STATES PATENT OFFICE.

CHARLES A. NIEBELL, OF SCRANTON, PENNSYLVANIA, ASSIGNOR TO
HIMSELF AND P. FRANZ, OF SAME PLACE.

IMPROVEMENT IN COMBINED CENTER AND CARRIER FOR LATHES.

Specification forming part of Letters Patent No. **189,953**, dated April 24, 1877; application filed
March 3, 1877.

To all whom it may concern :

Be it known that I, CHARLES A. NIEBELL, of Scranton, in the county of Luzerne and State of Pennsylvania, have invented a new and useful Improvement in Combined Center and Carrier for Lathes, of which the following is a specification:

Figure 1 is a cross-section of my improved device, taken through the lines *x x*, Fig. 3. Fig. 2 is a front view of the same. Fig. 3 is a rear view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved device which shall be so constructed as to enable the workman to get the correct center of a shaft without its being necessary to remove the work from the lathe more than once, which may be adjusted to correspond with a long or a short center, which can be used for gas-pipe centers, on shafts for cutting off the riser, for facing pipes, and as a chuck upon any kind of a lathe.

The invention consists in the combination of the flanged or lugged ring-plate, provided with the screws, the crank, and the adjustable driving-pin, the lugged ring-plate, provided with the two sets of screws, and the flanged or shouldered center guide, with each other, as hereinafter fully described.

A is a ring-plate, which has a scalloped flange or a series of lugs formed around its outer edge to receive the screws B, by which the shaft is centered, which center can then be marked with a punch through the center of the device.

Upon one side of the plate A is formed a lug to receive the inner arm of the crank C, which is secured in place by a set-screw, *c*¹, passing in through the said lug, and entering a ring-groove in the said arm.

Through the outer arm of the crank C is formed a longitudinal hole to receive the driving-pin *c*², which is secured in place by a set-screw, *c*³, so that the said pin *c*² can be adjusted to correspond with a long or short center.

In the inner edge of the ring-plate A is cut a screw-thread, to enable it to be screwed upon a lathe-center when desired.

D is a ring-plate, which is placed against the rear side of the ring-plate A, and is secured to it by screws E, passing in through the said plate D, and screwing into the said plate A.

Around the outer edge of the ring-plate D are formed three or more lugs, through which pass the pointed screws F. The screws F are arranged with their points outward, to adapt them for use for holding pipes. Upon the rear side of the plate D, at a little distance from its outer edge, are formed three or more lugs, to receive the set-screws G, the forward ends of which enter a ring-groove in the center guide H. The forward part of the center guide H is made smaller than the hole through the plate D, and has a flange or shoulder formed upon it to rest against the outer side of the said plate D, so that it can be adjusted by adjusting the screws G.

When rolls or shafts are cast the mold stands upright, and there is an over-length piece called the riser. This, containing the impurities of the metal, must be excised. For this purpose a bolt center and carrier are employed, the carrier being slipped over the end of shaft, and screwed fast, as well as its mate, on the other end. The whole is now ready for the lathe without centering. After the riser is cut off, screw center and carrier on end of shaft-adjusting center until the shaft runs perfectly true, and back up puppet-head of lathe; then run a drill through center into shaft, and a correct center is obtained. The centers should be now removed, but the carrier left on one end to drive the shaft.

For facing cast-iron pipe the center alone may be fastened to the inside of pipe by means of three screws, with outwardly-turned points. For a gas-pipe driver the center and carrier are bolted together.

Having thus described my invention, I

claim as new and desire to secure by Letters Patent—

The combination of the flanged or lugged ring-plate A, provided with the screws B, the crank C, and the adjustable driving-pin c^2 , the lugged ring-plate D, provided with the two sets of screws G and F, and the

flanged or shouldered center guide H, with each other, substantially as herein shown and described.

CHARLES A. NIEBELL.

Witnesses:

GABRIEL B. THOMPSON,
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