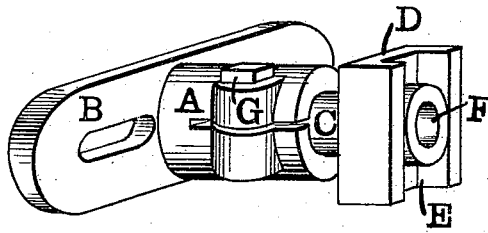


(No Model.)

G. T. REISS.
DRIVING DOG FOR LATHES.

No. 361,648.

Patented Apr. 19, 1887.



George T. Reiss

INVENTOR

WITNESSES:

W. S. Jarver
W. D. Seaward

by James H. See

ATTORNEY

UNITED STATES PATENT OFFICE.

GEORGE T. REISS, OF HAMILTON, OHIO, ASSIGNOR TO THE NILES TOOL WORKS, OF SAME PLACE.

DRIVING-DOG FOR LATHES.

SPECIFICATION forming part of Letters Patent No. 361,648, dated April 19, 1887.

Application filed August 27, 1886. Serial No. 211,978. (No model.)

To all whom it may concern:

Be it known that I, GEORGE T. REISS, of Hamilton, Butler county, Ohio, have invented certain new and useful Improvements in Lathe-Drivers, of which the following is a specification.

This invention pertains to a driver to be attached to the face-plate of a lathe and project therefrom to engage and drive the work to be turned.

The invention has been devised with special reference to the turning of steel-tired car-wheels, which are fastened upon their axles. Such wheels are generally built up with web-plates secured together by numerous bolts through the web of the wheel, and the driving is generally done through the medium of one or more of these bolts, or of holes from which the bolts are removed.

My invention provides for a driver adapted to engage the head or nut of one of these bolts. Two or more drivers will generally be used, as the work is heavy, and one bolt is seldom sufficient aside from the matter of equalization by driving from opposite sides of the axle.

My invention will be readily understood from the following description, taken in connection with the accompanying drawing, which exhibits in perspective a lathe-driver illustrating my improvements.

In the drawing, A indicates a sleeve-like socket intended to be secured to the face-plate and project outwardly from the face thereof toward the car-wheel or other article to be driven; B, a slotted flange formed rigidly upon the socket and furnishing means by which the socket is adjustable and rigidly bolted to the face-plate; C, a stud fitted to the sockets and adapted for lengthwise adjustment therein, so as to project a proper distance from the outer end of the socket; D, a head rigidly formed upon the outer end of the stud; E, a transverse open-faced slot or groove in the outer face of this head, the intention being that this slot shall be adjusted so as to be radial to the axis of the lathe; F, a thimble disposed loosely within the slot and adapted to freely take position at any point in the length of the slot, and having a central hole adapted to freely engage over a bolt-head, nut, or other projection from the face of the car-wheel or other

article which is to be driven; and G, a clamping-bolt, by which the socket, which is split upon one side, may be firmly clamped upon the stud after the stud has been properly adjusted in the socket.

In operating this device the flange B is rigidly bolted against the face-plate of the lathe in a position to bring the axis of the socket approximately in line with the bolt-head or other projection through which the driving is to take place, the stud being as far backward into the socket as the head will permit. The work to be turned is then placed in the lathe and the thimble is placed upon the projection through which the driving is to be done. The stud is then drawn from the socket far enough to permit the slot to engage the thimble, the slot being adjusted to be substantially radial to the axis of the lathe, after which the clamping-bolt G is tightened to rigidly secure the stud in its relationship to the socket. In the turning of some kinds of work there is apt to be a slight but constantly changing relationship between the face-plate and the work being driven, this being especially the case where the work is carried upon dead-centers or in fixed bearings independent of the lathe-arbor. In such cases the bolt-head or other projection through which the driving takes place will be continually moving somewhat in the radial slot of the driver. The thimble serves in preventing the cutting of the driving projection into the walls of the slot, and at the same time permits the slight movement referred to to take place without causing the driver to be vibrated radially. If the projection which is to be driven has a good bearing-surface, so as not to be apt to damage the walls of the slot, then the thimble may be dispensed with.

The driver may be disengaged from the projection by loosening the clamp-bolt and pushing the stud backward into the socket.

In lathes devised especially for doing only one kind of work, the socket, instead of being bolted to the face-plate of the lathe, may be formed integrally with the face-plate, or such other driving device analogous to a face-plate as the lathe may be provided with.

A lathe-chuck has been provided with drivers which were severally movable both radially thereto and at right angles to the plane thereof,

hence I disclaim the same. My claim is to be construed as limited to a driver whose slotted end engages over a projection on the work to be driven, either directly or through the intermediacy of a thimble disposed within the slot.

I claim as my invention--

A lathe-driver fitted for attachment to a face-plate and provided at its outer end with a radial slot, and a thimble disposed loosely

in said slot and having a central hole adapted to engage over a bolt-head, nut, or other projection from the face of the work to be driven, combined substantially as and for the purpose set forth.

GEORGE T. REISS.

Witnesses:

J. C. STEEN,
W. A. SEWARD.