


Transfer lace on Brother 260 machines becomes a hand technique aided by needle selection made by the card reader, based on punched holes in the corresponding card. All methods require knitting already be present on machine, with adequate weight in place if needed.

Method 1: single carriage using published cards that are for lace carriages that transfer only (Brother, Knitking, Toyota, Studio/Knitmaster fashion lace started on appropriate row).

1. Lock card on first row as would be done on standard machine.
2. KH carriage starts out on Left side with end needle selection cancelled.
3. Remove yarn from feeder, store on left. Deactivate row counter (flip automatic tripper back).
4. First selection row is made left to right. Transfers can then be made by hand in direction of arrows, moving stitches on the selected needles to their left, away from the carriage. *All needles must be returned to B position.*
5. Push in both part (slip) buttons.
One thing to keep in mind: when the KH carriage is set to slip, it is the selected needles that actually knit stitches. If the carriage moves across those same needles with no yarn in feeder, selected needles will drop their corresponding stitches.
6. Unlock the card and set card to advance "normally", move carriage to the left.
7. Continue to make transfers that the lace carriage would have made in direction as marked on card until knit row markings  are reached and no needles are selected.
8. Release part buttons, *leave KC engaged.*
9. Put yarn back in feeder and the row count tripper back into work or advance RC by hand as required number of rows is knit.
11. Knit 2 rows or if lace pattern requires 4 or more rows of knitting between repeats KC needs to be turned off for 2 rows less than needed, then turned back on for last 2 knit rows. Forgetting to put yarn in feeder for knit rows or to set carriage back to slip for transfer selection rows will result in what I have come to fondly refer to as drop-itis.


Method 2: 2 carriages, extension rails, using published cards that are for lace carriages that transfer only

Bulky extension rails are shaped differently than those for the standard KM, their front "arm" quite a bit longer than the rear one. Rails are handy when knitting very wide pieces, a necessity when multiple carriages are in use, and especially when both are set to KC and engage the belt.

This method's movements mimic those of traditional lace knitting in the standard Brother machine.

1. The "lace" carriage on left is set to slip in both directions, its RC tripper in off position.
2. The KH carriage on right set to knit, its row count tripper on.
End needle selection is cancelled on both carriages.
4. Left carriage operates "like" the lace carriage in terms of needle selection, but it is the

knitter who hand manipulates the transfers, which are made in the same direction as the marked arrows on card, *away* from the carriage.

5. When no needles are selected and the black marking for knit rows on lace card  is reached, "Lace" carriage is returned to its position off the bed on the left.

6. The R, KH carriage then knits required rows, returns to rest on the R rail, and process begins over again.

Since the KH carriage is not on KC and card does not advance on knit rows, no adjustments need to be made to its settings if multiple knit rows are required.

Method 3: 2 carriages, extension rails, using cards are intended for machines that select and knit with each carriage pass such as Studio/Knitmaster *simple* lace cards.

1. Using Studio card with A side up: lock card on row 3.

2. KC in use, cancel end needle selection, no cam buttons throughout (this results in needle selection, but fabric created is in stocking stitch).

3. Row counter on.

4. Make first selection row from *right to left*. Transfer stitches selected onto adjacent needles *toward* the same side as carriage (in this instances from right to left). *All needles must be returned to B position*.

5. Release card, set it to advance normally. After each selection row hand transfers continue to be made toward carriage.

I found it easier to track direction of transfers by remembering to move *toward* the carriage than to follow direction of arrow markings on card which however, do match, with even numbered rows transferred toward right, odd numbered ones toward left.

The "simple lace" cards may also be used on the *standard Brother KM, 2 carriages, extension rails*

Card is locked on Row 3.

The main carriage is set to KC, end needle selection is cancelled, no cam buttons used, it will knit with every pass it makes, and selects the needles for the subsequent transfers.

The lace carriage is engaged on the opposite side, and moves toward the knit carriage making the transfers. As it travels across the bed the now empty needles will be once again in B position.

When the opposite side is reached (same side as where the knit carriage is "resting") LC is released from the needle bed.

The KH carriage is now free to make its pass for the single row of knit to the opposite side. Lace carriage is engaged for a pass in the same direction the KH just traveled, and makes transfers toward KH once again. The process is repeated throughout the pattern. The Studio simple lace card may of course be redrawn with extra rows needed for standard use on the Brother KM.

At any point the knitter may opt to selectively not make transfers for isolation of design, or any other purpose. If a lace carriage is in use the needles to be disregarded in pattern must be returned to B position before the LC travels across the bed.

In the case of manual transfers if holding in shaping the piece is required, it can be achieved by using whatever method is preferred. If lace carriage is in use, holding may only be done by knitting “held” needles back to A position with ravel cord.

The studio simple lace card (L-8, side A facing up as it is inserted into machine) was used for the swatches below. They are photographed with purl side up. The top was knit in worsted weight variegated wool, the bottom in 3/8 wool. There is a considerable difference in scale and gauge for the design motif achieved in using a 4.5mm KM as opposed to a 9mm one.

