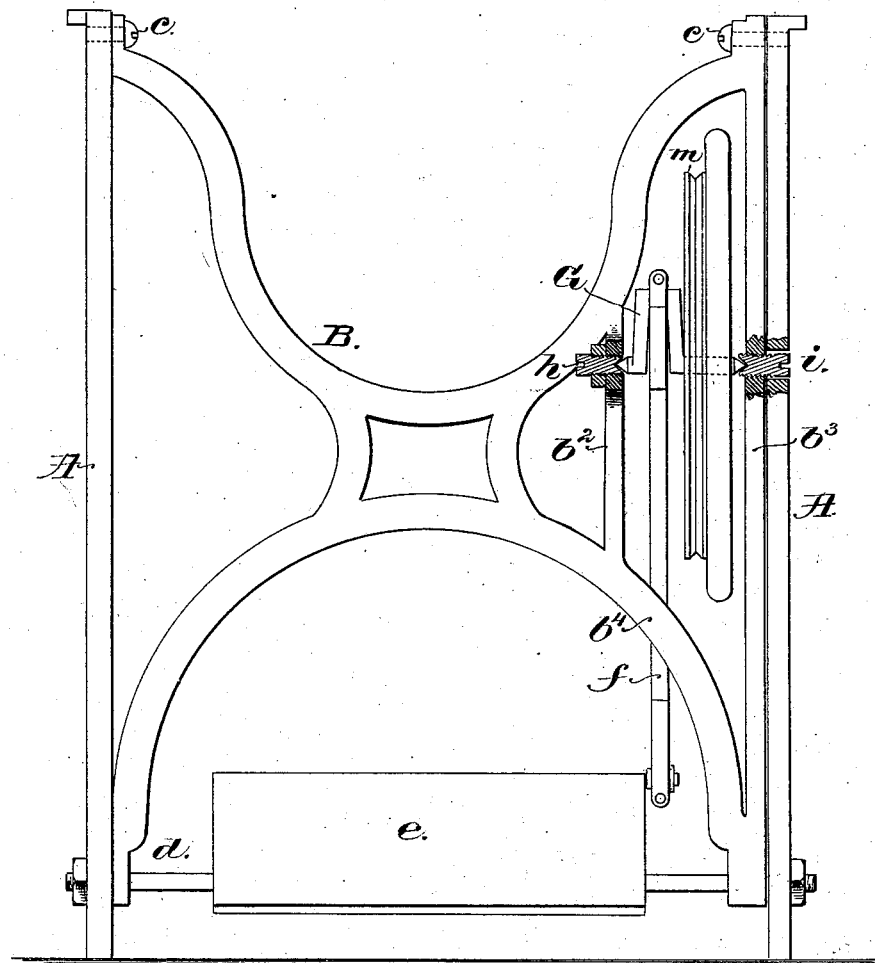


(No Model.)

W. L. GROUT
SEWING MACHINE TREADLE.

No. 261,446.

Patented July 18, 1882.



Witnesses.
John F. C. Prentiss
A. Hunerwadel

Inventor:
William L. Grout
by Crosby & Gregory
attys.

UNITED STATES PATENT OFFICE.

WILLIAM L. GROUT, OF ORANGE, MASSACHUSETTS, ASSIGNOR TO THE NEW HOME SEWING MACHINE COMPANY, OF SAME PLACE.

SEWING-MACHINE TREADLE.

SPECIFICATION forming part of Letters Patent No. 261,446, dated July 18, 1882.

Application filed June 19, 1882. (No model.)

To all whom it may concern :

Be it known that I, WILLIAM L. GROUT, of Orange, county of Franklin, State of Massachusetts, have invented an Improvement in Sewing-Machine Treadles, of which the following description, in connection with the accompanying drawing, is a specification.

My invention has for its object a novel construction of the treadle to support the crank of the driving-wheel at each end.

In this my invention I have mounted the adjustable bearing-screws in a brace which connects together the side pieces of the treadle, thus making a very firm support for the crank-shaft and bracing the table very firmly.

The drawing represents in front elevation a sewing-machine table embodying my invention.

In the drawing, A represents the side pieces of the treadle, and B the brace connecting the said side pieces; the screws *c* and rod *d* uniting the said side pieces and brace, the rod *d* also supporting the treadle *e*, connected by link *f* with the crank of the crank-shaft G, pointed or made conical at its ends and supported by the bearing-screws *h i*, having conical recesses at their inner ends and made adjustable in the upright bearing-bars *b² b³* of the brace B, the said brace being as usual, with the exception of the addition of the said bearing-bars. The driving-wheel *m* is fixed to the

crank-shaft G. The head of the bearing-screw *i* is exposed through a hole left for that purpose in the side piece, so that the said screw may be readily adjusted by means of a set-screw. Outward bending of the bar *b³* is obviated by the side frame against which it rests. The link *f* passes back of the curved part *b⁴* of the frame, and acts to prevent the dress of the operator coming against the link and wheel *m*. The addition to the usual brace, G, of the two bearing-bars enables me in a very cheap and simple manner to support the driving-wheel at both ends of its crank-shaft and in adjustable bearings, which enables the crank-shaft to be held steadily and to be run with the minimum of friction, and enables wear in the bearings to be compensated for.

I claim—

The side pieces, A, the brace B, provided with the bearing-bars and the adjustable bearing-screws, combined with the crank-shaft supported at each end in the said bearing-screws, and the balance-wheel thereon, as shown and described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM L. GROUT.

Witnesses:

LEVI KILBURN,
ANSON M. LYMAN.