

No. 646,258.

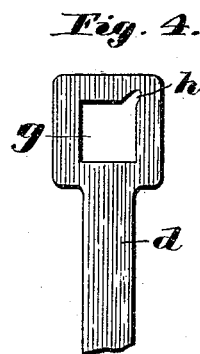
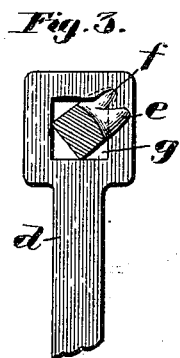
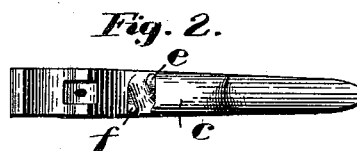
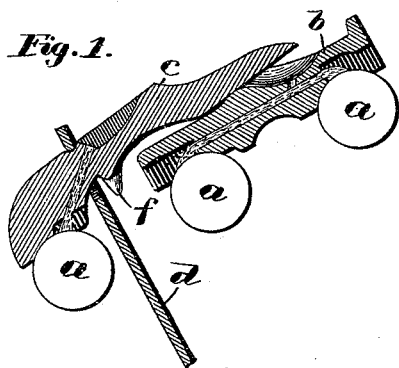
Patented Mar. 27, 1900.

J. BILSBOROUGH.

TOP ROLL SADDLE AND STIRRUP THEREFOR FOR SPINNING MACHINES.

(Application filed June 29, 1899.)

(No Model.)



WITNESSES:
Charles F. Logan
Annie J. Dailey.

INVENTOR.
John Bilsborough
BY
Attorney.
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UNITED STATES PATENT OFFICE.

JOHN BILSBOROUGH, OF BRISTOL, RHODE ISLAND, ASSIGNOR OF ONE-HALF
TO JOSEPH A. PRESCOTT, OF FOXBOROUGH, MASSACHUSETTS.

TOP-ROLL SADDLE AND STIRRUP THEREFOR FOR SPINNING-MACHINES.

SPECIFICATION forming part of Letters Patent No. 646,258, dated March 27, 1900.

Application filed June 29, 1899. Serial No. 722,274. (No model.)

To all whom it may concern:

Be it known that I, JOHN BILSBOROUGH, of Bristol, in the county of Bristol and State of Rhode Island, have invented certain new and
5 useful Improvements in Top-Roll Saddles and Stirrups Therefor for Spinning-Machines, of which the following is a description sufficiently full, clear, and exact to enable those
10 skilled in the art to which it appertains or with which it is most nearly connected to make and use the same.

This invention has relation to saddles for top rolls of spinning-frames and to stirrups for holding the same down.

15 In the practice of the art of spinning it not infrequently happens, if provision is not made thereagainst, that the saddles will become separated from the stirrup and drop down among the machinery below their proper position and occasion mischief and damage, be-
20 sides trouble and loss of time.

It is the purpose of my invention to provide improved means for locking the stirrup to the saddle, so that it will not be liable to become
25 disengaged therefrom, and thus afford efficient protection against the objections and disadvantages mentioned as heretofore existing.

Reference is to be had to the annexed drawings, and to the letters marked thereon, forming a part of this specification, the same letters designating the same parts or features,
30 as the case may be, wherever they occur.

Of the drawings, Figure 1 is a longitudinal central vertical sectional view of top-roll saddles, the journals of top rolls, and a stirrup, all in position, showing my improvements.
35 Fig. 2 is a bottom view of the top saddle equipped with my improvements. Fig. 3 is a transverse sectional view of a top saddle and the upper part of a stirrup, showing my invention. Fig. 4 is a view of the upper end
40 of my improved stirrup.

In the drawings, *a* designates the journals
45 of the top rolls.

b is the bottom saddle, and *c* the top saddle.

d is the stirrup, which, it will be understood, is constructed at its lower end (not shown) so as to be weighted.

50 The parts so far mentioned may in general be

made as heretofore or be of any suitable size, form, and substance.

The top saddle *c* is provided on one side, at a point to the rear of that where it is engaged by the stirrup, with two lugs *e f*, arranged, as
55 shown in Fig. 2, on different imaginary parallel lines extended longitudinally of the saddle, but one slightly offset from the other in a transverse direction. Said lugs may be described as "staggered" or in zigzag relation
60 to each other. These lugs are formed on the under side of the saddle merely as a matter of convenience. They might be made on one or the other side of the saddle when the same
65 is in normal position. The stirrup *d* is provided with the usual hole *g* for slipping it upon the saddle, and at one corner of the hole and extending radially therefrom is a notch
70 *h*, so that in putting the stirrup on the saddle the lug *e* may be first engaged in the notch *h* and passed therethrough, and then by slightly
75 rocking the stirrup the lug *f* may be engaged and passed through the notch in like manner, and then by finally turning the saddle around into upright position the stirrup will become
80 locked thereon, so as not to be liable to be accidentally disconnected therefrom. Each lug
85 *e f* being near the edge of the side of the saddle enables me to form the notch *h* in the corner of the saddle-receiving hole of the stirrup and to utilize the area of the said hole to the
90 best advantage, and, besides, the saddle is not so liable to become disengaged from the stirrup as though the notch were in position to engage the lug when the sides of the saddle
95 are parallel with the sides of the hole, for the canted position of the saddle with respect to the stirrup necessary to disengagement is one not assumed accidentally.

While the invention is exceedingly simple
90 in construction and economical of manufacture, it is most efficient for the purposes for which it is constructed.

Having thus explained the nature of the invention and described a way of constructing
95 and using the same, though without attempting to set forth all of the forms in which it may be made or all of the modes of its use, it is declared that what is claimed is—

The combination of a stirrup having a notch 100

in its eye, and a top-roll saddle having a number of laterally-projecting lugs in staggered or zigzag relation, each designed to pass through the notch under a different relative
5 adjustment of the stirrup and saddle, substantially as described.

In testimony whereof I have signed my

name to this specification, in the presence of two subscribing witnesses, this 12th day of June, A. D. 1899.

JOHN BILSBOROUGH.

Witnesses:

WM. N. BURGESS,

F. K. PEARCE.