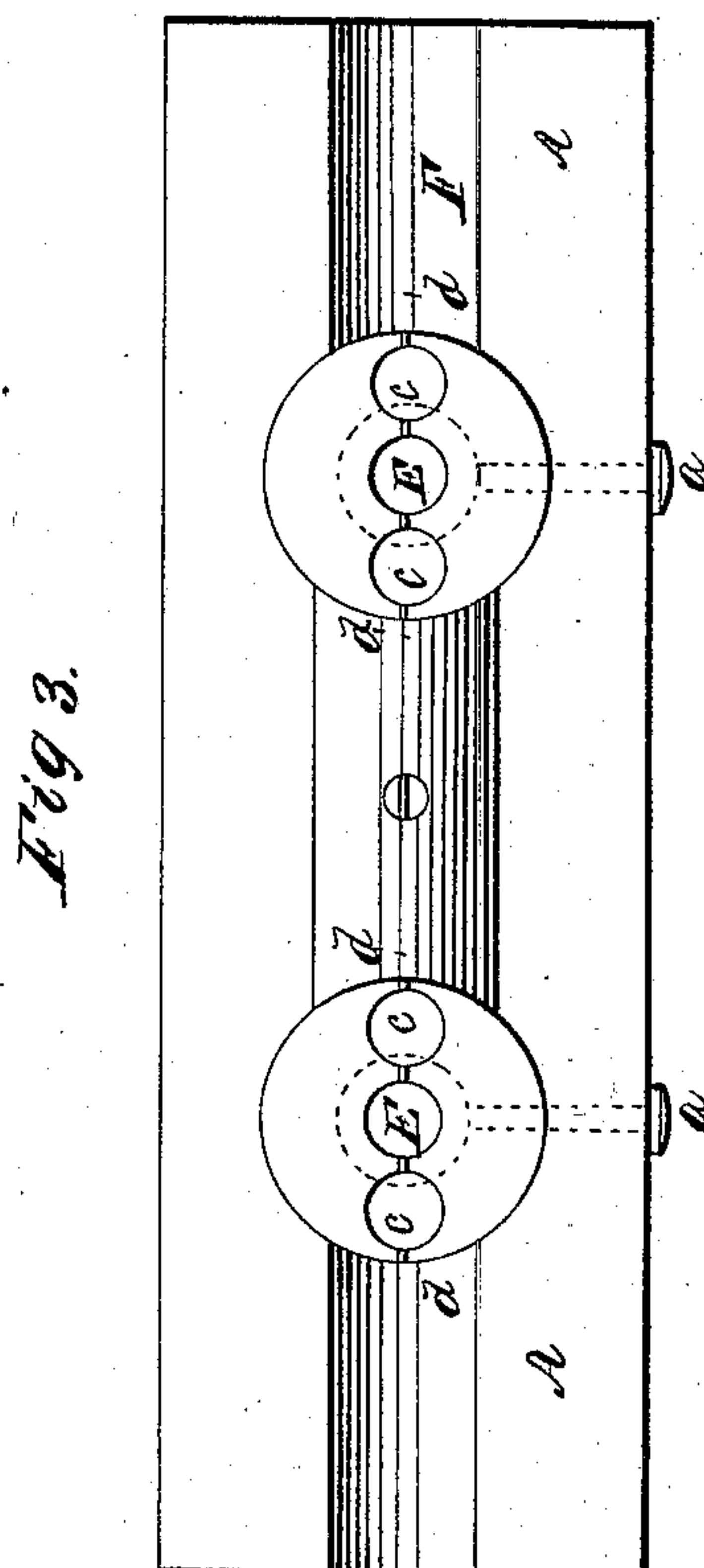
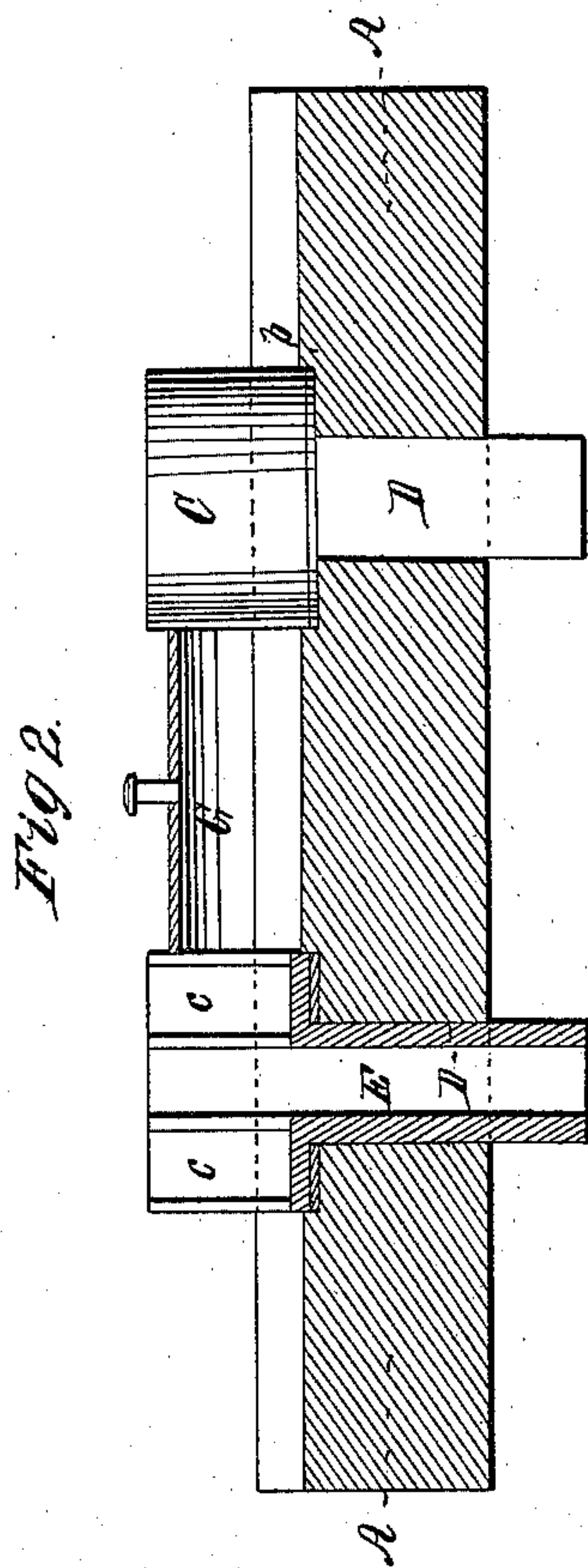
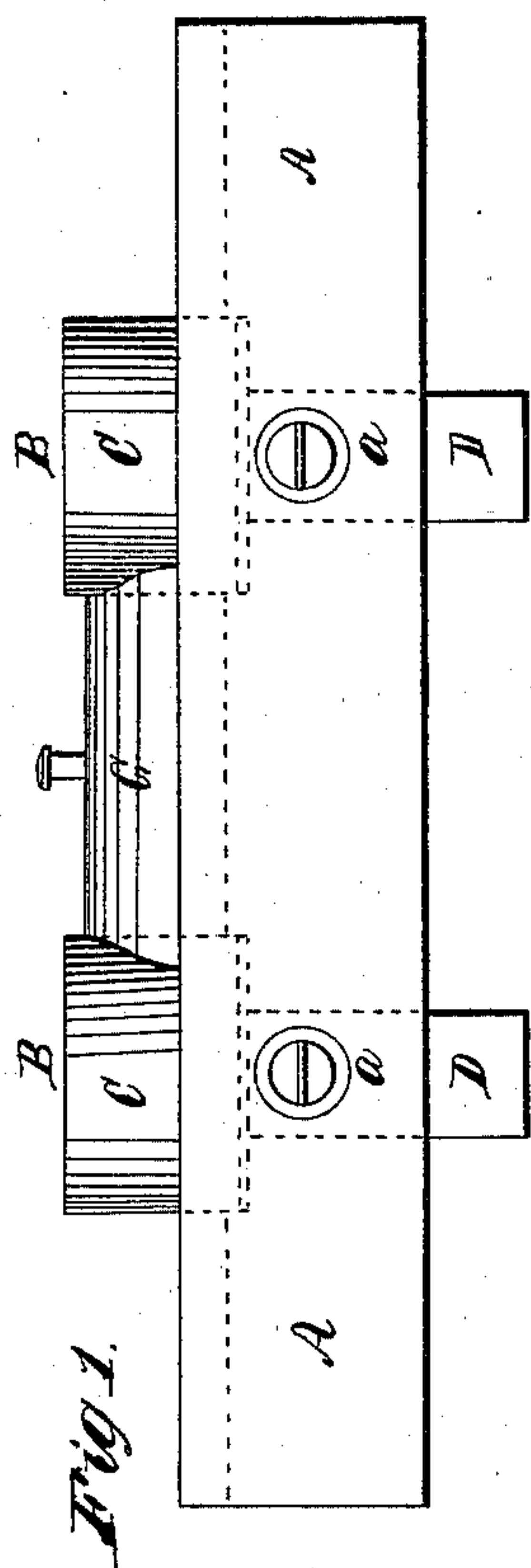


W. F. Rippon,
Spindle Bolster.

N^o 43,430.

Patented July 5, 1864.



Witnesses.

John A. Smith
Thos. A. Reedy

Inventor.

William F. Rippon

UNITED STATES PATENT OFFICE.

WILLIAM F. RIPPON, OF PROVIDENCE, RHODE ISLAND.

IMPROVEMENT IN SELF-LUBRICATING BOLSTERS OF SPINNING-MACHINES.

Specification forming part of Letters Patent No. 43,430, dated July 5, 1864.

To all whom it may concern:

Be it known that I, WILLIAM F. RIPPON, of the city and county of Providence, in the State of Rhode Island, have invented a new and useful Improvement in Spindle-Bolsters; and I do hereby declare that the following specification, taken in connection with the drawings making a part of the same, is a full, clear, and exact description thereof.

Figure 1 is a side elevation. Fig. 2 is a longitudinal section, through the middle of the rail and one of the bolsters. Fig. 3 is a top view.

In the accompanying drawings, A represents a section of the rail of a spinning-frame, and B B the bolsters for the spindles.

The object of my invention is to provide a bearing or bolster for the spindle which shall be so constructed that the oil or other lubricating-fluid shall be constantly supplied to the spindle as the same is required by means of a fibrous absorbent, and thereby economize the consumption of the oil by preventing unnecessary waste, as well as dispense with much of the care and attention which otherwise would be necessary to keep the spindles properly lubricated.

The bolster B consists of a head, C, and a shank, D, the latter being of a less diameter than the former, but sufficiently large to allow of a bearing, E, for the spindle to turn in. The bolster is fitted into the rail as shown, and is secured thereon by the set-screw *a*, a cup or recess being made in the top of the rail, which is filled by the head C of the bolster when the same is in place. The shoulder, which is formed by the difference between the diameters of the head C and the shank D, is seated upon a washer or gasket, *b*, at the bottom of the cup in the rail, designed to pack

the joint and prevent the oil from leaking through and running to waste down the outer surface of the shank. In the head C of the bolster there are made two or more chambers, *c c*, for the accommodation of some fibrous material which is to be placed therein. These chambers are connected with the bearing in which the spindle turns by means of a duct, *d*, Fig. 3, and also with a groove or channel, F, in the top of the rail. In the present instance the connection is shown in the form of a saw-cut through the diameter of the head, but it is obvious that any orifice or duct made entirely through the head would perform the same office. The oil is supplied to the groove in the rail between the bolsters and flows through the duct in the head of the bolster until it reaches the absorbent in the chambers *c c*, by which it is taken up and given off to the spindle as required. The only purpose of the cover G between the bolsters is to exclude the dust of the room from the oil-channel in the rail.

What I claim as of my invention, and desire to secure by Letters Patent, is—

1. The combination and arrangement of the chambers *c c* in the head of a spindle-bolster for holding an absorbent with the duct *d* through the axis of the head of the bolster, and the bearing E of the spindle, substantially as described, for the purposes specified.

2. The combination of a channel, F, substantially as specified, in the rail, with a spindle-bolster constructed as herein described, for the purposes mentioned.

WILLIAM F. RIPPON.

Witnesses:

JOHN H. STINESS,
THOS. H. PEABODY.