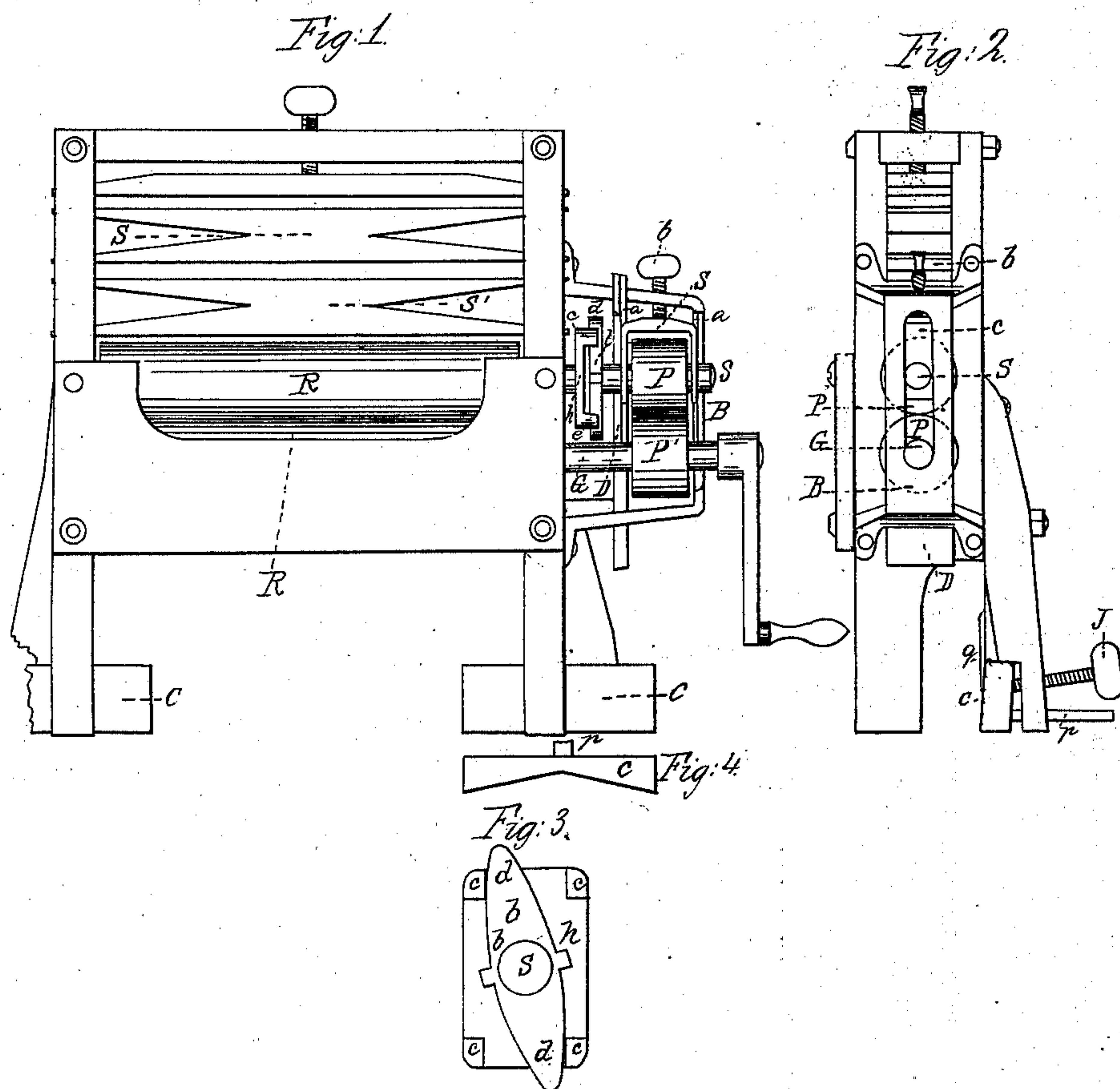


*J. M. McMaster,*

*Clothes Wringer,*

*N<sup>o</sup> 68,893.*

*Patented Sep. 17, 1867.*



Witnesses:  
*Wm. Loughborough*  
*Frederick A. Hatch.*

Inventor:  
*J. M. McMaster*



# United States Patent Office.

J. M. McMASTER, OF ROCHESTER, NEW YORK.

*Letters Patent No. 68,893, dated September 17, 1867.*

## IMPROVED CLOTHES-WRINGER.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, J. M. McMASTER, of Rochester, in the county of Monroe, and State of New York, have invented certain new and useful Improvements in Clothes-Wringers; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a side elevation of an ordinary clothes-wringer with my invention attached.

Figure 2 is an end elevation of the same.

Figure 3 is a face view of the coupling-head *h* and oval bar *b*.

Figure 4 is a top view of one of the clamps *C*.

Similar letters of reference indicate corresponding parts.

This invention relates to that class of clothes-wringers in which the presser-rollers are geared together by independent drivers; and it consists mainly in providing an adjustable short shaft, upon which is hung the wheel or pulley that communicates motion from the driving-wheel or pulley.

To enable others to make and use my invention, I will describe its construction and operation.

I use the ordinary presser-rollers *R* and *R'*, and any suitable springs *S'*. Those herein shown are made double, from one piece of timber, by cutting out a wedge-shaped piece from the centre of each end, which it is believed will afford a stronger and more flexible spring than is possible, as heretofore made. The arch or bridge *B* and the vertical bar *D* are slightly recessed, as shown at *a*, (fig. 1,) to receive the stirrup *s*, in which the adjustable shaft *S* has its two axial bearings. The bar *D* may be locked to the bridge by being notched into it at the top and bottom, or it may be provided with a lug or foot at each end to rest against the standard or upright of the frame. The friction-wheels or pulleys *P* and *P'* are rigidly attached to the shafts *S* and *G*. The shaft *S* is made adjustable vertically by means of the set-screw *b*. As may be seen, this stirrup also retains the shaft in a horizontal position, or parallel with the driving-shaft. The shaft of the upper roller *R* is provided with the coupling-head *h*, which has four lugs *c*. The arms *d* projecting from the shaft *S*, clutch loosely between these lugs, and thereby effect the coupling, and by reason of the space between the arms and the lugs, the upper presser-roller is permitted to make any necessary amount of change in its relative position, without producing any cramping between the parts. The inner face of the clamps *C* is made V-shaped, horizontally, the V being made very open or flat, as shown in fig. 4. This shape of the clamp face insures an equal bearing at two points horizontally, whether the wringer is attached to a very small circle or to a straight surface. This plan affords all the advantages of the ordinary horizontal spring or circular clamp, and at the same time avoids the objection of the clamping-screws *J* being in the way of the clothes which are being discharged from the machine. These clamps may be provided with a dowel or steady-pin, *p*. The friction-wheels or pulleys *P* and *P'* may be made of rubber, or one or both of them may be made of wood or iron, with a rubber or other elastic band rigidly fixed to their periphery. The traction face or periphery of these pulleys in either case may be roughened if desired, though it would scarcely be necessary.

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

1. The employment or use of the friction or traction pulleys, either with or without a roughened periphery, arranged and operating substantially in the manner and for the purposes herein shown and described.
2. The adjustable shaft *S*, arranged and operating in connection with the driving-shaft *G*, and rollers *R* and *R'*, and coupling *h* and *d*, substantially as and for the purposes set-forth.
3. The relative arrangement of the two separate side clamps *C*, provided with a suitable dowel, *p*, and suspending strap *q*, and when they are so made as to have each two separate bearings horizontally, as and for the purposes specified.

Witnesses:

WM. S. LOUGHBOROUGH,  
FRED. A. HATCH.

J. M. McMASTER.