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# JACOB BRINKERHOFF.

## Improvement in Clothes Wringers.

No. 122,220. Patented Dec. 26, 1871.

*Fig. 1.*

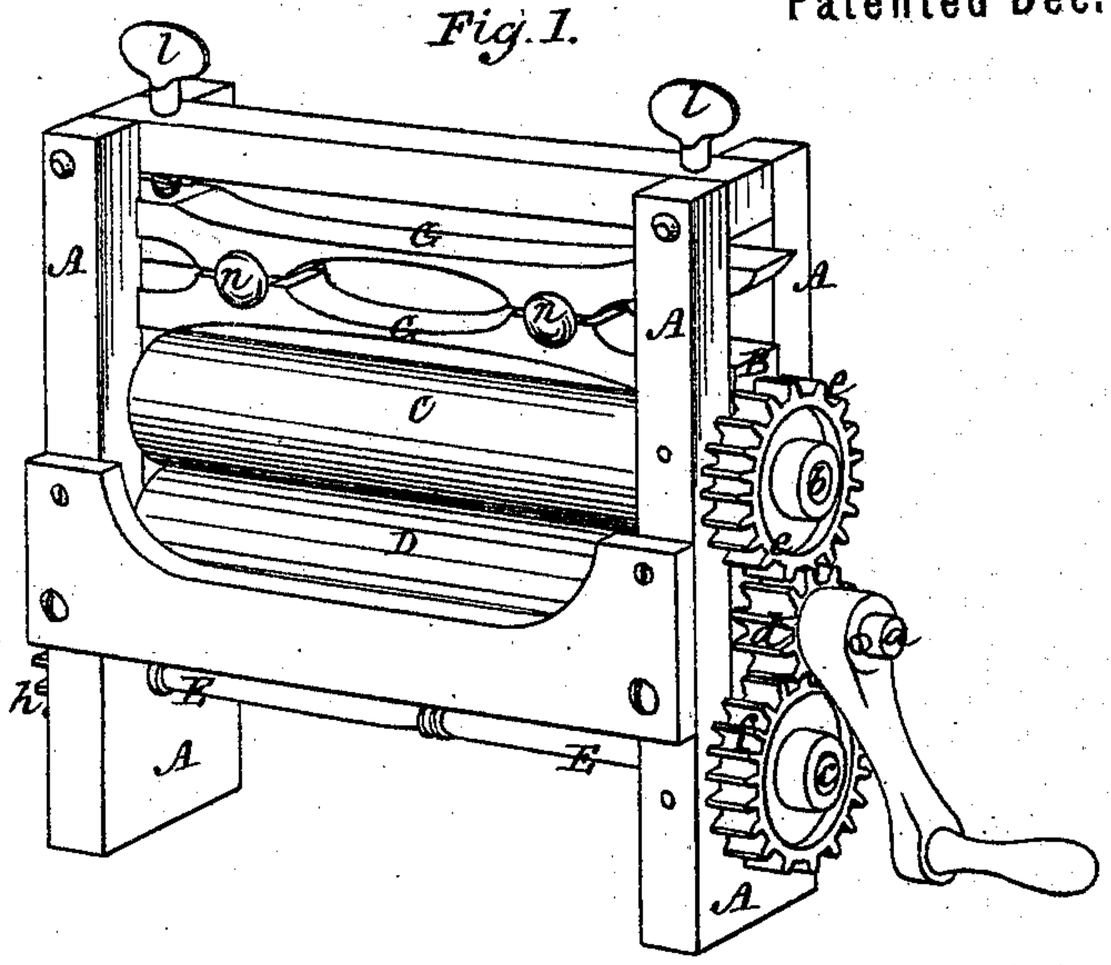


*Fig. 3.*

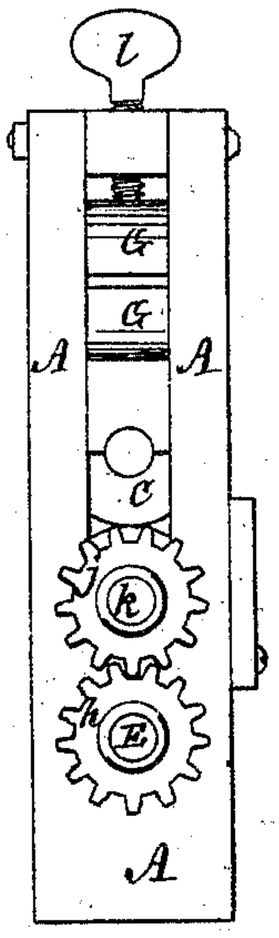


*Fig. 2.*

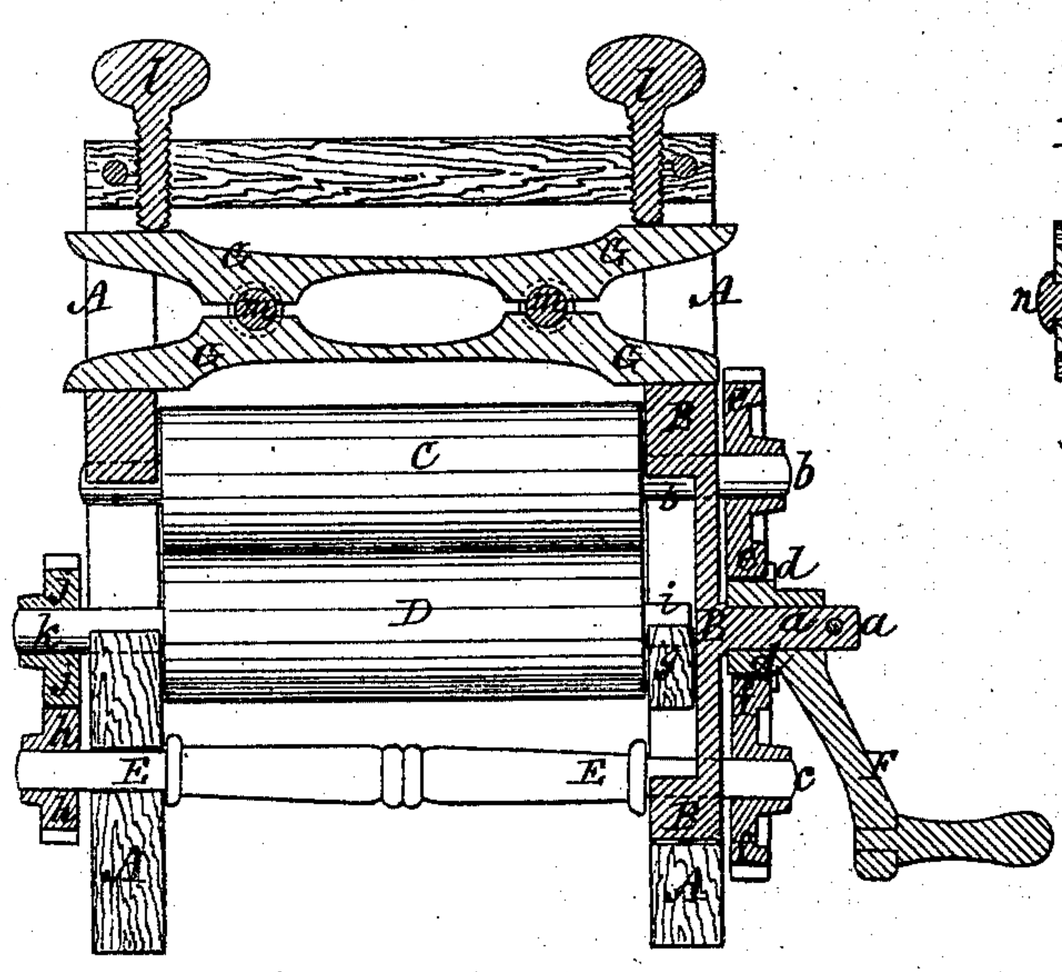


*Fig. 4.*


Witnesses.

Edmund Masson.

Inventor.

Jacob Brinkerhoff.

By Atty. A. B. Stoughton.

Reissued Jany. 7th 1873.

122,220

# UNITED STATES PATENT OFFICE.

JACOB BRINKERHOFF, OF AUBURN, NEW YORK.

## IMPROVEMENT IN CLOTHES-WRINGERS.

Specification forming part of Letters Patent No. 122,220, dated December 26, 1871.

*To all whom it may concern:*

Be it known that I, JACOB BRINKERHOFF, of Auburn, in the county of Cayuga and State of New York, have invented certain new and useful Improvements in Clothes-Wringers; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 represents a perspective view of the wringer. Fig. 2 represents a vertical longitudinal section through the same. Fig. 3 represents an end elevation, viz., of that end of the wringer opposite to the crank-gear. Fig. 4 represents a section through the roller-springs, showing the device for holding them together.

Similar letters of reference, where they occur in the several separate figures, denote like parts in all the drawing.

My invention consists, first, in the arrangement of the driving-gear by which the rolls are turned while they yield to allow the material to pass through between them. It further consists in the combination of the double-headed supports with the divided spring to strengthen and hold the parts together and in working position.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawing.

A A represent the side pieces of the wringer, which are slotted down to receive the journals of the rolls and their supports, as also to receive a box or frame, B, to which the journals *a b c* of the gears *d e f* are so connected or attached that they cannot get out of gear, however much the upper roll may rise from the under one. The rolls, of which C is the upper and D the under one, are covered with rubber in the usual well-known way. The journal *b* of the upper roll passes through the box B, and has fastened upon it, outside of said box, the gear-wheel *e*. The journal *i* of the under roll is not connected with the box B, but is supported and turns upon a bearing, *g*, which is on, or a part of, the frame A. The journal *a* upon which the pinion *d* is hung and turns is cast or wrought onto the box B; and the journal *c* on which the gear *f* is permanently fixed is a prolongation of a countershaft, E, which extends clear across the wringer and has, upon its opposite end from the gear *f*, a gear, *h*, which meshes with a gear, *j*, fast upon the journal *k* of the under roll D, and gives said under roll its revolving motion. The crank F, for cheapness and economy, is cast upon, and as a part of, the pinion *d*, and both the pinion and crank turn on the journal *a* cast upon or otherwise fastened to the box B. G G represents a spring made of wood and in two parts, and is acted upon by the thumb-screws *l l* to press it down upon the bearings or supports of the journals of the top roll or to adjust it. Between these sectional or two-part springs are placed supports *m m*, which rest or lie in curved seats cut in said two parts, and these supports have heads *n n* at each of their ends, which form shoulders to not only hold themselves in place but also to keep the two parts of the spring in proper working position—that is, one vertically over the other. By uniting the journals *a b c* to the box B their wheels *d e f* cannot, of course, ever get out of gear; but as the under roll D has no connection with this box B said box and the upper roll can leave the under roll, and form sufficient space for any practical thickness of clothes to pass through.

The under roll is turned through the gear *f*, countershaft E, and gears *h j*, so that its motion is not stopped when the train of gears *d e f* rise up without raising said under roll.

The advantage of this mode of gearing is, first, it does not tear or twist off the rubber covering of the rolls; second, the gears cannot separate; and third, the great amount of space between the rolls for the passage of the clothes.

Having thus described my invention, what I claim is—

1. The combination of the train of gears *d e f* with the box B so that they shall always move together, and consequently be always in gear with each other while they move up and down with the upper or yielding one of the pair of rolls, substantially as described.

2. I also claim, in combination with the train of gears and the under roll detached from the box B, the counter-shaft E and gears *h j* for driving said under roll, substantially as described.

3. I also claim, in combination with the two-part spring G G, the interposed double-headed supports *m m* for keeping said parts in proper working position, substantially as described.

JACOB BRINKERHOFF.

Witnesses:

A. B. STOUGHTON,

EDMUND MASSON.

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