

J. STAMM.

SEWING-MACHINE SHUTTLE.

No. 174,095.

Patented Feb. 29, 1876.

Fig 1

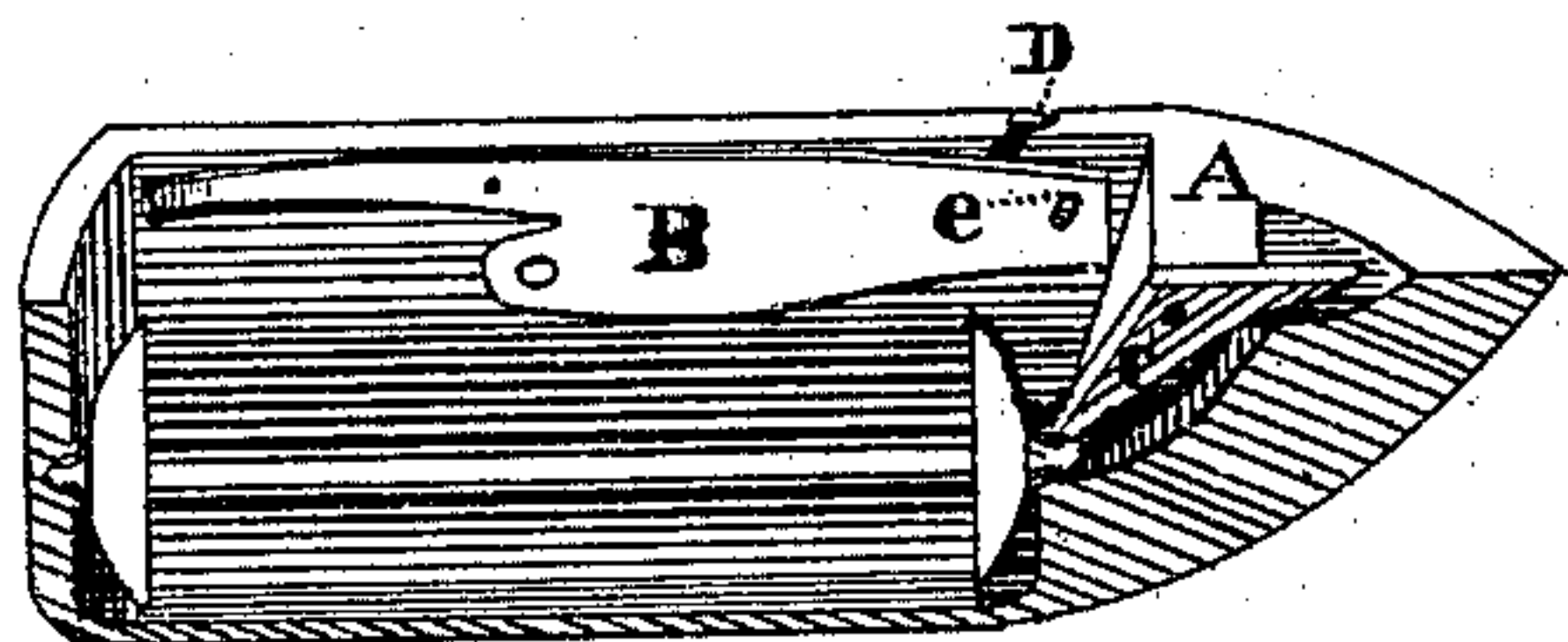


Fig 2

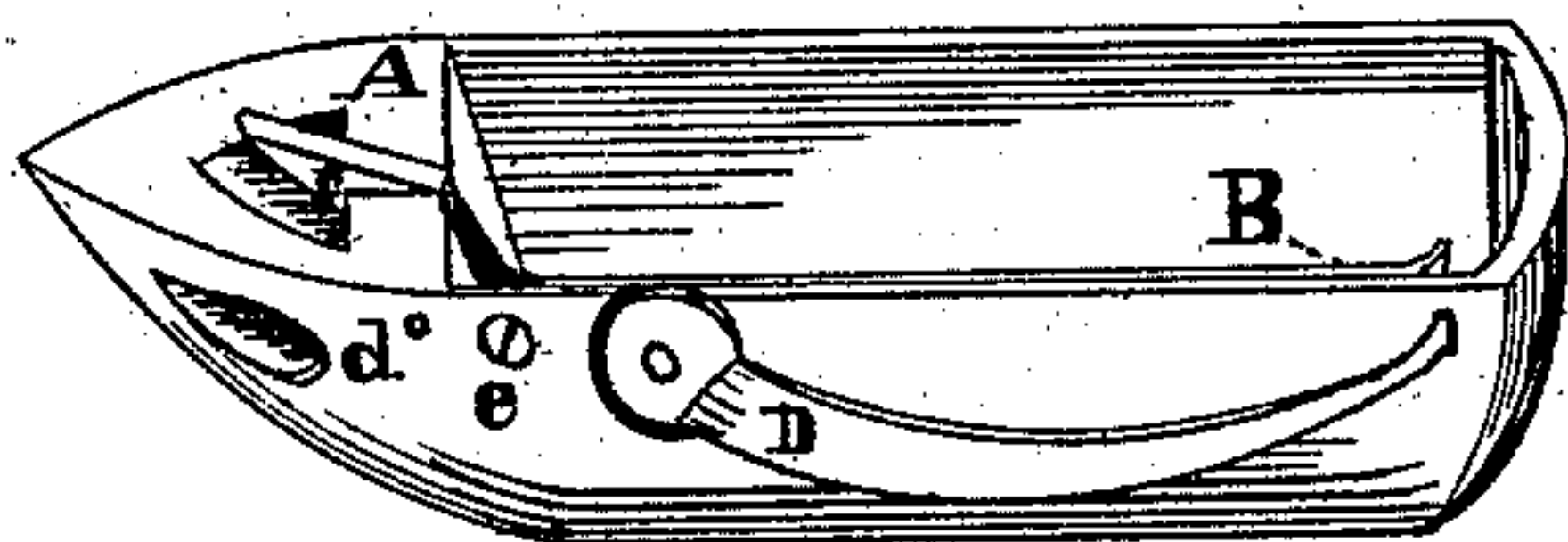


Fig 3

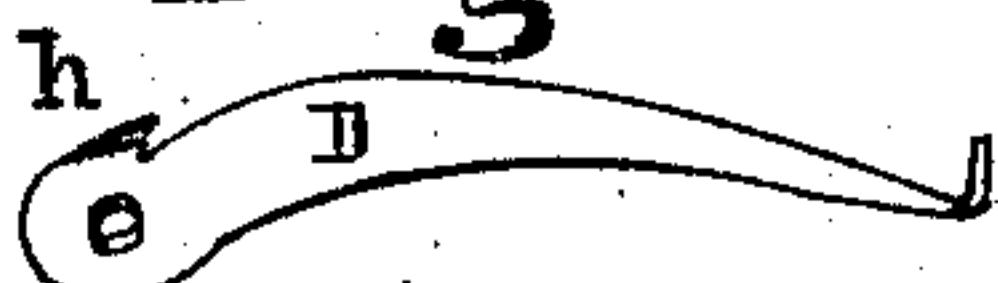


Fig 4

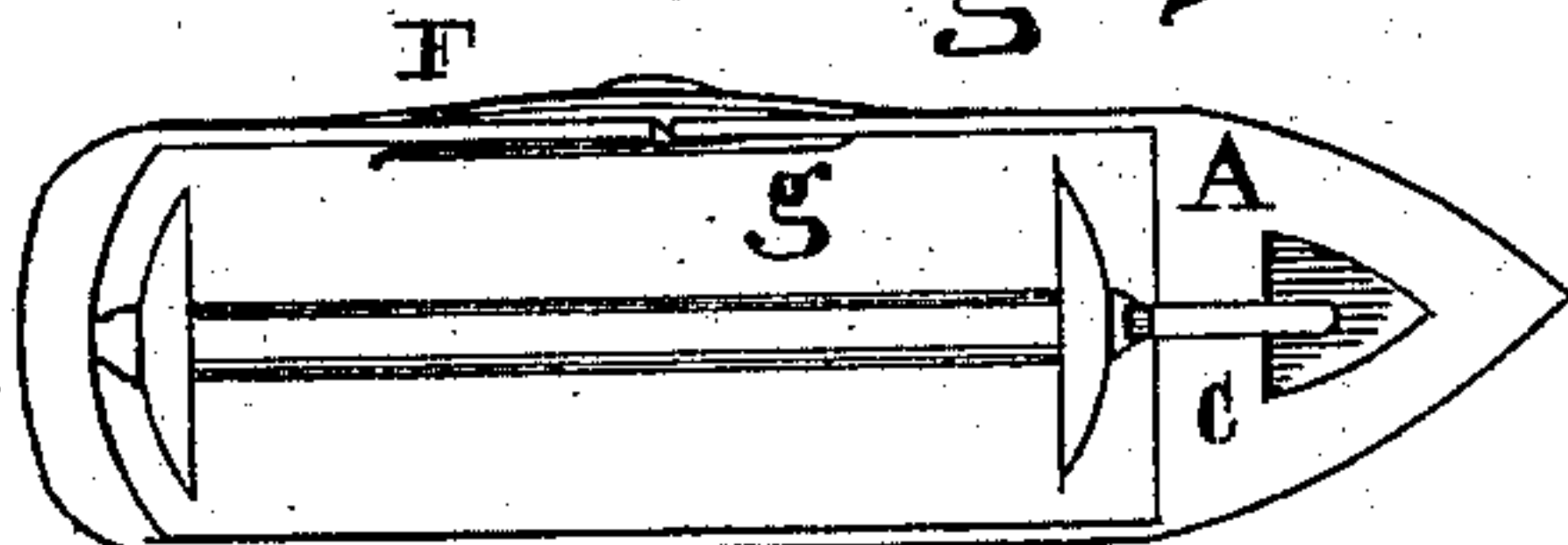
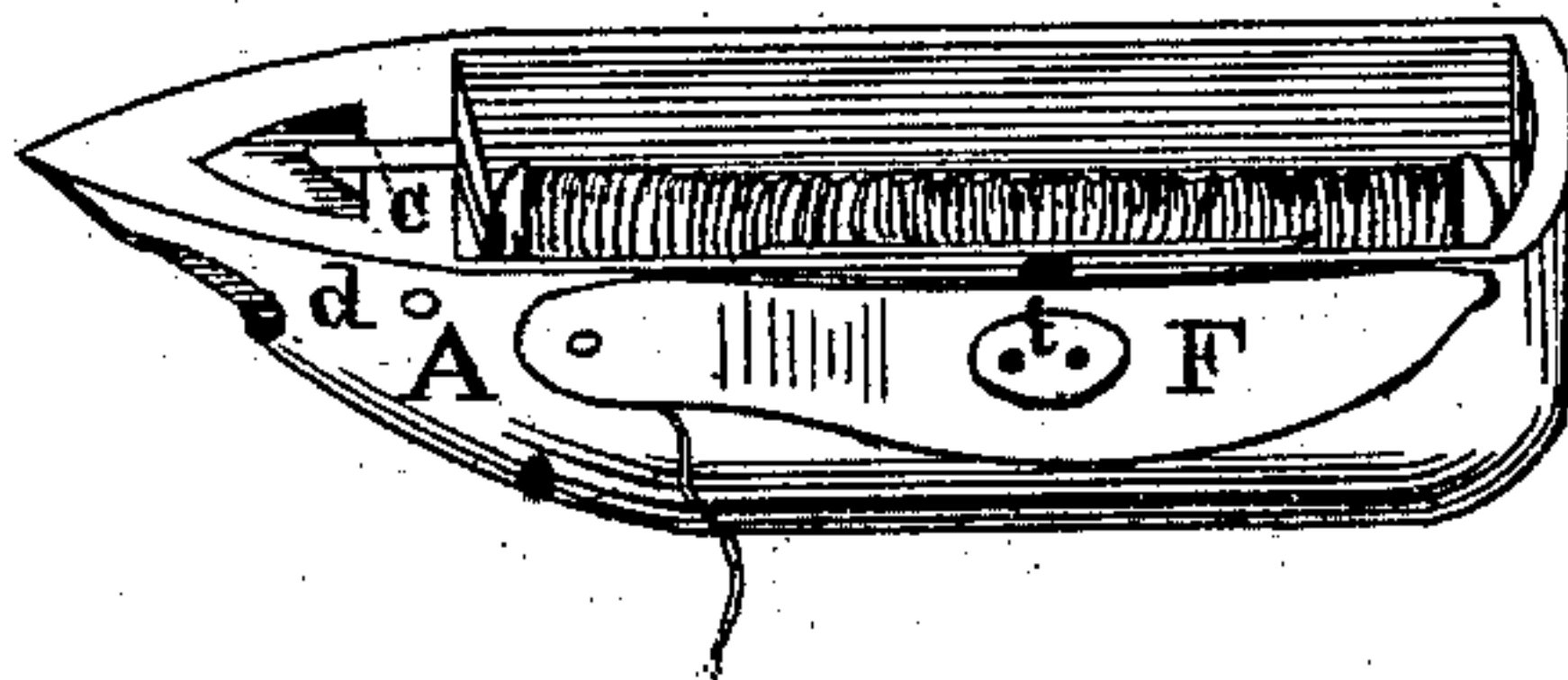


Fig 5



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JULIUS STAMM, OF COVINGTON, KENTUCKY.

IMPROVEMENT IN SEWING-MACHINE SHUTTLES.

Specification forming part of Letters Patent No. 174,095, dated February 29, 1876; application filed July 10, 1875.

To all whom it may concern:

Be it known that I, JULIUS STAMM, of Covington, Kenton county, State of Kentucky, have invented a new and useful Improvement in Sewing-Machine Shuttles, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

The objects of the invention are to provide the shuttle with a convenient means of introducing and removing the bobbin, and also with a thread-guide, so secured to the side of the shuttle as to require no moving or handling of the guide in the operation of threading the shuttle.

In the drawing, Figure 1 is a central vertical section of one form of my improved shuttle, showing the tension-spring secured on the inside. Fig. 2 is a perspective view of the same shuttle, showing the thread-guide D and its mode of attachment to the shuttle. Fig. 3 is an inside view of the thread-guide detached, showing the thread-retaining hook *h*. Fig. 4 is a top-plan view of a modified form of my improved shuttle, in which the thread-guide and tension-spring are combined; and Fig. 5 is a perspective view of the shuttle shown in Fig. 4.

A is the body of the shuttle. B is the inner tension-spring for regulating the tension of the thread by means of screw *e*, when the thread-guide is constructed as shown in Figs. 1, 2, and 3. C is the latch or bobbin holder, secured so as to have a limited movement in a slot cut in the front part of the shuttle by the pin *d*. The top of the shuttle has a depression to admit the finger-nail being slipped under the latch C for the purpose of removing the bobbin. D is the thread-guide, which is countersunk into the side of the shuttle at the front end, and is bent at the rear to enter the side of the shuttle. Projecting inward from its front end is a hook, *h*, which enters the slot in the side of the shuttle, and prevents the thread from being withdrawn. The guide D presses the side of the shuttle at its

rear end, and arches out slightly in the center.

The purpose of this arrangement is, that the thread, as the shuttle is moved forward in its race, may be drawn under the thread-guide, between it and the side of the shuttle, and as the shuttle moves back the thread will, as it is drawn up to form the stitch, be fed gradually from under the guide, and thus be prevented from kinking up or looping, as is the case when the guide is differently constructed.

In the modified form shown in Figs. 4 and 5 the tension-spring and thread-guide are combined. In this form the guide must be made wider, and secured in the middle by the tension-screw. The shuttle is slotted near the middle, and across the slot upon the inside is a light spring or bar, *g*, to retain the thread in the slot. The thread is pressed between the front of the spring and side of the shuttle, and is held in place by a hook, as when guide D is used.

The shuttle is threaded by simply drawing the thread through the slot in the side of the shuttle, and around and under the countersunk front end of the guide, or guide and spring, if the modified form be used. The guide being secured permanently to the side of the shuttle, and not requiring to be moved in threading the shuttle, is not liable to be sprung out of shape or otherwise injured.

I claim—

1. In combination with shuttle-body A, provided with a slot in the forward end latch C, secured in said slot immediately over the bobbin-journal, as and for the purposes described.

2. In combination with shuttle-body A, provided with the groove in its side, as described, thread-guide D, countersunk into the side of the shuttle-body at its front end, having hook *h*, as and for the purpose described.

JULIUS STAMM.

Witnesses:

F. PUTRETH,
GEO. J. MURRAY.