

(No Model.)

J. H. MARTIN.

BOLSTER FOR SPINNING SPINDLES.

No. 347,814.

Patented Aug. 24, 1886.

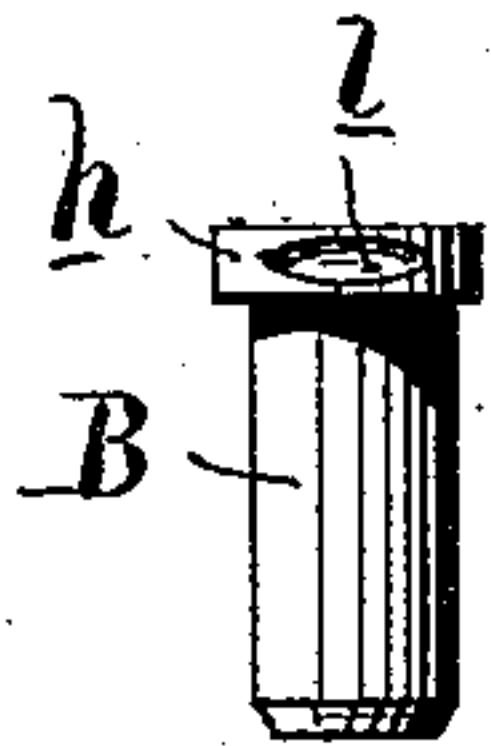
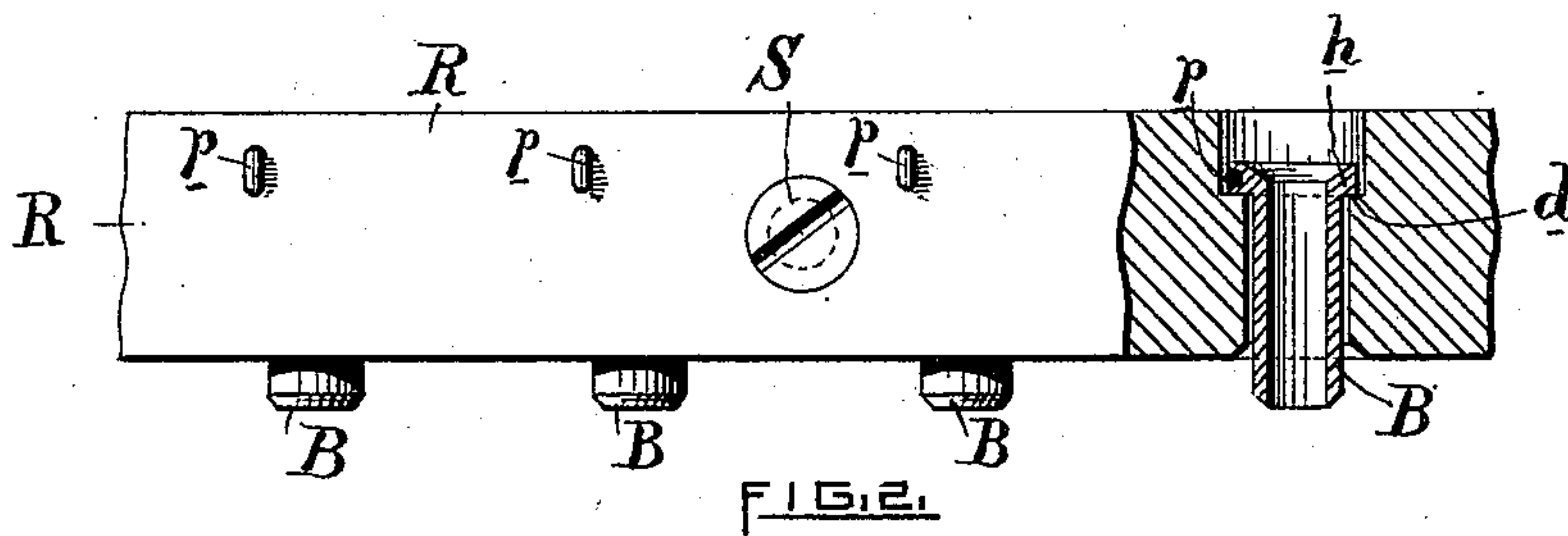
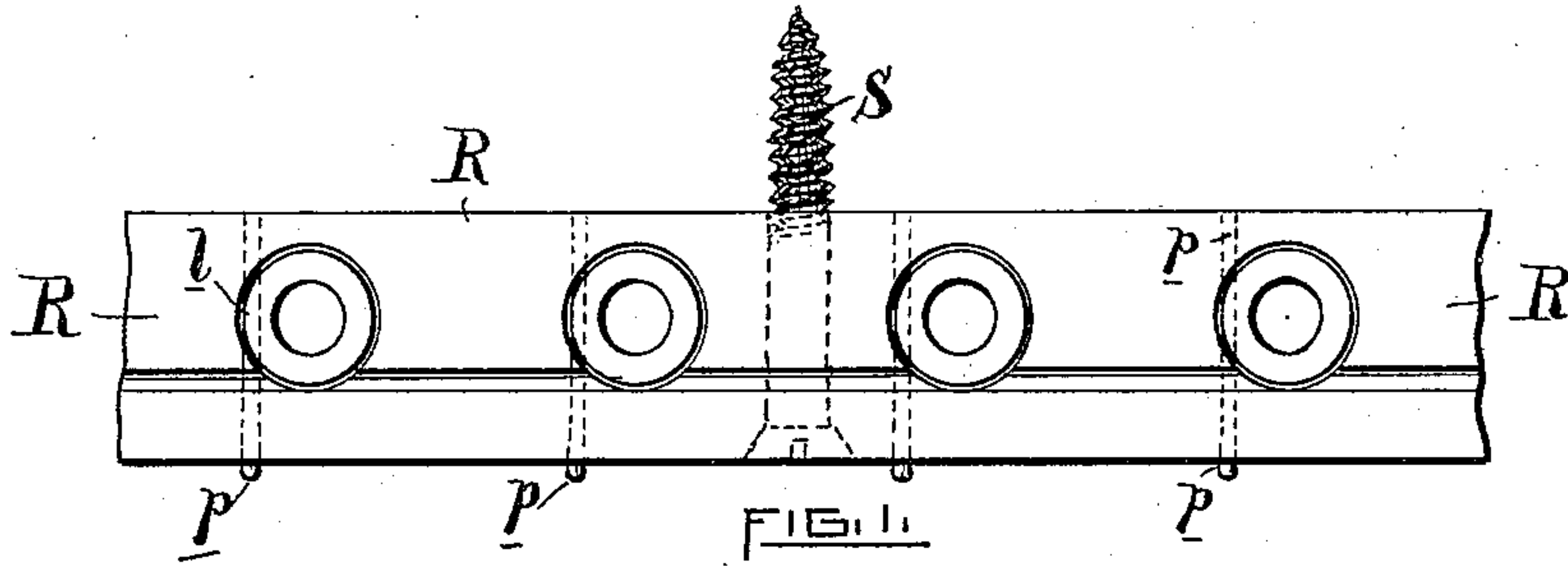


FIG. 3.

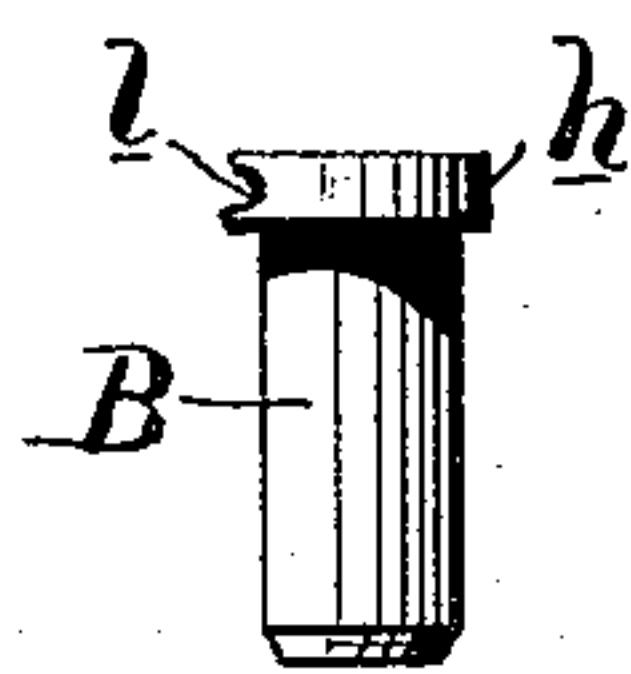


FIG. 4.



FIG. 5.

WITNESSES:

*Marston Lincoln*  
*Simon P. Lapham*

INVENTOR

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# UNITED STATES PATENT OFFICE.

JOHN H. MARTIN, OF WARWICK, RHODE ISLAND.

## BOLSTER FOR SPINNING-SPINDLES.

SPECIFICATION forming part of Letters Patent No. 347,914, dated August 24, 1886.

Application filed July 9, 1885. Serial No. 171,019. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN H. MARTIN, of Warwick, in the county of Kent and State of Rhode Island, have invented certain Improvements in Bolsters for Spinning-Spindles, of which the following is a specification.

My invention relates to the means for setting or fitting bolsters in the bolster-rail of spinning-machines. In many such machines, as mules and jacks, the spindles are comparatively small, and the spindle-bolsters are merely driven into holes bored in the rail, and friction is depended upon to keep them in place. These bolsters, after being thus set in the rail, are reamed, to insure a just alignment between their axes and those of the steps in which the feet of the spindles rest. This operation loosens more or less of the bolsters, after which it is impossible to properly complete the reaming.

I propose to set the bolsters loosely in the rail, and to retain them in their places against rising or turning in their sockets by means of pins, which pass transversely through the rail and engage a transverse slot on the side of the bolster. By thus allowing a slight degree of looseness to the bolster the necessity of reaming is obviated, as the bolster can readily adjust itself to alignment of the spindle. This lateral freedom of the bolster also prevents binding of the spindle in case of the inevitable changes that take place in time and use from slight displacement of the bolster-rail, step-rail, and other parts of the machine.

In the accompanying drawings, Figure 1 is a top view of a portion of a bolster-rail, and shows the bolster set in the rail. Dotted lines

show the transverse pins which hold the bolsters. Fig. 2 is a front side view of the rail, one end of the same being in vertical section, showing bolster in position and the end of a holding-pin, which engages a slot in the side of the bolster-head. Figs. 3 and 4 are elevations of the bolsters, showing the side slot for the holding-pin.

R is the rail, which is fastened to the mule-carriage by screws S.

B is the bolster, having a head, *h*, in which is the side slot, *l*, for engagement with the pin *p*. The bore in the rail is enlarged at the top to correspond with the head of the bolster, presenting an annular shoulder, *d*, on which the head of the bolster rests.

In addition to the advantages already suggested, the construction indicated also reduces the vibrations of spindles in running, and renders practicable a higher rate of speed, on the well-known principle of slightly loose or yielding bearing.

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

In combination with the bolster-rail of a spinning-machine, a bolster or spindle-bearing provided with a slot or groove, as specified, and a pin inserted in the rail and engaging said slot, whereby the bolster is held in its position in the rail, substantially as described, for the purpose set forth.

JOHN H. MARTIN.

Witnesses:

MATTHE D. SEAMANS,  
GEO. W. SAWYER.