

(No Model.)

E. DIXON.

TOP ROLL SADDLE AND WEIGHT STIRRUP.

No. 575,464.

Patented Jan. 19, 1897.

Fig. 1.

Fig. 2.

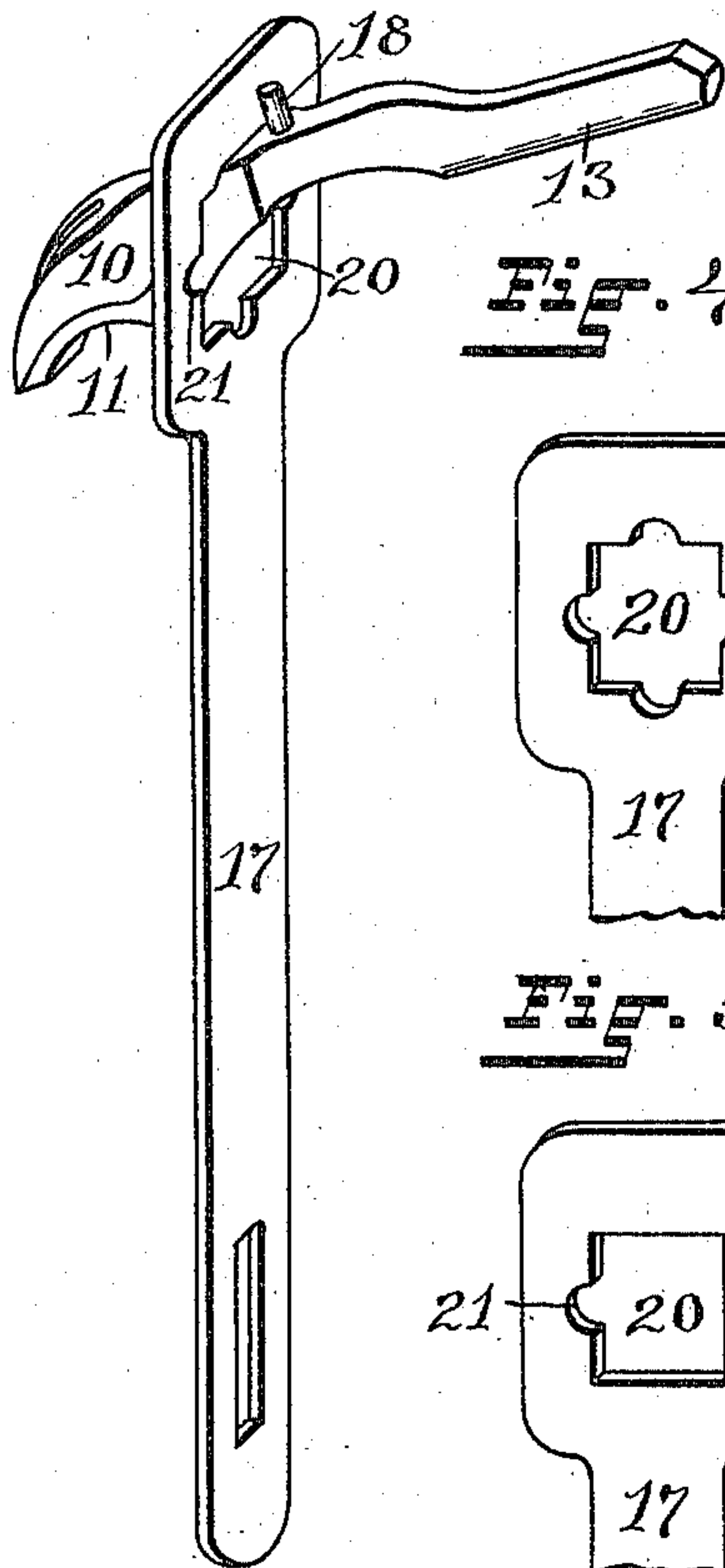


Fig. 4.

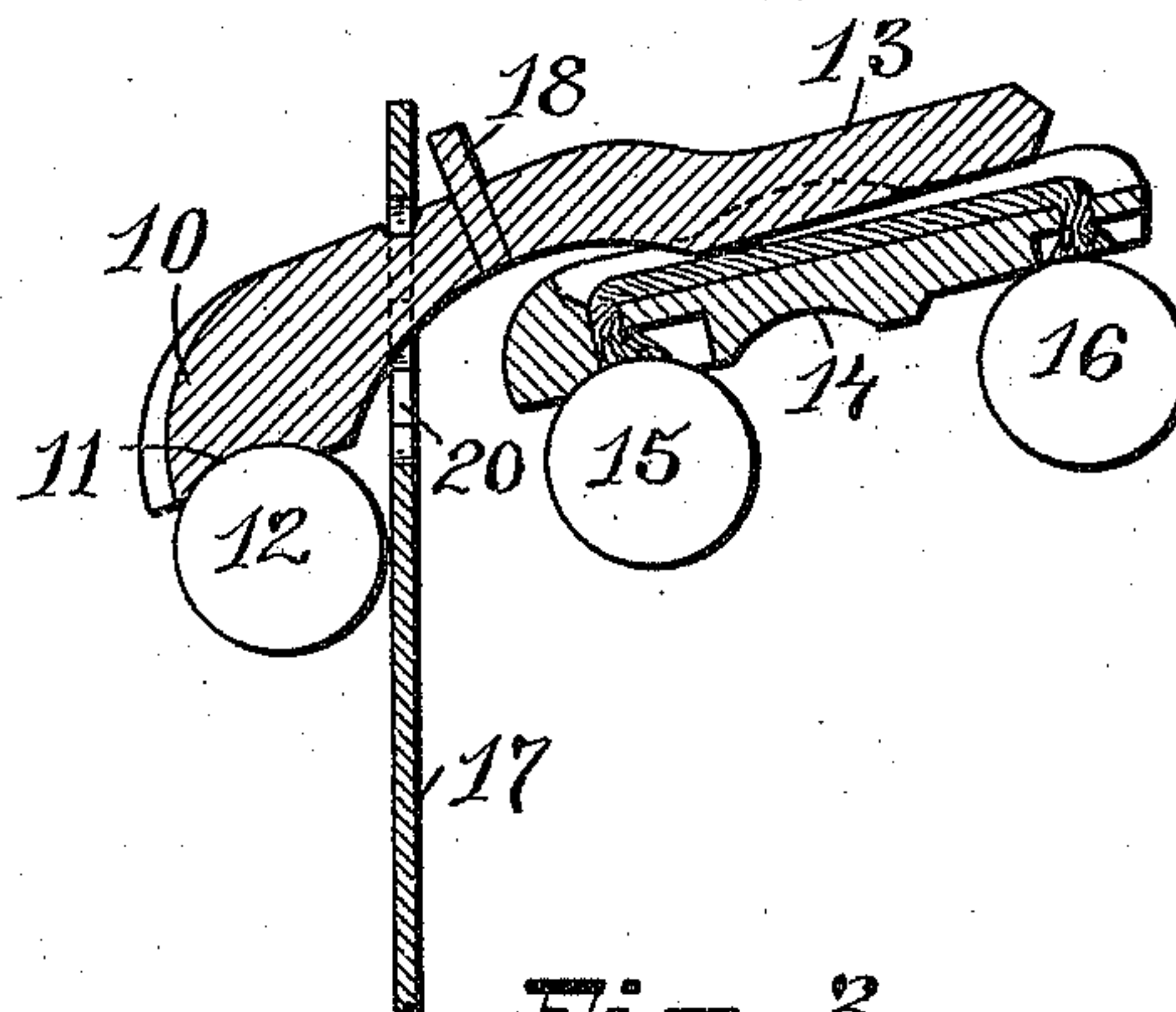


Fig. 3.

Fig. 5.

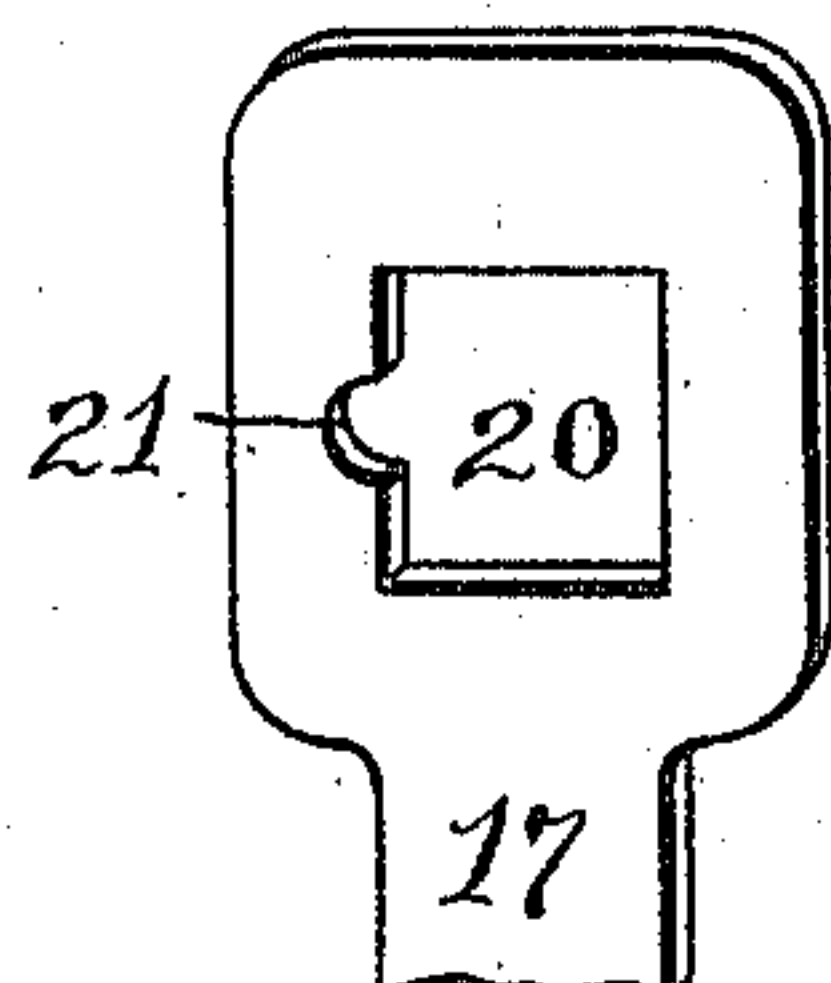
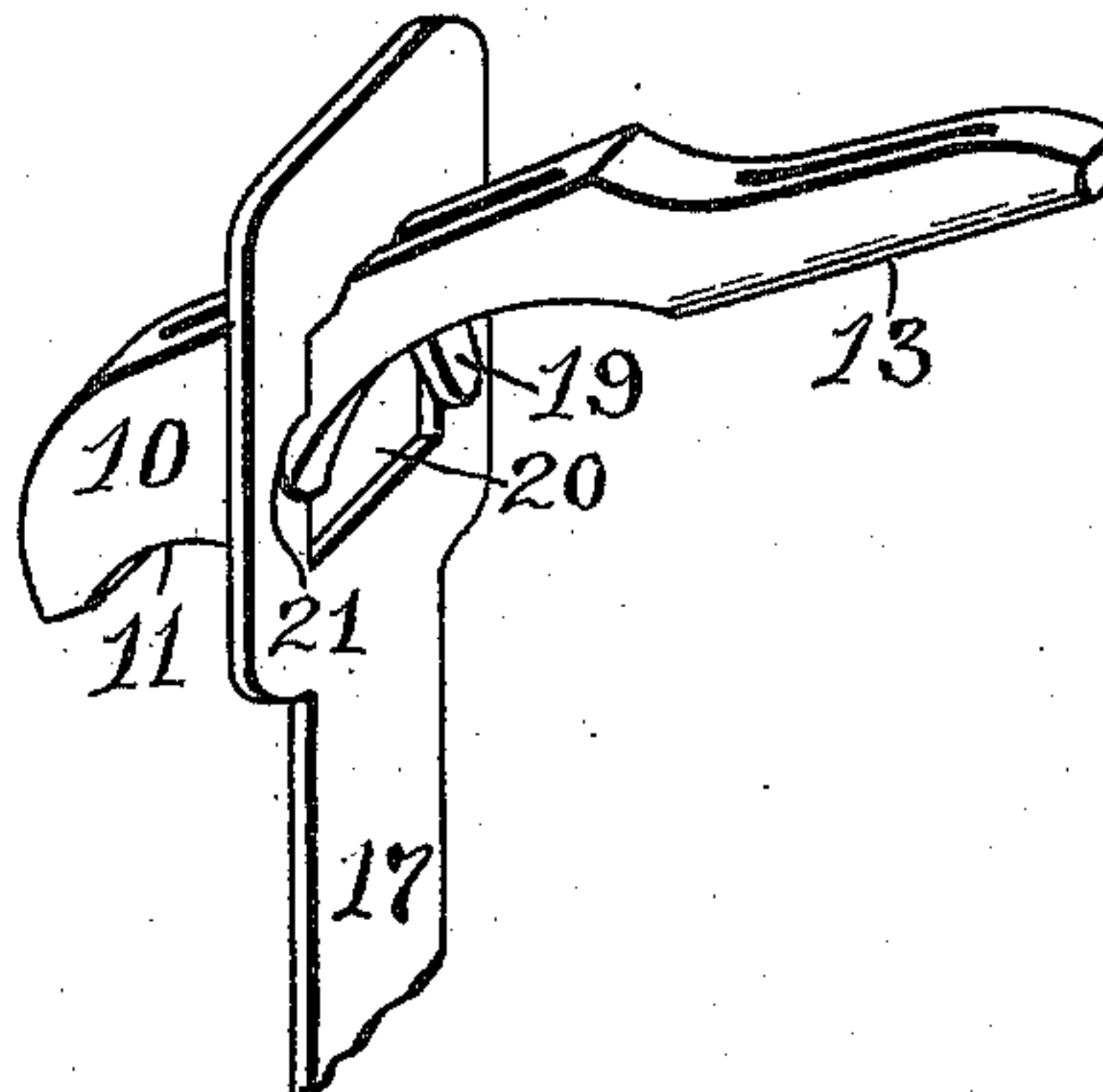
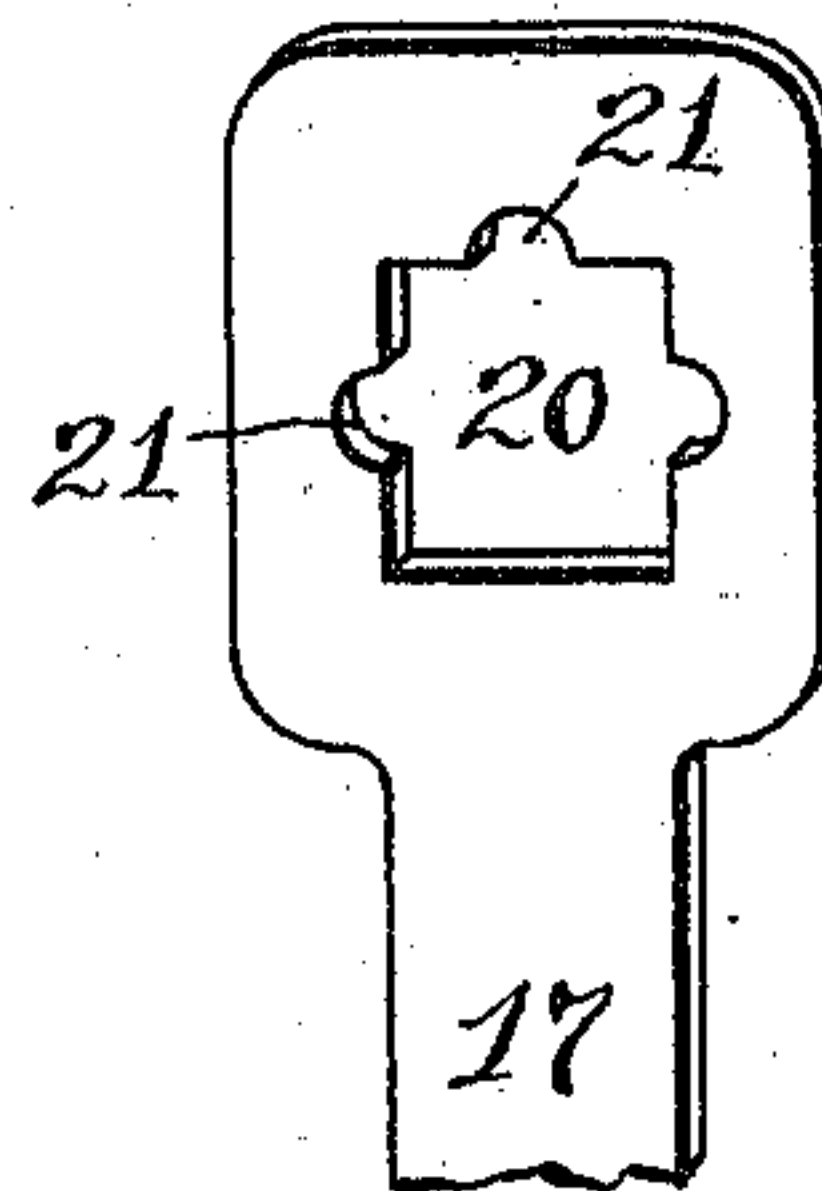
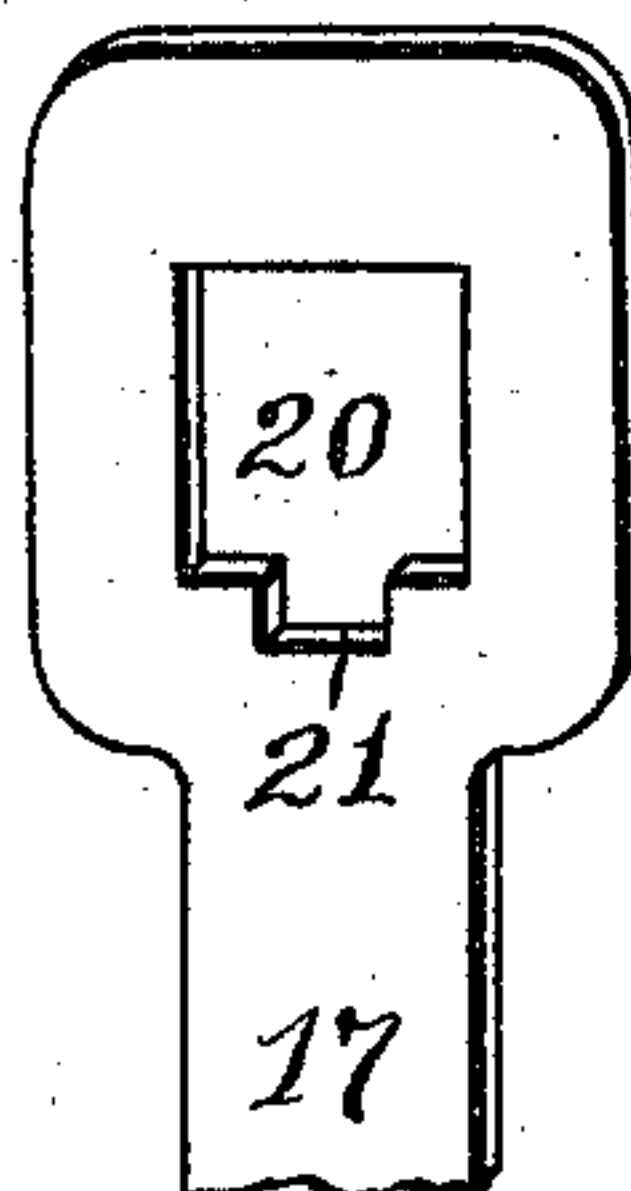
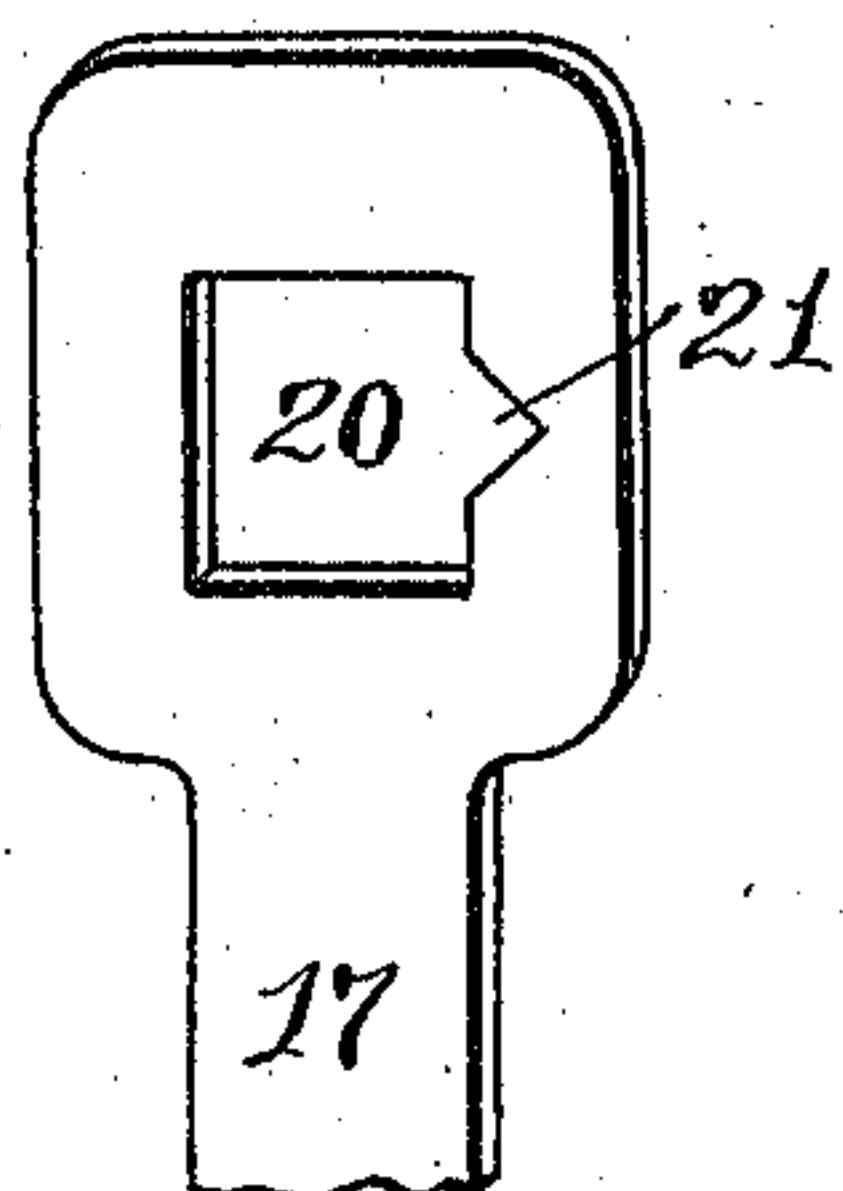


Fig. 6.

Fig. 7.

Fig. 8.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

EZRA DIXON, OF BRISTOL, RHODE ISLAND.

## TOP-ROLL SADDLE AND WEIGHT-STIRRUP.

SPECIFICATION forming part of Letters Patent No. 575,464, dated January 19, 1897.

Application filed April 19, 1894. Serial No. 508,135. (No model.)

*To all whom it may concern:*

Be it known that I, EZRA DIXON, of Bristol, in the county of Bristol and State of Rhode Island, have invented certain new and useful Improvements in Top-Roll Saddles and in Weight-Stirrups Therefor; and I hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification.

This invention has reference to improvements in the construction of top-roll saddles and the opening in the weight-links.

The object of the invention is to so construct the top-roll saddle and the opening in the weight-link that while the two parts may be readily secured together they are not liable to accidentally separate when the weight-link and the saddle are removed from the top roll.

The invention consists in the peculiar and novel construction of the top-roll saddle and the hole in the weight-link, as will be more fully set forth hereinafter.

Top-roll saddles as usually constructed have an enlarged head provided with a transverse concavity adapted to rest on the journal of the front roll of spinning-machines, while the rest of the top-roll saddle is of smaller cross-section and rests on the rear saddle. The weight-link rides on the top-roll saddle behind the enlarged head and hangs between the front or delivery roll and the drawing-roll, as is shown in Figure 2 of the drawings.

In carrying out my invention I provide the top-roll saddle, at a point in the rear of the place where the weight-link is placed when the top-roll saddle is in use, with a pin or projection and provide the weight-link with an opening narrower than the head or front part of the saddle and wide enough to pass over the rear part of the saddle, but not over the pin or projection, for the passage of which I cut a way or notch on one side of the opening in the weight-link, so that the weight-link can be passed over the saddle when the pin or projection registers with the way to secure the saddle and link together, but prevents the accidental separation of the link from the saddle.

In the preferred form I so locate the pin or

projection on the saddle and the way or notch in the weight-link that they will not register when they are in the normal position and the saddle cannot be removed without being partially turned.

Fig. 1 represents a view of one form of the top-roll saddle and its weight-stirrup when removed from the machine. Fig. 2 represents a vertical sectional view of the same, showing their relations to the top rolls of a spinning-machine. Fig. 3 represents a modified form of the saddle and its weight-stirrup. Figs. 4, 5, 6, 7, and 8 represent modified constructions of the weight-stirrup to adapt it for use on various shapes and locations of the engaging devices.

Similar numbers of reference designate corresponding parts throughout.

As it is often necessary to remove the top-roll saddles with their weight-stirrups from spinning-machines and to again replace them in position, it is desirable to so construct them that they will not accidentally become separated, while allowing of their ready separation when required by adjusting their relative positions.

That portion of the top-roll saddle to which the weight-stirrup is secured, sometimes called the "upper member" of the saddle, has an enlarged head 10 at its forward end, which is furnished on its under surface with a transverse concavity 11 to bear on the front roll 12. Extending from this head is the shank 13, which is supported by the lower saddle 14, resting on the middle and back rolls 15 and 16. When the top saddle is removed from the machine, the weight-stirrup 17 is liable to slip along this shank and to become separated therefrom. To avoid this, I provide the top saddle with a stop or engaging device 18 or 19 and provide the opening 20 in the upper end of the stirrup or weight-link 17 with one or more ways or notches 21, and in the preferred form I place the pin, stop, or engaging device on the saddle and the notch or way in the stirrup, so that the saddle must be turned from the normal position which it occupies when in use before the pin or projection on the saddle will register with the way or notch in the stirrup.

The opening 20 in the stirrup may be of such dimensions that, giving the saddle a quarter-

turn, the head 10 may be drawn through the opening, and two or more notches 21 may be made in the sides of the opening 20.

I do not wish to confine myself to the exact  
5 construction shown of the pins or stops or the ways or notches, nor do I wish to confine myself to the relative size of the opening 20 and the head 10.

Having thus described my invention, I  
10 claim as new and desire to secure by Letters Patent—

The combination with a top-roll saddle provided with an outward-extending projection,  
15 of a weight-stirrup having an opening through which the saddle may be readily passed and

a notch, forming an extension of the opening in the stirrup, of a shape closely registering with the outwardly-extending projection on the saddle and located so that the saddle must be turned in the stirrup from its normal position until the projection registers with the notch, whereby accidental separation of the saddle and stirrup during handling is prevented, as described.

In witness whereof I have hereunto set my  
hand. 25

EZRA DIXON.

Witnesses:

M. F. BLIGH,

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