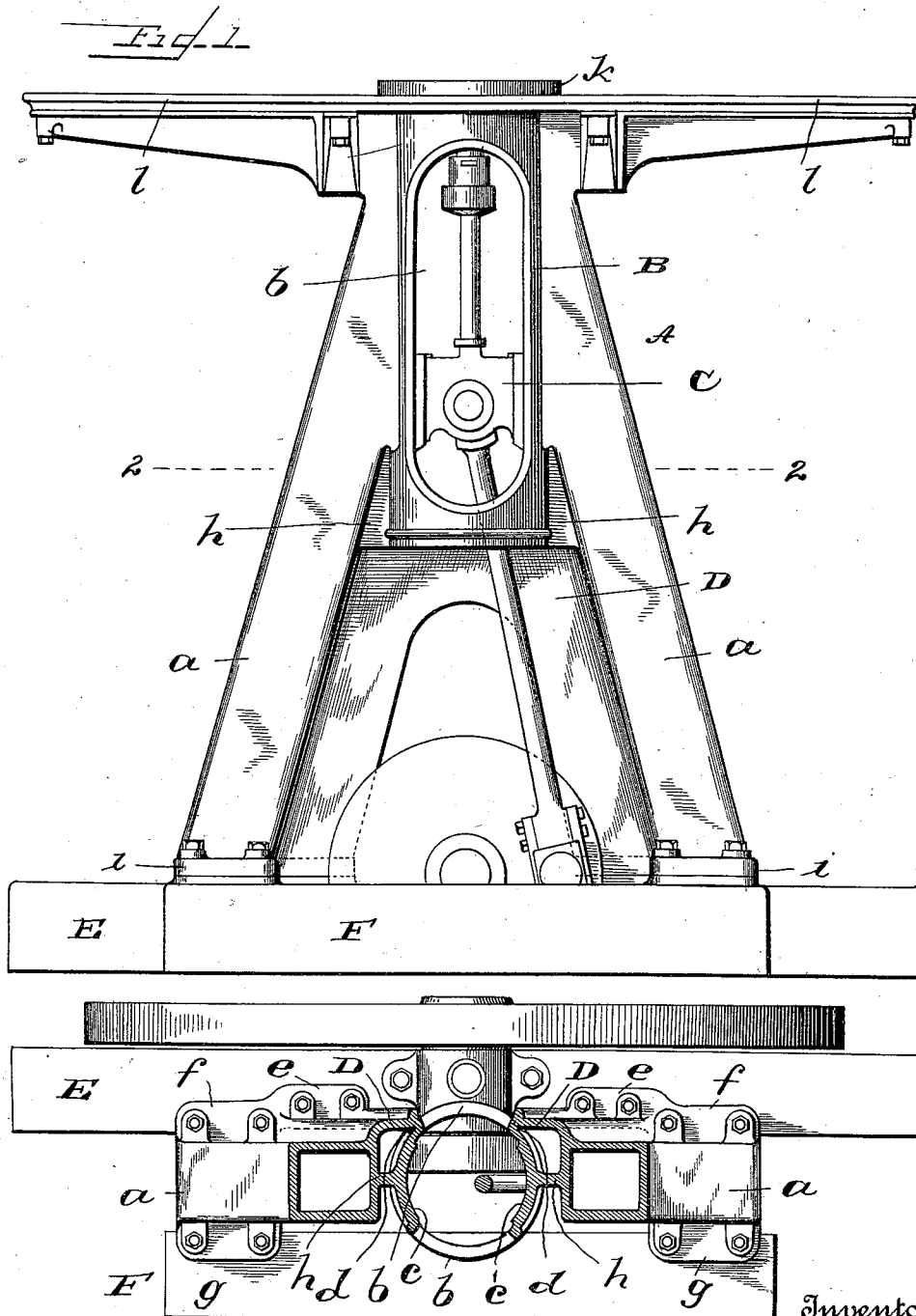


(No Model.)

B. W. GRIST.
FRAME FOR ENGINES OR COMPRESSORS.

No. 542,960.

Patented July 16, 1895.



Witnesses
J. A. Taubenschmidt,
D. W. Reinold.

Fig. 2

Benjamin W. Grist,
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Inventor

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UNITED STATES PATENT OFFICE.

BENJAMIN W. GRIST, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE
PENNSYLVANIA IRON WORKS COMPANY, OF SAME PLACE.

FRAME FOR ENGINES OR COMPRESSORS.

SPECIFICATION forming part of Letters Patent No. 542,960, dated July 16, 1895.

Application filed February 28, 1895. Serial No. 539,965. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN W. GRIST, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Frames for Engines or Compressors; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My present invention relates to frames for engines or compressors, and has for its object certain improvements in construction whereby the frame is greatly strengthened in parts which have heretofore disclosed weakness.

The invention will be fully disclosed in the following specification and claims.

In the accompanying drawings, which form part of this specification, Figure 1 represents an end elevation of my improved frame; and Fig. 2, a transverse section on the line 2 2, Fig. 1, the lower portion of the frame being shown in top plan view.

Reference being had to the drawings and the letters thereon, A indicates the frame having two legs *a a*, which converge toward the upper end of the frame and are joined or connected by a cylinder B, having openings *b b* in its sides, and provided with bearing-surfaces *c c* for the cross-head C and by a web D on one side of the legs *a a*, which web is joined to the cylinder B at *d d*, as shown in Fig. 2, extends to the bottom or lower end of the frame, and is provided at its lower end with laterally-extending flanges *e e*, by which and the flanges *f f* the inner side of the frame is secured to the sill E of the bed-plate of the engine or compressor. The frame is secured on the opposite side by flanges *g g* to the sill F. The lower end of the cylinder B is joined

to the legs *a a* by webs *h h* to further stiffen the frame.

By joining the legs *a a* to the cylinder C a stiff and rigid frame is produced, and any tendency to deflect the bed-plate between the feet or lower ends *i i* of the frame by the downward pressure or thrust of the piston of the engine or compressor is resisted and prevented by the web D and its bearing upon the bed-plate of the engine.

At the upper end of the frame A is a circular flange *k*, to which the cylinder of an engine or a compressor may be secured by bolts in the usual manner, and attached to the upper end of the frame is a platform or gallery *l* to afford ready access to the working parts of the machine above the frame.

Having thus fully described my invention, what I claim is—

1. A frame for engines having its legs joined by an intermediate web provided with flanges at its lower end.

2. A frame for engines having its legs joined by a cylinder and a web, the latter extending to the lower end of the frame and provided with flanges.

3. A frame for engines having its legs joined at their upper ends by a cylinder, a web on one side of the legs, extending to the lower end of the frame and joined to said cylinder.

4. A vertical frame for engines having converging legs joined by a web intermediate and on one side of the legs and provided with laterally extending flanges at the lower end of the web.

In testimony whereof I affix my signature in presence of two witnesses.

BENJAMIN W. GRIST.

Witnesses:

EDWIN A. MOORE,
J. R. BENNINGTON.