Aug. 15, 1933. R. R. ROEMER 1,922,748

CONSTRUCTION SHORE

Filed Jan. 25, 1929

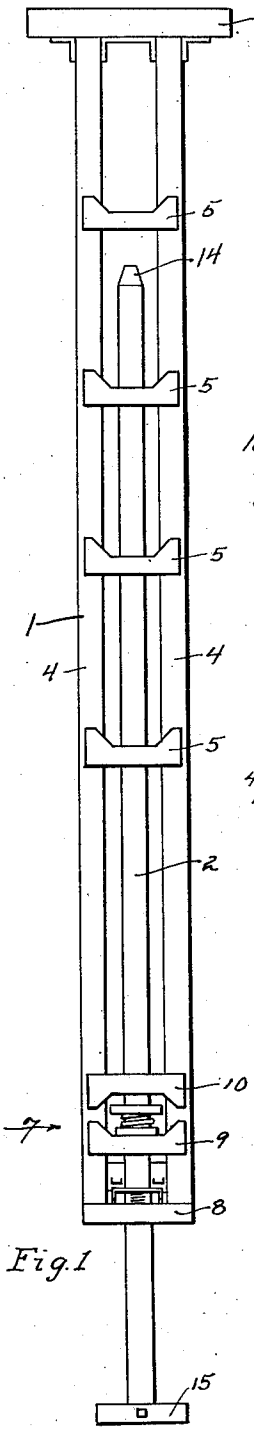


Fig. 1

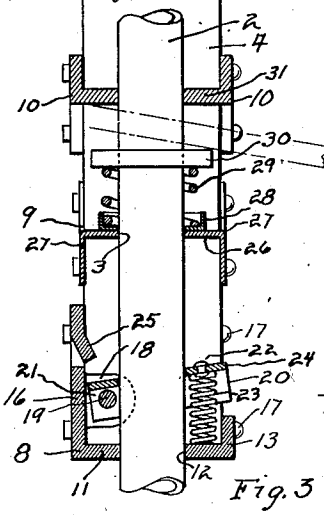


Fig. 3

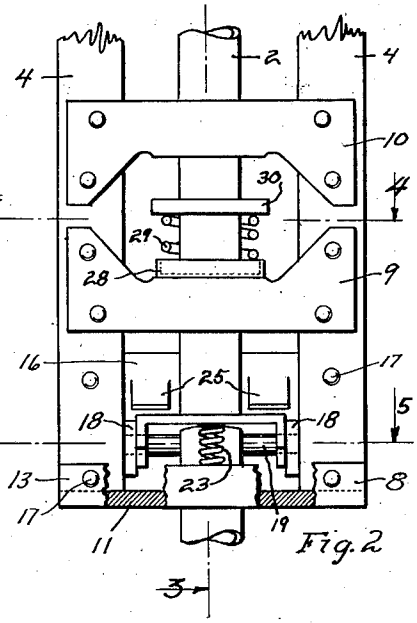


Fig. 2

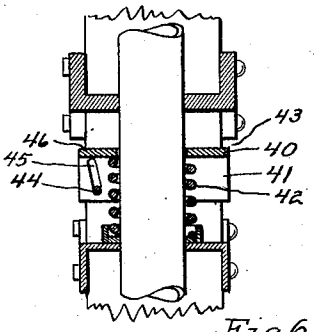


Fig. 6

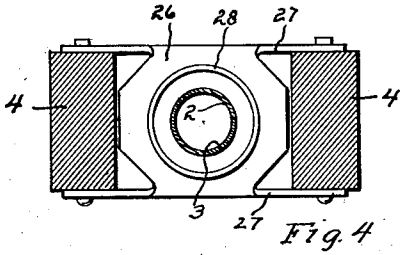


Fig. 4

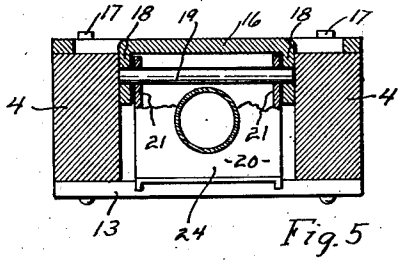


Fig. 5

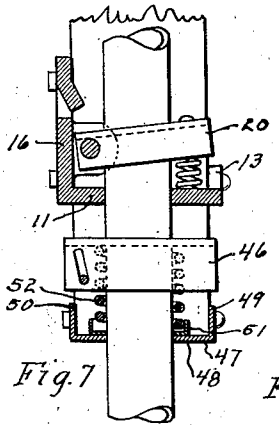


Fig. 7

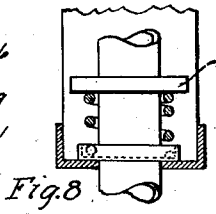


Fig. 8

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CONSTRUCTION SHORE

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Application January 25, 1929. Serial No. 335,049

27 Claims. (Cl. 254—106)

This invention relates to adjustable construction shores, and particularly to that type of shore comprising two longitudinally, telescopic shore members, and a clutch device for adjusting the overall length of the shore, and for locking the shore members together at any adjusted length.

The subject matter of this application is in part a continuation of the subject matter of my pending application Serial No. 335,048 of even date herewith. In the said pending application I show and describe a shore embodying certain fundamental principles, some of which are also shown and described herein and reference may be had thereto, if desired, for a more complete description of a shore of the general character of that of the instant application.

In shores of this general type a clutch device is employed comprising one or more canting plates. One plate, normally canted, is always employed and grips one of the two longitudinally telescopic shore members to transfer to it the load applied on the other shore member. Another canting plate, normally uncanted, may be employed and operatively uncanted for adjusting the overall lengths of the shore when it is desired to extend it.

In the aforesaid application two canting plates are employed and the normally canted plate is preferably made circular in form, and is "floating", that is, adapted to freely drift or revolve around the shore axis. To this end, it is preferably made of selected material and forged into circular form of special cross section. The other, or normally uncanted plate, may be of the same pattern as the normally canted plate, and floating, or it may be made of cheap, rolled steel of standard commercial section and, accordingly, may be pinned or pivoted or otherwise anchored against rotation. In the present application the normally canted plate is of this cheaper construction, being of channel form and pivotally mounted; and it may be employed with a normally uncanted plate correspondingly of cheap channel or other section of rolled steel or with an uncanted plate of cheap circular type, if preferred.

One of the objects of this invention is to provide an adjustable shore of this class which will be cheap to manufacture and easy to assemble, and which will have the maximum of strength for the minimum of weight and quantity of material.

Another object is to provide a shore of this class composed of simple structural parts, those which are of metal being adaptable to fabrication from bars, sheets, rods, etc., whereby they may rapidly be produced at the minimum of cost.

Another object is to provide, in a shore of the type having a canting plate or plates in the clutch device for adjusting the over-all length of the telescoping shore members and for locking them together at any adjusted length, an improved construction for supporting and protectively enclosing the plate or plates.

Another object is to provide in a shore of the class under consideration a normally canted plate of cheap construction pivotally mounted in the shore in combination with an improved construction of the shore, itself, whereby the plate may be conveniently mounted for carrying the shore load, and, at will, uncanted for shortening the shore.

Another object is to provide an improved shore having a pivotally mounted, normally canted canting plate in combination with shore construction elements permitting the use of a normally uncanted plate of either pivotally mounted or unpivoted, floating type.

Other objects will be apparent to those skilled in this art from the following description taken in connection with the accompanying drawing in which,

Fig. 1 is an elevational view of the shore embodying my invention, and showing the shore in the upright, vertical position in which it is normally used;

Fig. 2 is a fragmentary view showing part of the shore of Fig. 1 drawn to a larger scale and partly in section;

Fig. 3 is a sectional view taken from the plane 3 of Fig. 2;

Fig. 4 is a sectional view taken from the plane 4 of Fig. 2 with a spring which I employ omitted;

Fig. 5 is a sectional view taken from the plane 5 of Fig. 2;

Fig. 6 is a view similar to Fig. 3 but showing a modification;

Fig. 7 is a view similar to Fig. 3 but showing another modification;

Fig. 8 is a view similar to Fig. 7 but showing another modification.

Referring to the drawing, I have shown in Fig. 1 at 1, in general, the upper one of a pair of telescopic shore members comprising a cap, 6, two substantially parallel strut elements, 4—4, tied and braced by tie elements, 5, at 2, in general, the lower shore member, preferably tubular and circular in section, having on its lower end the foot, 15, and at its upper end, being tapered as at 14, whereby it may be threaded through suitable perforations in the braces (such as the perforations in the webs thereof, as shown in Figs. 3 and 4).

At 7 is shown, in general, a clutch device for transmitting to the lower shore member, 2, the load applied on the upper shore member, 1, and for adjustably varying the length of the shore. The clutch device, 7, is shown in larger scale in Figs. 2, 3, 4 and 5.

At the lower end of the strut elements, 4, is the tie element or saddle, 8, against which the

strut elements abut and to which they are bolted; and adjacent to the saddle are brace elements, 9 and 10, connecting the strut elements and also functioning as parts of the clutch device.

The parts thus far referred to are more fully described in the aforesaid application and reference may be had thereto, if desired, for a more complete description thereof.

Referring to Figs. 2 to 5 inclusive, the saddle, 8, upon which the lower ends of the struts, 4, abut and are supported comprises a horizontal bottom plate, 11, through which the lower shore member, 2, passes through the close fitting perforation, 12, and which has a vertical front flange, 13, and a vertical back piece, 16, all preferably integral, and bolted to the struts by bolts, 17. Projecting inwardly from the back piece, at right angles thereto and lying approximately against the inner opposed faces of the struts are two ears, 18, perforated to receive a shaft, 19. The normally canted canting plate, 20, of the clutch device is pivotally mounted on this shaft, 19, and in the preferred form of construction shown is of channel form, being preferably made from a standard steel channel section. In the opposite flanges, 21, of the channel, perforations are made to serve as bearings on the shaft, 19. A perforation in the web is also provided in which a bolt or rivet, 22, is placed as a centering device for the upper end of a compression spring, 23, abutting at one end on the web, 24, of the channel, and at its other end on the bottom plate, 11, of the saddle. The web is also perforated so that it surrounds or encircles the tubular member, 2. The parts are arranged as shown so that the spring, 23, tends to rotate the channel form canting plate, 20, counter clockwise (as viewed in Fig. 3) around the shaft, 19, causing it to be normally canted. In view of the more complete description of the shore in my aforesaid application, it will now be understood that load applied on the two struts, 4—4, of the upper shore member will be transmitted to the saddle, 8, thence through the ears, 18, shaft, 19, to the canting plate, 20, causing it to firmly grip the tubular member, 2, and finally transferring the load to the tubular member, 2.

Projecting inwardly from the back piece, 16, are two lugs or tongues, 25, preferably pressed out of the material of the back piece. The relative position of these tongues with respect to the canting plate, 20, is such that they may function as follows when it is desired to shorten the length of the shore. A simple, straight bar as a lever is placed so as to rest on the edge, remote from the shaft 19, of the web 24 of the canting plate, with one end under one of the tongues, 25. When the other end of the lever is depressed the compression spring, 23, will thereby be compressed and the canting plate, 20, thereby uncanted, permitting the shore to be shortened, as more fully described in said pending application.

Immediately above the saddle are two similar braces or tie members, 9 and 10. The tie member, 9, comprises the horizontal web, 26, perforated at 3 to receive the tubular member, 2. Preferably integral with the web, 26, as when formed from a single piece of sheet metal are two vertical flanges, 27, lying in parallel planes and spaced apart equal to the width of the struts, 4—4, so that their inner faces just span the struts. Bolts may be passed through the flanges and through the struts, as shown.

The tie or brace, 10, is similar to the brace, 9, just described, except that it is positioned upside down with respect thereto and is made of thicker material.

Resting on the upper surface of the web, 26, of the tie or brace, 19, are successively mounted, surrounding or encircling the tubular member, 2, a cup-shaped washer, 28, a spring, 29, and the canting plate or washer, 30. The spring, 29, supports the canting plate horizontally or in an uncanted position. The upper face of the canting plate, 30, and the lower face of the web, 31, of the tie or brace, 10, are so positionally related that a simple, straight bar as a lever may be inserted therebetween, as shown in broken lines in Fig. 3 with one end against the web and with the bar lying on the upper edge of the plate, 30. When the other end of the lever is depressed, the canting plate, 30, will thereby be canted and will grip the tubular member, 2, and further depression of the lever will cause it to fulcrum around the edge of the plate and by the upward thrust on the web, 31, will adjustably lengthen the shore.

As will be seen by the drawing, the space between the upper surface of the canting plate, 20, and between the tubular member, 2, and either of the struts, 4—4, forms a pocket or receptacle for guiding the end of the lever, 11, to its seat under the lug, 25; similarly the space between the upper surface of the canting plate, 30, and the lower surface of the web, 31, and between the tubular member, 2, and either of the struts, 4—4, forms pockets or passages or apertures for guiding the end of the lever into position for operating it, as above described.

The normally uncanted plate, 30, in the form of construction under consideration, may, for the sake of economy, be a simple circular or rectangular washer with a perforation through which the tubular member, 2, passes. The material may be relatively thin, which in connection with small clearance in the perforation will cause it to grip the tubular member efficiently, but if greater strength and, therefore, greater thickness is required, the perforation may be formed in accordance with any one of the various types thereof disclosed in my pending application, Serial Number 305,394. This type of uncanted canting plate is the floating type hereinbefore referred to, that is, it may drift or revolve around the axis of the shore and is in some cases, for this reason, to be preferred.

In Fig. 6 is shown a modification in which the uncanted canting plate, 46, is positioned as is the plate, 30, in the form of Fig. 3 but is, itself, of a different type or form. It is, as shown, made of channel form, preferably from a standard rolled steel section, having the web, 40, and flanges, 41. The spring, 42, supports the plate by the web, 40. When this form of plate is employed, the lever for canting same (which is to be operated in the same way as with the form of Fig. 3) will function more conveniently if the plate is restrained from rotating around the axis of the shore in order that the edge, 43, of the web upon which the lever fulcrums may always be presented to the lever at right angles thereto. This form of plate, therefore, is preferably anchored by a shaft or pin, 44, extending between and secured to the wood struts, 4, in any suitable manner and passing through registering slots, 45, in the flanges, 41, of the channel, these parts being arranged as shown in Fig. 6. A slot, as shown, is necessary because when the plate is canted to grip the tubular shore member, 2, and the wood struts, 4, are forced upwardly by the lever, the plate remains with the tubular

member, 2, and the pin, 44, travels upwardly with the wood struts, 4.

In Fig. 7 I have shown a modification in which the normally canted canting plate, 20, is above the normally uncanted plate, 46. The operation is the same as that of the forms of Figs. 3 and 6. In this modification the back plate, 16, and front flange, 13, of the saddle overlap both of the wood struts, 4, but the bottom plate, 11, is transversely narrow enough to permit the wood struts to pass on through the saddle to an auxiliary saddle, 47, having a bottom plate, 48, and front and back flanges, 49 and 50. The cup-shaped washer, 51, spring, 52, of the normally uncanted canting plate, 46, are supported on the saddle, 47, as shown, and the lower surface of the bottom plate, 11, of the saddle serves as the fulcrum for the lever.

In the form of Fig. 7 the uncanted canting plate, 46, is of the channel form shown and described in connection with Fig. 6.

In Fig. 8 I have shown a modification in which the uncanted canting plate, 60, is positioned as is the plate, 46, in Fig. 7, that is, below the canted plate but in this modification the plate, itself, is of the form shown in Fig. 3.

As in the several modifications shown I prefer to employ a normally canted canting plate of the pivoted form, with it, a normally uncanted, canting plate of either the pivoted or floating type may be employed. While I have shown only one type of floating plate, namely a simple, circular washer and only one form of pivoted canting plate, namely channel form, it will be understood that floating or pivoted plates of various other forms may be employed; and that various other forms of the saddle and of the tie and brace members constituting parts of the clutch device as well as serving to give rigidity and strength to the shore may be employed within the spirit of my invention without sacrificing its advantages

I claim:

1. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one member comprising a single strut element adapted to stand upon the ground and the other comprising a pair of strut elements adapted to be telescopically moved relatively to the single strut element, a clutch device comprising two canting plates between the two strut elements and adjacent to one end thereof, each of which embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a re-action base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore, and the other of the canting plates being supported in a normally canted position and gripping the single strut element and serving as a base upon which the load on the pair of strut elements may be transferred to the single strut element, the normally canted plate having a rotational axis on the pair of strut elements on which it may be swung to uncant it.

2. In an adjustable shore, a pair of longitudinally telescoped shore members, one of which comprises a single strut element and the other of which comprises a pair of strut elements each adapted to carry a part of a load to be supported, a clutch device comprising a normally canted canting plate between the pair of strut elements and adjacent to one end thereof, the plate being mounted on a pivot bearing about the axis of which it may be swung to uncant it, and a rigid tie element connecting the two strut elements adapted to take up the load of both strut elements and carrying the said pivot bearing and provided with a lever fulcrum whereby a bar as a lever when placed with one end under the fulcrum and lying on the edge of the canted plate may be employed to uncant the plate by depressing the other end of the lever.

3. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element and the other of which comprises a pair of strut elements each adapted to carry a part of a load to be supported, a clutch device comprising a normally canted canting plate between the pair of strut elements and adjacent to one end thereof, the plate being mounted on a pivot bearing about the axis of which it may be swung to uncant it, and a rigid tie element connecting the two strut elements adapted to take up the load of both strut elements and carrying the said pivot bearing and provided with a lever fulcrum whereby a bar as a lever when placed with one end under the fulcrum and lying on the edge of the canted plate may be employed to uncant the plate by depressing the other end of the lever, the said tie member having a transverse portion positioned at the extreme ends of the two strut elements and the latter abutting their ends thereupon.

4. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single supporting strut element and the other of which comprises a pair of load-carrying strut elements, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the pair of strut elements upon which it may be swung to cant it, and a normally canted canting plate having an axis of rotation on the pair of strut elements upon which is may be swung to uncant it, the normally canted plate normally gripping the single strut element and the load of the pair of stut elements being normally supported by the normally canted plate.

5. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element and the other of which comprises a pair of strut elements, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the pair of strut elements upon which it may be swung to cant it, a normally canted canting plate having an axis of rotation on the pair of strut elements upon which it may be swung to uncant it, and elements associated with the two strut elements, provided with fulcrum means for the end of a bar as a lever whereby the lever may be employed to cant the uncanted plate or uncant the canted plate for the purposes specified.

6. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one member comprising a single strut element adapted to stand upon the ground and the other comprising a pair of strut elements adapted to be telescopically moved relatively to the single strut element, a clutch device comprising two canting plates between the two strut elements and adjacent to one end thereof, each of which embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a re-action base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore, and the other of the canting plates being

supported in a normally canted position and gripping the single strut element and serving as a base upon which the load on the pair of strut elements may be transferred to the single strut element, the normally canted plate having an axis of rotation on the pair of strut elements on which it may be swung to uncant it, and a tie element connecting the two strut elements and means associated therewith for supporting the uncanted plate in uncanted cantable position.

7. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one member comprising a single strut element adapted to stand upon the ground and the other comprising a pair of strut elements adapted to be telescopically moved relatively to the single strut element, a clutch device comprising two canting plates between the two strut elements and adjacent to one end thereof, each of which embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore, and the other of the canting plates being supported in a normally canted position and gripping the single strut element and serving as a base upon which the load on the pair of strut elements may be transferred to the single strut element, the normally canted plate having an axis of rotation on the pair of strut elements on which it may be swung to uncant it, a tie element connecting the two strut elements, means associated therewith for supporting the uncanted plate in uncanted cantable position, and a tie element connecting the two strut elements and so positionally related to the uncanted plate that a bar, when placed with one end engaging the last mentioned tie member and lying on the plate, may be employed to cant the uncanted plate when the other end of the lever is depressed.

8. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element and the other of which comprises a pair of strut elements each adapted to carry a part of a load to be supported, a clutch device comprising a normally canted canting plate between the pair of strut elements and adjacent to one end thereof and embracing the single strut element, the plate being mounted on a pivot bearing about the axis of which it may be swung to uncant it, and a rigid tie element connecting the two strut elements adapted to take up the load of both strut elements and carrying the said pivot bearing, a lever fulcrum associated with the pair of strut elements whereby a bar as a lever when placed with one end under the fulcrum and lying on the edge of the canted plate may be employed to uncant the plate by depressing the other end of the lever.

9. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element and the other of which comprises a pair of strut elements each adapted to carry a part of a load to be supported, a clutch device comprising a normally canted canting plate between the pair of strut elements and adjacent to one end thereof and embracing the single strut element, the plate being mounted on a pivot bearing about the axis of which it may be swung to uncant it, and a rigid tie element connecting the two strut elements adapted to take up the load of both strut elements and carrying the said pivot bearing, a lever fulcrum associated with the pair of strut elements whereby a bar as a lever when placed with one end under the fulcrum and lying on the edge of the canted plate may be employed to uncant the plate by depressing the other end of the lever, the said tie member having a transverse portion positioned at the extreme ends of the two strut elements and the latter abutting their ends thereupon.

10. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one member comprising a single strut element adapted to stand upon the ground and the other comprising a pair of strut elements adapted to be telescopically moved relatively to the single strut element, a clutch device comprising two canting plates between the two strut elements and adjacent to one end thereof, each of which embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore, and the other of the canting plates being supported in a normally canted position below the normally uncanted plate and gripping the single strut element and serving as a base upon which the load on the pair of strut elements may be transferred to the single strut element, the normally canted plate having an axis of rotation on the pair of strut elements on which it may be swung to uncant it.

11. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one member comprising a single strut element adapted to stand upon the ground and the other comprising a pair of strut elements adapted to be telescopically moved relatively to the single strut element, a clutch device comprising two canting plates between the strut elements and adjacent to one end thereof, each of which embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore, and the other of the canting plates being supported in a normally canted position below the uncanted plate and gripping the single strut element and serving as a base upon which the load on the pair of strut elements may be transferred to the single strut element, the normally canted plate having an axis of rotation on the pair of strut elements on which it may be swung to uncant it, a common tie element for the lower ends of the pair of strut elements upon which they abut, and swingably supporting the normally canted plate.

12. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one member comprising a single strut element adapted to stand upon the ground and the other comprising a pair of strut elements adapted to be telescopically moved relatively to the single strut element, a clutch device comprising two canting plates between the two strut elements and adjacent to one end thereof, each of which embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore, one canting plate being supported in a

normally canted position above the normally uncanted plate and gripping the single strut element and serving as a base upon which the load on the pair of strut elements may be transferred to the single strut element, the normally canted plate having an axis of rotation on the pair of strut elements on which it may be swung to uncant it.

13. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one member comprising a single strut element adapted to stand upon the ground and the other comprising a pair of strut elements adapted to be telescopically moved relatively to the single strut element, a clutch device comprising two canting plates between the two strut elements and adjacent to one end thereof, each of which embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore, the other canting plate being supported in a normally canted position above the normally uncanted plate and gripping the single strut element and serving as a base upon which the load on the pair of strut elements may be transferred to the single strut element, the normally canted plate having an axis of rotation on the pair of strut elements on which it may be swung to uncant it, a common tie element for the strut element through which a load on the strut element may be transmitted to the normally canted plate, and the strut element extending below the common tie element and having means associated therewith for supporting the normally uncanted plate.

14. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element and the other of which comprises a pair of load-carrying strut elements, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the pair of strut elements upon which it may be swung to cant it and a normally canted canting plate having an axis of rotation on the pair of strut elements upon which it may be swung to uncant it, the normally canted plate being disposed below the normally uncanted plate and normally gripping the single strut element and the load of the pair of strut elements being supported by the normally canted plate, and the normally uncanted plate serving when canted as a reaction base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore.

15. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element and the other of which comprises a pair of load-carrying strut elements, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the pair of strut elements upon which it may be swung to cant it and a normally canted canting plate having an axis of rotation on the pair of strut elements upon which it may be swung to uncant it, the normally canted plate being disposed above the normally uncanted plate and normally gripping the single strut element and the load of the pair of strut elements being supported by the normally canted plate, and the normally uncanted plate serving when canted as a reaction base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore.

16. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single supporting strut element and the other of which comprises a pair of load-carrying strut elements, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the pair of strut elements upon which it may be swung to cant it, and a normally canted plate, the normally canted plate normally gripping the single strut element and the load of the pair of strut elements being supported by the normally canted plate, and the normally uncanted plate being disposed above the normally canted plate and swingable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore.

17. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single supporting strut element and the other of which comprises a pair of load-carrying strut elements, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the pair of strut elements upon which it may be swung to cant it, and a normally canted plate, the normally canted plate normally gripping the single strut element and the load of the pair of strut elements being supported by the normally canted plate, and the normally uncanted plate being disposed below the normally canted plate and swingable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the pair of strut elements to adjustably lengthen the shore.

18. In an adjustable shore, a pair of longitudinally adjustable shore members, a canting plate embracing one member and maintained normally in an uncanted position and supported on the other member so as to be swingable thereon into a canted position whereby when canted it may serve as a reaction base upon which a lever engaging the other shore member may be rocked to relatively longitudinally move the other shore member, and the support for the canting plate comprising a slot and pin connection whereby the plate and said other shore member may have relative movement longitudinally of the shore.

19. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one of which members comprises a single strut element adapted to stand upon the ground, a clutch device comprising two canting plates adjacent to one end of the other of said shore members, each of which plates embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the other shore member to adjustably lengthen the shore, and the other of the canting plates being supported in a normally canted position and gripping the single strut element and serving as a base upon which the load on the other shore member may be transferred to the single strut element, the normally canted plate having an axis of rotation on the said other shore member on which it may be swung to uncant it.

20. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one

member comprising a single strut element adapted to stand upon the ground, a clutch device comprising two canting plates associated with the other shore member and adjacent to one end thereof, each of which plates embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the other shore element to adjustably lengthen the shore, and the other of the canting plates being supported in a normally canted position below the normally uncanted plate and gripping the single strut element and serving as a base upon which the load on the other of the shore elements may be transferred to the single strut element, the normally canted plate having an axis of rotation on the said other shore member on which it may be swung to uncant it.

21. In an adjustable construction shore, a pair of longitudinally telescopic shore members, one member comprising a single strut element adapted to stand upon the ground, a clutch device comprising two canting plates associated with the other of the shore members and adjacent to one end thereof, each of which plates embraces the single strut element, one of the canting plates being supported in a normally uncanted position and movable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the other of the shore members to adjustably lengthen the shore, the other canting plate being supported in a normally canted position above the normally uncanted plate and gripping the single strut element and serving as a base upon which the load on the other of the shore members may be transferred to the single strut element, the normally canted plate having an axis of rotation on the other of the shore members on which it may be swung to uncant it.

22. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the other of the shore members upon which it may be swung to cant it, a normally canted canting plate having an axis of rotation on the other of the shore members upon which it may be swung to uncant it, and elements associated with the other shore member provided with fulcrum means for the end of a bar as a lever whereby the lever may be employed to cant the uncanted plate or uncant the canted plate for the purposes specified.

23. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single supporting strut element, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the other of the shore members upon which it may be swung to cant it, and a normally canted canting plate having an axis of rotation on the said other of the shore members on which it may be swung to uncant it, the normally canted plate normally gripping the single strut element and the load of the said other shore member being normally supported by the normally canted plate.

24. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the other of the shore members upon which it may be swung to cant it and a normally canted canting plate having an axis of rotation on the said other shore member upon which it may be swung to uncant it, the normally canted plate being disposed below the normally uncanted plate and normally gripping the single strut element, and the load on the said other shore member being supported by the normally canted plate, and the normally uncanted plate serving when canted as a reaction base upon which force may be applied to raise the other said shore member to adjustably lengthen the shore.

25. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the other of said shore members upon which it may be swung to cant it, and a normally canted canting plate having an axis of rotation on the said other shore member, upon which it may be swung to uncant it, the normally canted plate being disposed above the normally uncanted plate and normally gripping the single strut element, and the load on the said other shore member being supported by the normally canted plate, and the normally uncanted plate serving when canted as a reaction base upon which force may be applied to raise the said other shore member to adjustably lengthen the shore.

26. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single supporting strut element, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the other of the said shore members upon which it may be swung to cant it, and a normally canted plate, the normally canted plate normally gripping the single strut element, and the load on the said other shore member being supported by the normally canted plate, and the normally uncanted plate being disposed above the normally canted plate and swingable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the said other shore member to adjustably lengthen the shore.

27. In an adjustable shore, a pair of longitudinally telescopic shore members, one of which comprises a single strut element, a clutch device comprising a normally uncanted canting plate having an axis of rotation on the other of the said shore members upon which it may be swung to cant it, and a normally canted plate normally gripping the single strut element, and the load of the said other shore member being supported by the normally canted plate, and the normally uncanted plate being disposed below the normally canted plate and swingable to a canted position to grip the single strut element and thereupon serve as a reaction base upon which force may be applied to raise the other said shore member to adjustably lengthen the shore.

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