

No. 758,114.

PATENTED APR. 26, 1904.

C. P. SHERTZER.
ENGINE BASE CLAMP.
APPLICATION FILED NOV. 30, 1903.

NO MODEL.

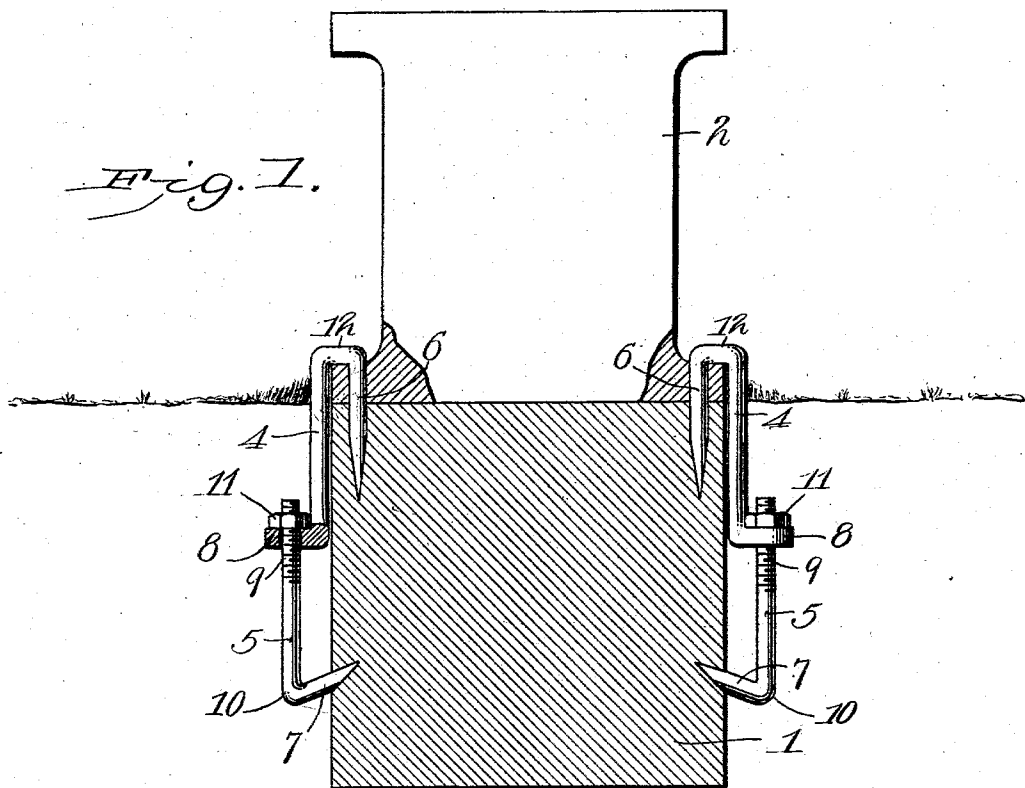


Fig. 2.

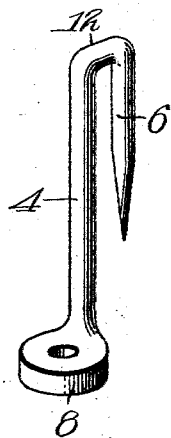
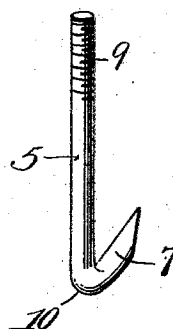


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES P. SHERTZER, OF MARION, INDIANA.

ENGINE-BASE CLAMP.

SPECIFICATION forming part of Letters Patent No. 758,114, dated April 26, 1904.

Application filed November 30, 1903. Serial No. 183,208. (No model.)

To all whom it may concern:

Be it known that I, CHARLES P. SHERTZER, a citizen of the United States, residing at Marion, in the county of Grant and State of Indiana, have invented a new and useful Engine-Base Clamp, of which the following is a specification.

This invention relates to clamps particularly adapted to attach engines, machines, &c., to a base-block or foundation.

The especial purpose for which the invention is designed is to clamp drill-engines to the base-block or foundation in a manner to admit of the engine being easily removed and rigidly clamped thereto.

The customary way of fastening such engines to the foundation-block is to bore holes through the foundation-block corresponding to the holes in the engine-bed, so that bolts or similar fastening devices may be employed to fasten the two together.

By employing a fastening means constructed in accordance with my invention the assembling of the engine and block will be much simplified, and the work performed will be greatly facilitated.

In the drawings, Figure 1 is a view in elevation, showing the application of my invention. Fig. 2 is a detail perspective view of the engine-engaging member, and Fig. 3 is a detail perspective view of the base-engaging member.

The clamp is illustrated as being used in connection with a standard type of steam-engine, although it is obvious that different bodies may be fastened to the block, if desired. The block is designated by the reference-numeral 1 and supports the engine-body 2, provided with the outwardly-disposed edge flange 3, having the usual openings therein.

In order that the block and engine may be rigidly fastened together, I provide a clamp comprising the adjustably-coupled members 4 and 5, having terminal spurs 6 and 7, respectively, the spur 6 on the member 4 being formed by bending the end of the body portion of the member laterally at right angles and then inwardly, so that the spur will be parallel with its body portion and spaced lat-

erally therefrom. A terminally-disposed ear 8 is provided at the opposite end of the body portion, preferably extending at right angles thereto, and through this ear or projection 8 projects the threaded shank 9 of the complementary member 5, the spur 7 of which is disposed approximately at a right angle to the spur 6, and it is adapted to be driven into the block by tapping upon the head 10 with a suitable hammer. On the threaded shank 9 is a nut or tap 11, which can be turned to draw the two members together in an obvious manner after tapping on the head 12 of the member 4.

When it is desired to release the engine from the base, the nuts 11 can be removed, and the engine may then be lifted off the base.

It will be apparent that the engine can be readily removed for transportation from place to place at a considerable saving of time.

While I have described what to me appears to be the very best means for accomplishing the desired result, I would have it understood that I reserve the right to make such slight changes and alterations as would properly come within the knowledge of the ordinary mechanic and without departing from the spirit of this invention.

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

1. A connecting-clamp for bodies comprising two members adjustably connected and each having body-engaging means.

2. A connecting-clamp for bodies, comprising two members terminally and adjustably connected and having body-engaging means.

3. A clamp of the class described, having two members provided with terminal spurs, one member being adjustable on the other.

4. A clamp of the class described, comprising two members, one of which is provided with a terminal spur parallel with the body portion of its member, and the second member having a terminal spur and adjustably connected to the first member.

5. A clamp of the class described comprising two adjustably-coupled members one of which is provided with a spur parallel with the body portion thereof and a spur on the

other member at a right angle to its body portion.

6. The combination with a base-block, and a body on the block having edge openings, of means for clamping the two bodies together comprising a sectional adjustable clamp having terminal spurs respectively arranged at right angles to each other.

7. The combination with a base-block, and a body on the block having an outwardly-disposed flange, of means for clamping the body and block together, comprising two members one of which engages the flange, a second member engaging the clamp and terminally connected to the first member and means on one of the members to adjust the other member.

8. A clamp, having adjustably-coupled sections with terminal body-engaging means.

9. A clamp, having adjustably-coupled sections having independent body-engaging means.

10. A clamp having adjustably-coupled sections, one of which is provided with terminal means for engaging both bodies and a terminal engaging device on the other member for engaging the other body.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHARLES P. SHERTZER.

Witnesses:

O. D. CLAWSON,
J. H. ALDRICH.