

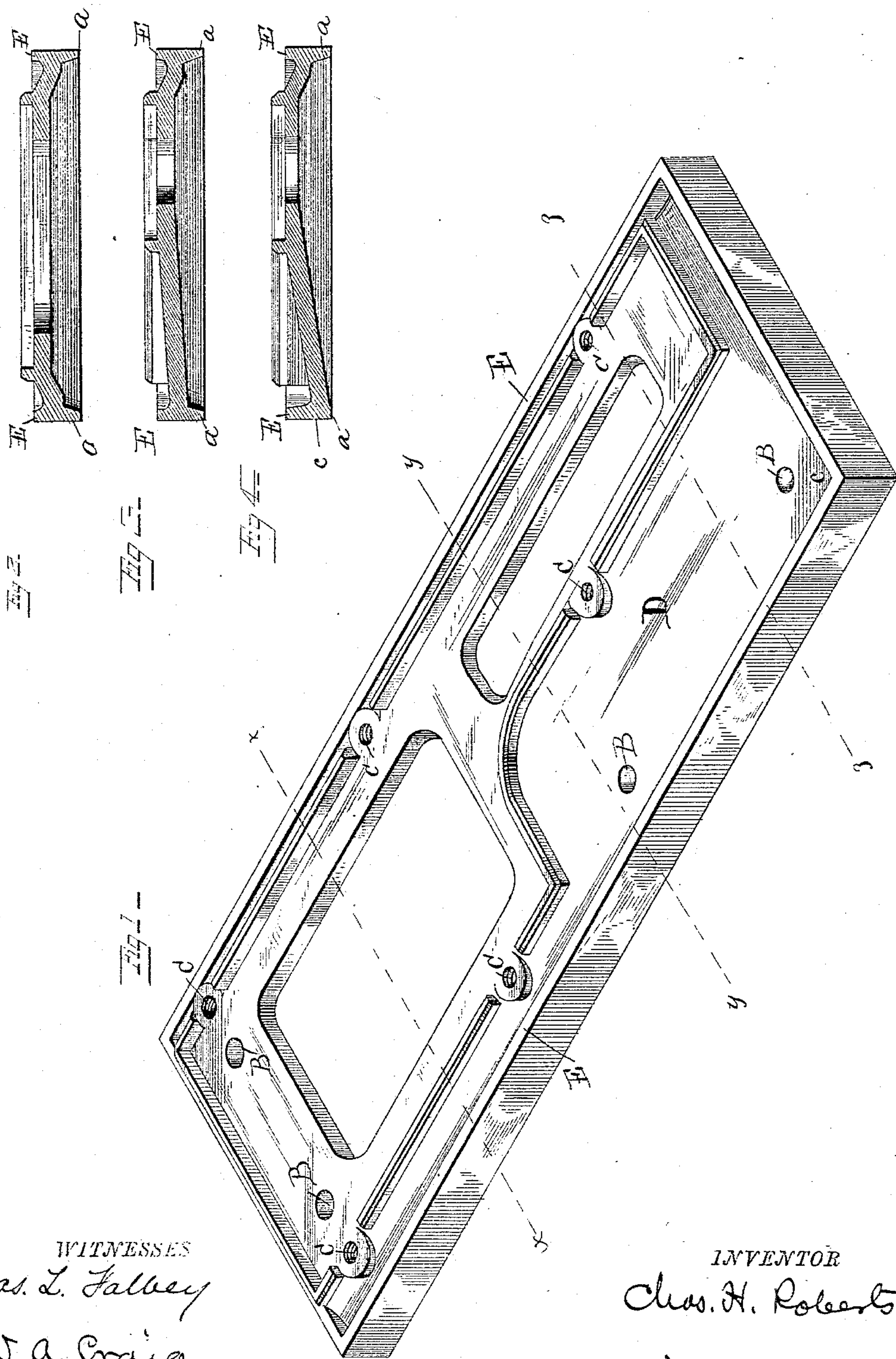
(No Model.)

C. H. ROBERTS.

CAP PLATE FOR STEAM ENGINES.

No. 315,840.

Patented Apr. 14, 1885.



WITNESSES

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CHARLES H. ROBERTS, OF WASHINGTON, INDIANA.

CAP-PLATE FOR STEAM-ENGINES.

SPECIFICATION forming part of Letters Patent No. 315,840, dated April 14, 1885.

Application filed October 16, 1884. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. ROBERTS, a citizen of the United States, residing at Washington, in the county of Daviess and State of Indiana, have invented certain new and useful Improvements in Cap-Plates for Steam-Engines; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention has relation to caps or auxiliary base-plates for steam-engines; and the object of the same is to provide a neat and durable finish for the foundation of steam-engines, more particularly that class known as the "side-plate pattern," and the cap, when in place, forms a part of the foundation, which gives a level and rigid bed for the frame-work or bed-plate proper of the engine to be bolted to; and to these ends the novelty consists in the construction, combination, and arrangement of the same, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings the same letters of reference indicate the same parts of the invention.

Figure 1 is a perspective elevation of my improved cap-plate, and Figs. 2, 3, 4 are respectively cross-sections on the lines *xx*, *yy*, and *zz* of Fig. 1.

The frame, as shown in the drawings, is made of a single casting of a size and shape to correspond to the engine to which it is to be applied. Its under side is provided with a

flange, *a*, which fits over the masonry foundation, forming a neat finish to the same.

B B are a series of holes, through which the screw-threaded ends of stud-bolts that are built into the foundation project, and by means of nuts on said bolts the cap is securely and permanently secured to the foundation, so as to form a part of the same.

C C are tapped holes in which bolts are inserted to secure the frame of the engine to the cap, so that it may be readily removed for repairs without disturbing the cap or foundation in the least. The upper face, *D*, of the cap is inclined from the center all around to the edge, where a protecting-flange, *E*, forms a gutter to retain the oil and water dripping from the engine, which collects in said gutter, and may be led off from its lowest point, *c*, by a pipe, (not shown,) or removed with the waste used to clean the engine.

Having thus fully described my improved cap-plate, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

A cap or foundation plate for steam-engines, to be interposed between an engine-frame and the masonry, adapted to be permanently secured to said foundation, and provided with tapped holes for securing the engine-frame thereto, and having a continuous flange, forming a gutter, whereby the oil-drippings from the engine may be led off from the low point *c*, as and for the purpose set forth.

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

CHARLES H. ROBERTS.

Witnesses:

FRANK DENVER,
JAMES C. TEALE.