(No Model.)

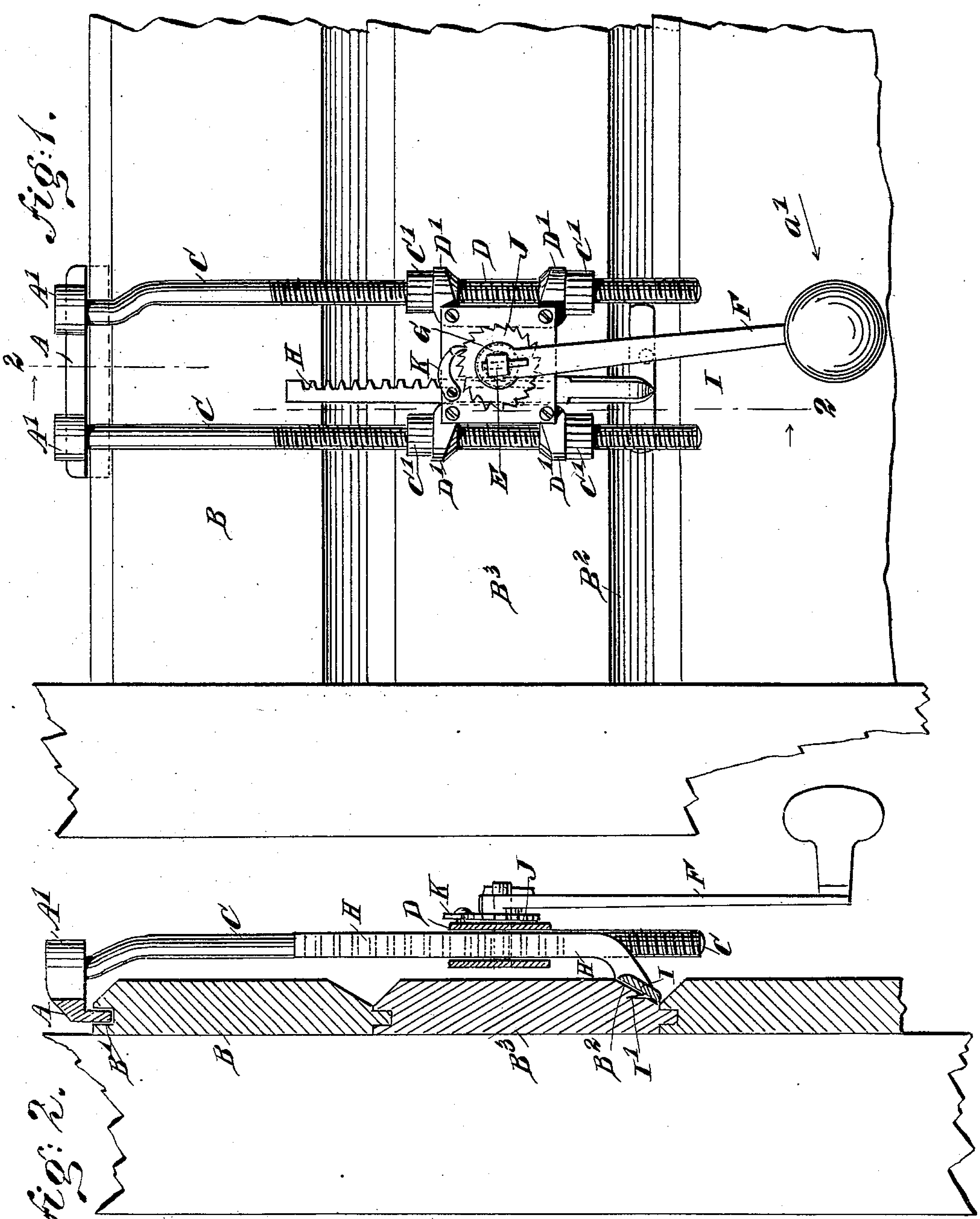
W. KINDERMAN.

WEATHER BOARD CLAMP.

No. 561,003. Patented May 26, 1896.

Fig: 1.

Fig: 2.



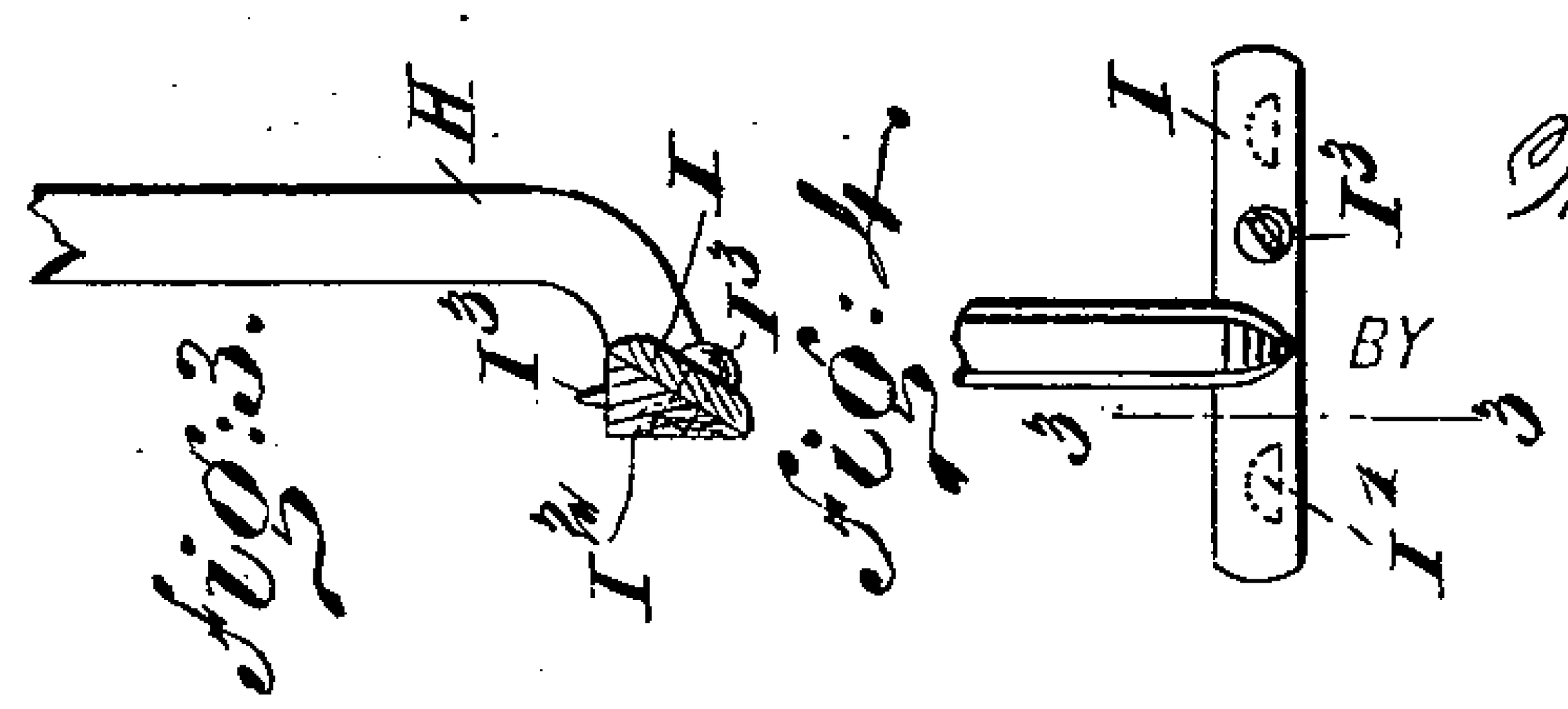
WITNESSES:

Chas Nida

Geo. G. Hoster

Fig: 3.

Fig: 4.



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WILLIAM KINDERMAN, OF TROUTVILLE, PENNSYLVANIA.

WEATHER-BOARD CLAMP.

SPECIFICATION forming part of Letters Patent No. 561,003, dated May 26, 1896.

Application filed September 27, 1895. Serial No 563,863. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM KINDERMAN, of Troutville, in the county of Clearfield and State of Pennsylvania, have invented a new and Improved Weather-Board Clamp, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved weather-board clamp which is simple and durable in construction and more especially designed for drawing tongued and grooved weather-boards together preparatory to nailing the same in place.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improvement as applied. Fig. 2 is a cross-section of the same on the line 2 2 of Fig. 1. Fig. 3 is a cross-section of a modified form of foot-piece on the line 3 3 of Fig. 4, and Fig. 4 is a front elevation of the same.

The improved weather-board clamp is provided with a head A, adapted to engage the groove B′ in the weather-board B, adapted to be drawn in position on the weather-board B^3, already nailed in place. From the front of the head A extend forwardly the lugs A′, on which are secured the rods C C, extending downwardly in front of the weather-boards, as is plainly illustrated in Figs. 1 and 2. The said rods are threaded at their lower ends and are loosely engaged by ears D′ of a frame D, extending between the two rods. The frame is held in position on the rods C C by nuts C′, screwing on the rods and engaging the ears D′, as will be readily understood by reference to Fig. 1. Now by adjusting the nuts C′ the frame D can be moved up or down on the rods C C, according to the width of the weather-boards under treatment.

In the frame D is journaled a transversely-extending shaft, carrying at its outer end a crank-arm F, adapted to be taken hold of by the operator to turn the crank-arm of the shaft E. The latter is provided within the frame D with a gear-wheel G in mesh with a rack H, extending vertically and guided in the frame D, the lower end of the rack H carrying a foot-piece I, adapted to engage the bevel B^2 on the lower edge of the weather-board B^3, as plainly shown in Figs. 1 and 2, the said foot-piece being beveled at its inner face at an angle corresponding with the bevel B^2. On this beveled inner face are secured pins or points I′, adapted to engage the weather-board to securely hold the foot-piece in place.

In case the weather-boards are not provided with bevels B^2, but are formed with square edges, then an auxiliary foot-piece I^2, triangular in cross-section, is secured by a set-screw I^3 to the foot-piece I, as illustrated in Figs. 3 and 4. This auxiliary foot-piece I^2 is formed on the top with a point or points I^4 to engage the lower edge of the weather-board to securely hold the foot-piece I in position. Now it will be seen that when the device is applied as illustrated in Figs. 1 and 2 then the operator upon turning the crank-arm F in the direction of the arrow a' causes the shaft E to turn so that the gear-wheel G imparts an upward sliding motion to the rack H, whereby a downward pressure is exerted on the head A by the action of the frame B and rods C C on the said head. By this action the board B is drawn firmly downward in contact with the weather-board B^3 to permit the operator to nail the weather-board in position after firm contact is established.

In order to lock the shaft E in position after the weather-board B is drawn downward into the proper place, I provide the shaft E with a ratchet-wheel J, engaged by a pawl K, fulcrumed on the frame B. When the weather-board B has been nailed in position at the end drawn downward in contact with the weather-board B^3, then the operator swings the pawl K out of engagement with the ratchet-wheel J, then turns the crank-arm F backward in the inverse direction of the arrow a', so as to slightly move the head A upward out of firm engagement with the top edge of the weather-board B. At the same time the foot-piece I is disengaged from the weather-board B^3, and then the entire machine is moved longitudinally along the two weather-boards, with the head, however, resting in the groove B′. When the second

nailing-place is reached, the operator engages the foot-piece I again with the bevel B^2, and the above operation is repeated—that is, the crank-arm F is turned in the direction of the arrow a' to draw this part of the weather-board B downward in engagement with the weather-board B^3. The above-described operation is repeated at each nailing throughout the length of the weather-boards.

It will be seen that this machine is very simple and durable in construction, can be readily applied and manipulated to firmly draw the boards in proper contact with each other.

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

1. A device of the class described, comprising a head adapted to engage the top edge of a weather-board, the said head being provided near each end with a forwardly-extending lug, rods extending downwardly from the said lugs and screw-threaded at their lower ends, a frame extending between the said rods and adjustable thereon, nuts screwing on the rods and adapted to engage the said frame to hold it in the adjusted position, a rack guided in the said frame and carrying a foot-piece at its lower end, and means for imparting movement to the said rack, substantially as shown and described.

2. A device of the class described, comprising a head adapted to engage the groove in the weather-board, rods extending from the said head in front of the weather-board and screw-threaded at their lower ends, a frame adjustable on the said rods, means for holding the frame in the adjusted position, a shaft journaled in said frame and carrying a crank-arm, a gear-wheel secured on said shaft, a rack in mesh with said gear-wheel, and a foot-piece carried by said rack and adapted to engage the weather-board already fastened in place and on which the first-named weather-board is adapted to be drawn, substantially as shown and described.

3. A device of the class described, comprising a head adapted to engage the groove in a weather-board, rods extending from the said head in front of the weather-board and screw-threaded at their lower ends, a frame provided with ears adapted to loosely engage the said rods, the said frame being adjustable on the said rods, nuts screwing on the said rods and engaging the ears to hold the frame in position, a shaft journaled in said frame and carrying a crank-arm, a gear-wheel secured on said shaft, a rack in mesh with said gear-wheel, and a foot-piece adapted to engage the weather-board already fastened in place and on which the first-named weather-board is adapted to be drawn, the said foot-piece being provided with pins for engaging the weather-board, substantially as shown and described.

4. A device of the class described, comprising a head adapted to engage the top edge of a weather-board, rods extending from the said head, a frame adjustably held on said rods, a rack having guided movement in the said frame, a foot-piece carried at the lower end of the said rack and beveled at its inner face, and an auxiliary foot-piece triangular in cross-section and adapted to be secured to the beveled inner face of the first-named foot-piece, the said auxiliary foot-piece being provided with a pin on its top, substantially as shown and described.

WILLIAM KINDERMAN.

Witnesses:
G. A. KNARR,
PHILIP WEAVER.