

No. 688,342.

Patented Dec. 10, 1901.

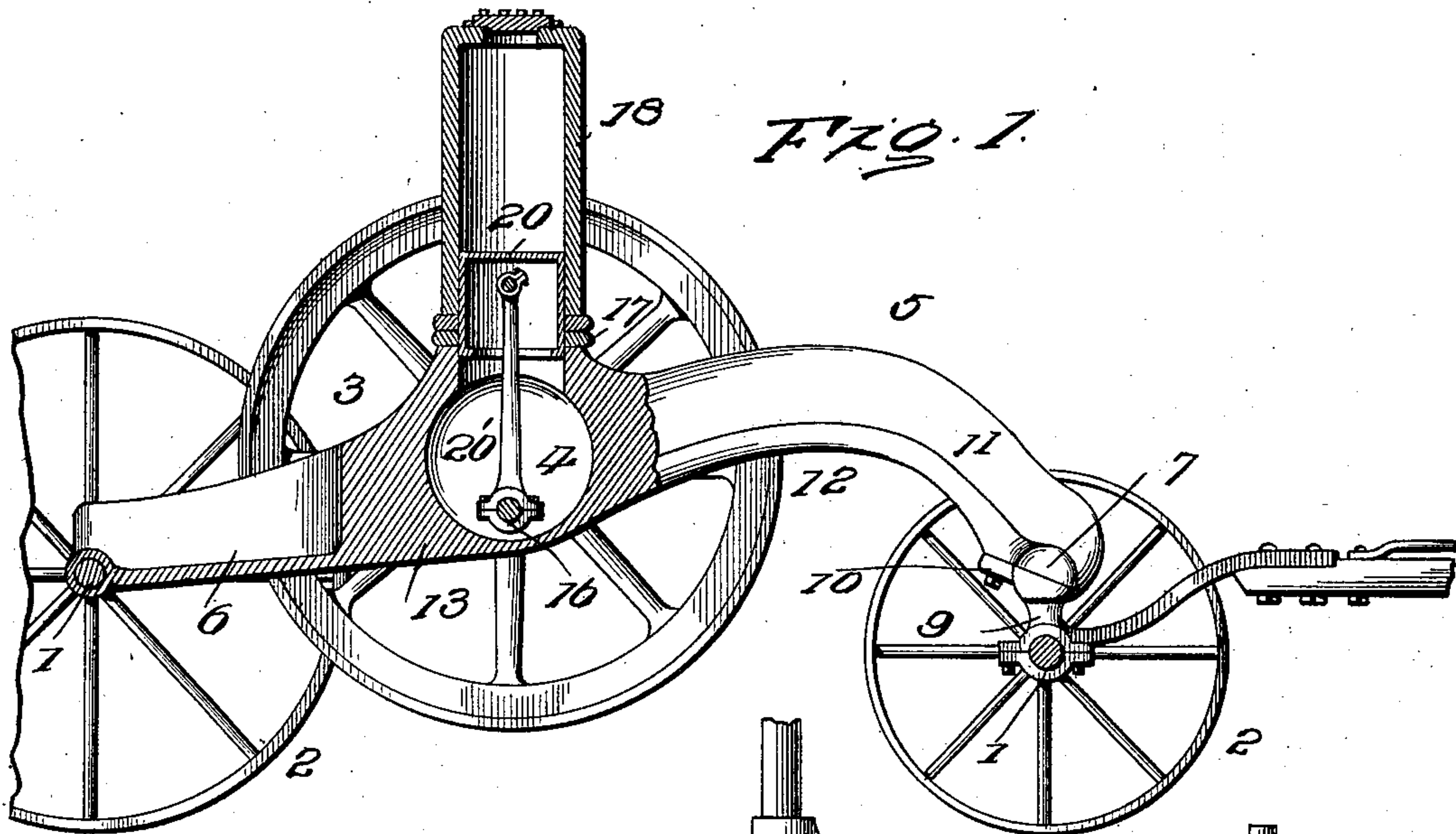
C. B. RUMSEY.

SUPPORTING FRAME FOR ENGINES.

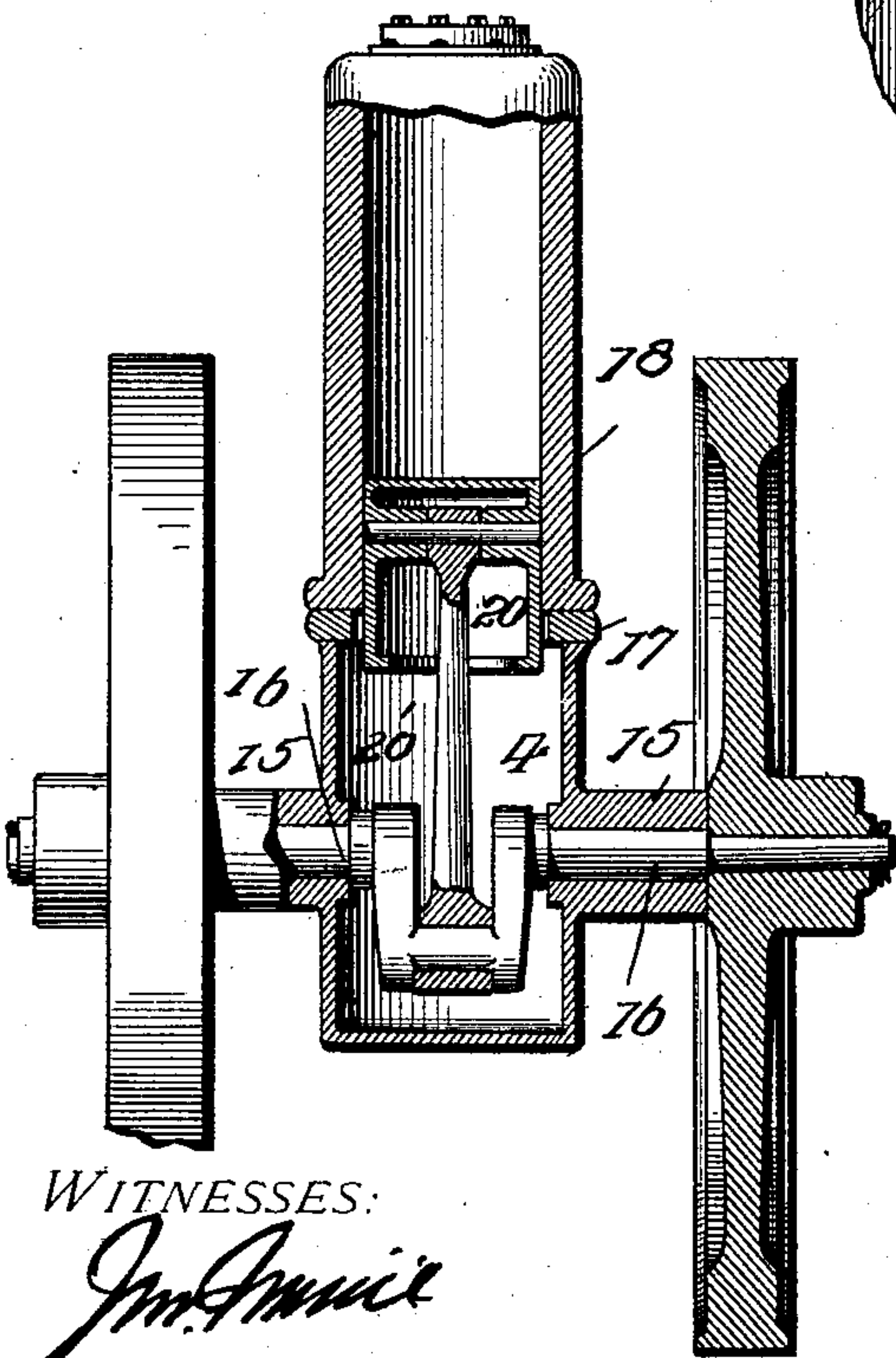
(Application filed Mar. 31, 1900. Renewed Oct. 19, 1901.)

(No Model.)

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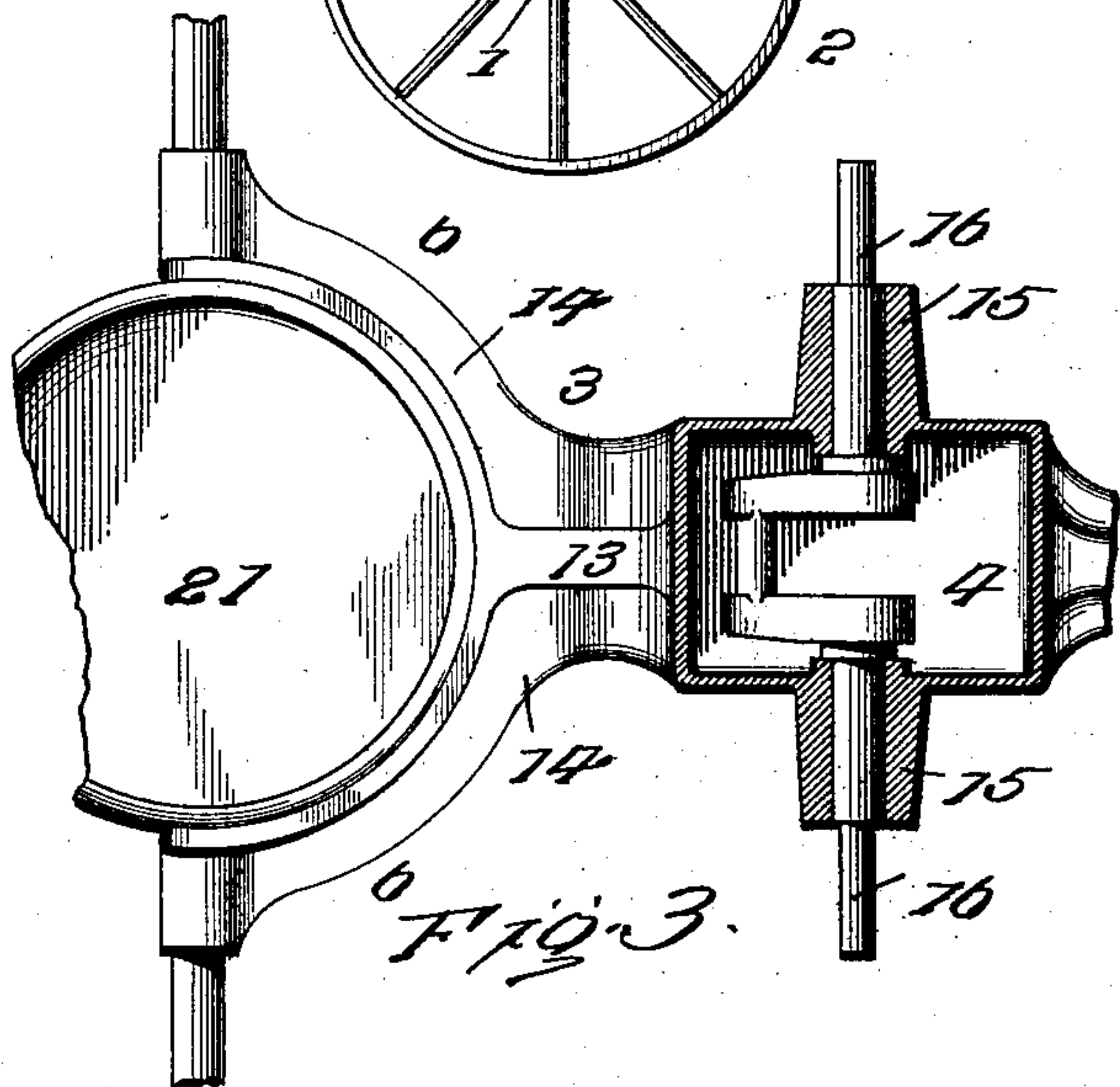


*Fig. 2.*



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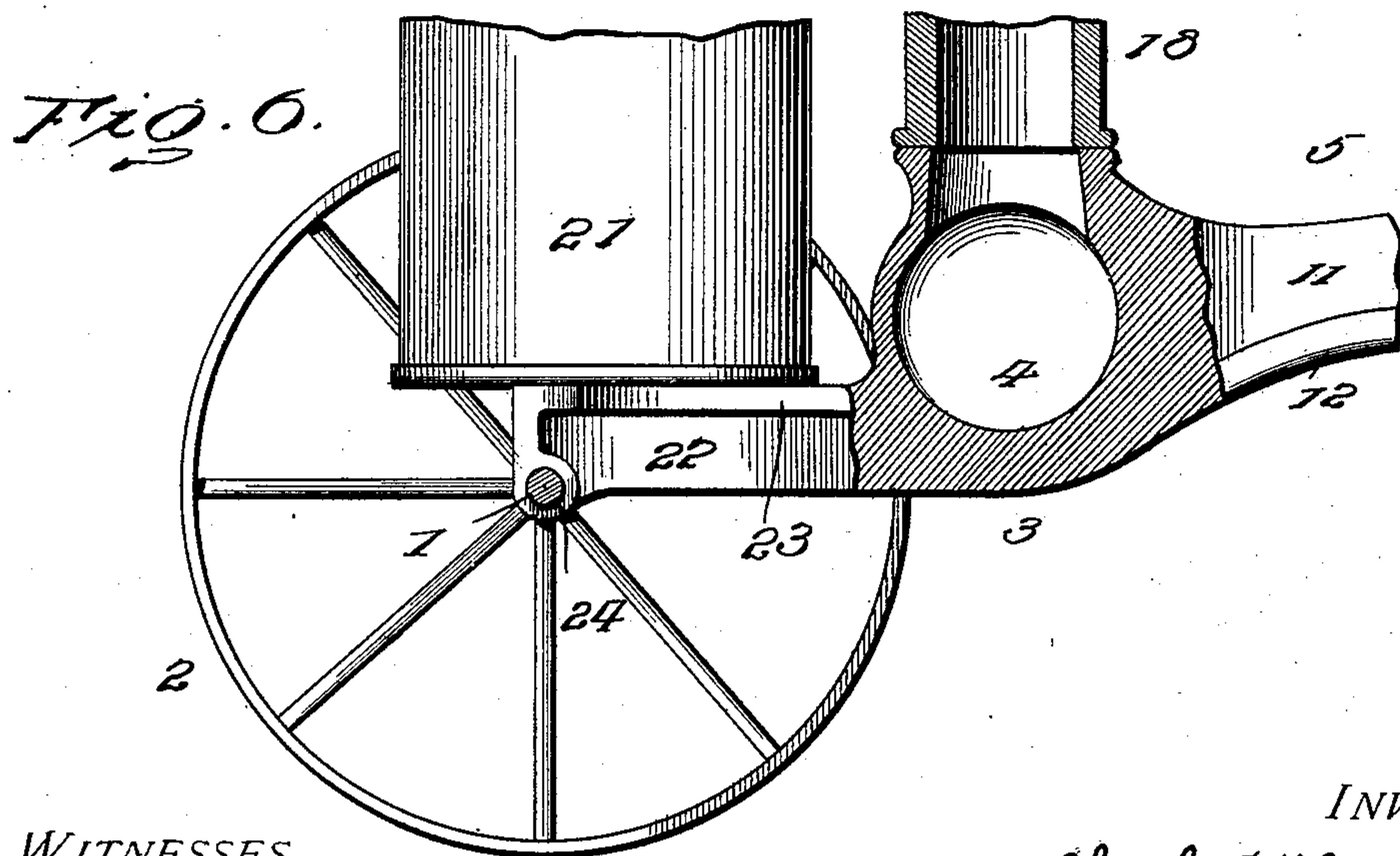
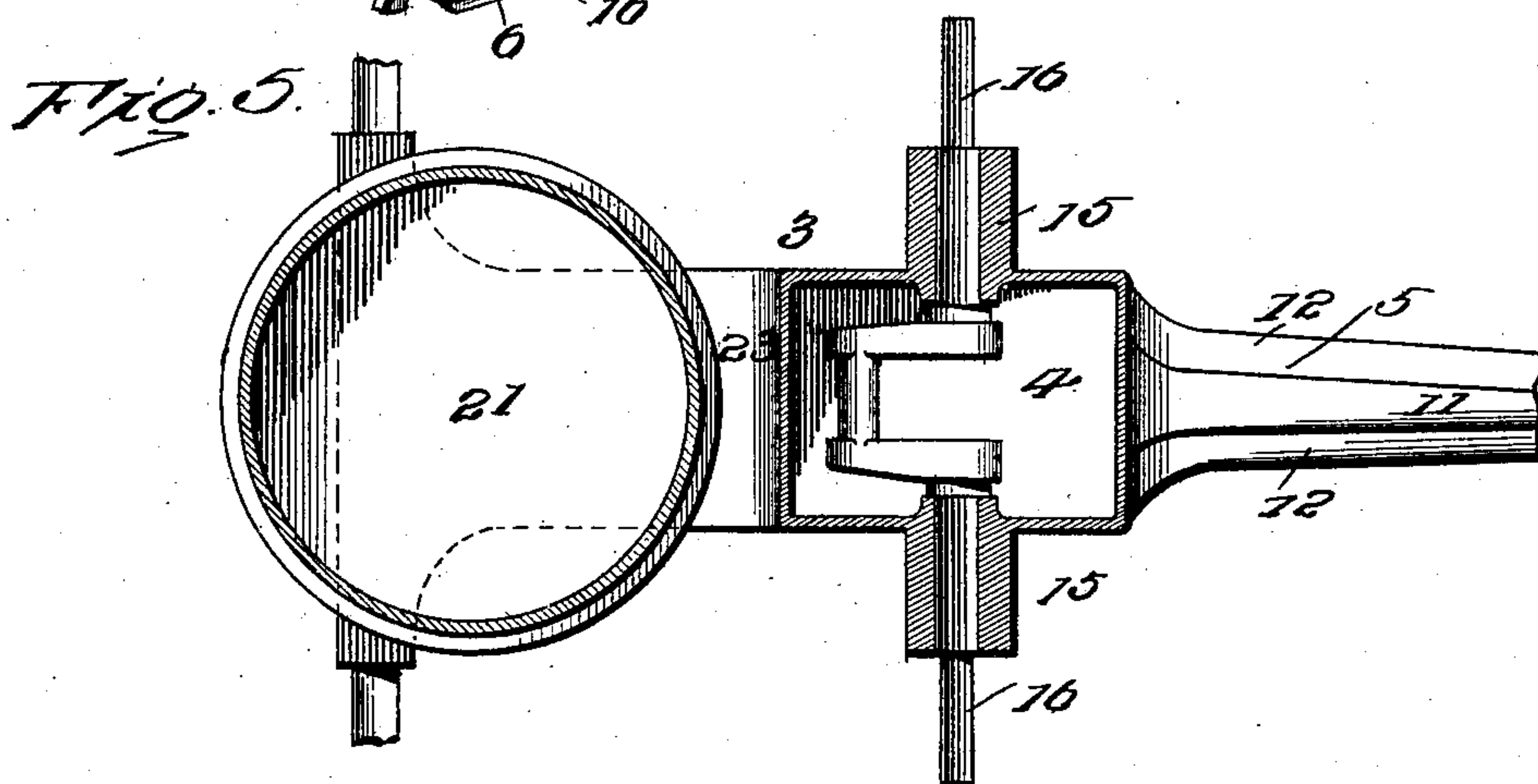
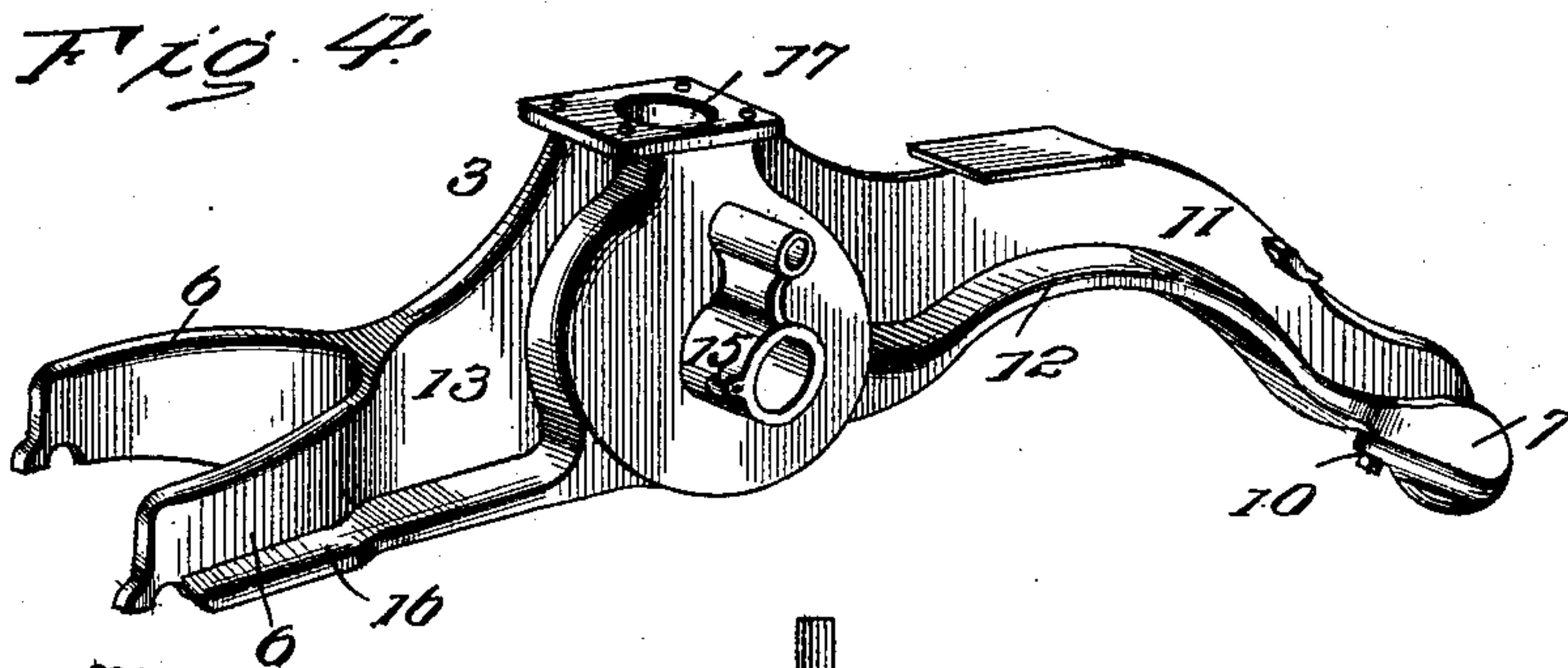
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# UNITED STATES PATENT OFFICE.

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## SUPPORTING-FRAME FOR ENGINES.

SPECIFICATION forming part of Letters Patent No. 688,342, dated December 10, 1901.

Application filed March 31, 1900. Renewed October 19, 1901. Serial No. 79,283. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES B. RUMSEY, a citizen of the United States, residing at Binghamton, in the county of Broome and State of New York, have invented certain new and useful Improvements in Supporting-Frames for Engines; 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 invention relates to frames or running-gear for supporting gas and other engines; and it consists, essentially, of forming the crank-case of an engine and the front and rear bars, which connect the respective axles together, preferably in one piece. This peculiar construction enables me to position the working points of the engine "low down," thus avoiding top-heaviness.

The invention further consists in providing or forming the crank-case with hollow projecting side arms to form bearings for the crank-shaft. The invention still further consists in providing the crank-case with a suitable seat for supporting the engine-cylinder.

The principal object of the invention is to provide a support of the character mentioned which will embrace the necessary elements of compactness, simplicity, and cheapness and at the same time be effectual in supporting the engine and its working parts and durable in use.

Other objects will become apparent upon further description of the invention.

In the accompanying drawings, Figure 1 is a side elevation of my improved engine-supporting frame, partly in section, to show the interior of the crank-case with the cylinder seated in position; Fig. 2, a transverse vertical section through the crank-case; Fig. 3, a horizontal section through the same, showing the location of the water-tank; Fig. 4, a perspective view of the preferred form of my improved frame or running-gear, and Figs. 5 and 6 a modified form of rear bar for attachment to rear axle and for supporting water-tank.

Referring to the several views, the numeral 1 indicates the axles, and 2 the wheels, of an ordinary portable engine.

The numeral 3 indicates my improved frame

or running-gear for supporting the engine. The frame consists of a crank-case 4, a single front extension or bar 5, and preferably two rear extensions or bars 6, as shown in Fig. 3. The front extension is preferably curved, as shown in Fig. 1, and is formed at its extreme forward end with a socket 7, which is adapted to receive a ball 8 of a clip-iron 9, attached to the front axle. The ball is confined in the socket by a perforated plate 10, bolted to the extension, the whole forming a ball-and-socket connection between the axle and supporting-frame to allow for the free cutting on the front wheels. It will be understood that any other form of coupling between the axle and support may be employed which will permit the wheels to cut under on either side. The front extension is formed of a vertical web 11, having outwardly-extending bottom flanges 12, which unite with and have their sides flush with the crank-case. The rear extensions curve outwardly and rearwardly from a central vertical web 13, and the outer side of each extension is formed with an outwardly-extending flange 14, which also unites with the crank-case and has its side edge flush therewith. Each side of the crank-case is formed with a hollow arm 15, which forms a bearing for the crank-shaft 16. The upper part of the crank-case is formed with a seat 17, to which the cylinder 18 is bolted. The seat 17 is formed with an opening 19, through which the pitman 20 and piston 20' operate.

While I have preferred to form the supporting-frame with two rear extensions, so as to partially embrace the water-tank 21 of the engine, it may be formed with a single broad extension, as shown in Figs. 5 and 6, in which case a vertical web 22 extends from the crank-case and has formed on its upper edge a broad platform 23, which extends downwardly and has formed therein a bore 24 for the reception of the axle. The platform serves as a seat for the water-tank, which may be attached to it by any suitable means.

Other changes may be made without departing from the spirit of my invention or sacrificing the principle thereof, and the front extensions may be provided with a seat-support 25, to which a seat for the driver may be attached.

Having thus fully described my invention,



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

1. A supporting-frame for portable engines consisting of front and rear extensions for attachment to the respective axles, a crank-case integral with said extension and formed with bearings for the crank-shaft and with a perforated seat-support for the engine-cylinder, said seat-support being integral with the crank-case and extensions, as set forth.

2. A supporting-frame for gas and other engines, consisting of one front and two rear extensions adapted to be attached to the respective axles of the machine, a crank-case integral with said extensions and formed with crank-shaft bearings, and a perforated cylinder-supporting seat, said supporting-seat being integral with the crank-case and extensions, as set forth.

3. A supporting-frame for gas and other engines, consisting of a crank-case formed

with shaft-bearings, and with a perforated cylinder-supporting seat, a front extension integral with said crank-case and formed with a vertical web also integral with said crank-case, and a bifurcated rear extension integral with said crank-case and formed with a vertical web, also integral with the crank-case, as set forth.

4. As an article of manufacture, a supporting-frame for engines, cast or molded in one piece, the same consisting of a crank-case, formed with shaft-bearings and perforated cylinder-supporting seat, and with front and rear extensions for attachment to the respective axles.

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

CHAS. B. RUMSEY.

Witnesses:

R. H. DEYO,  
J. G. CLOSMEY.