

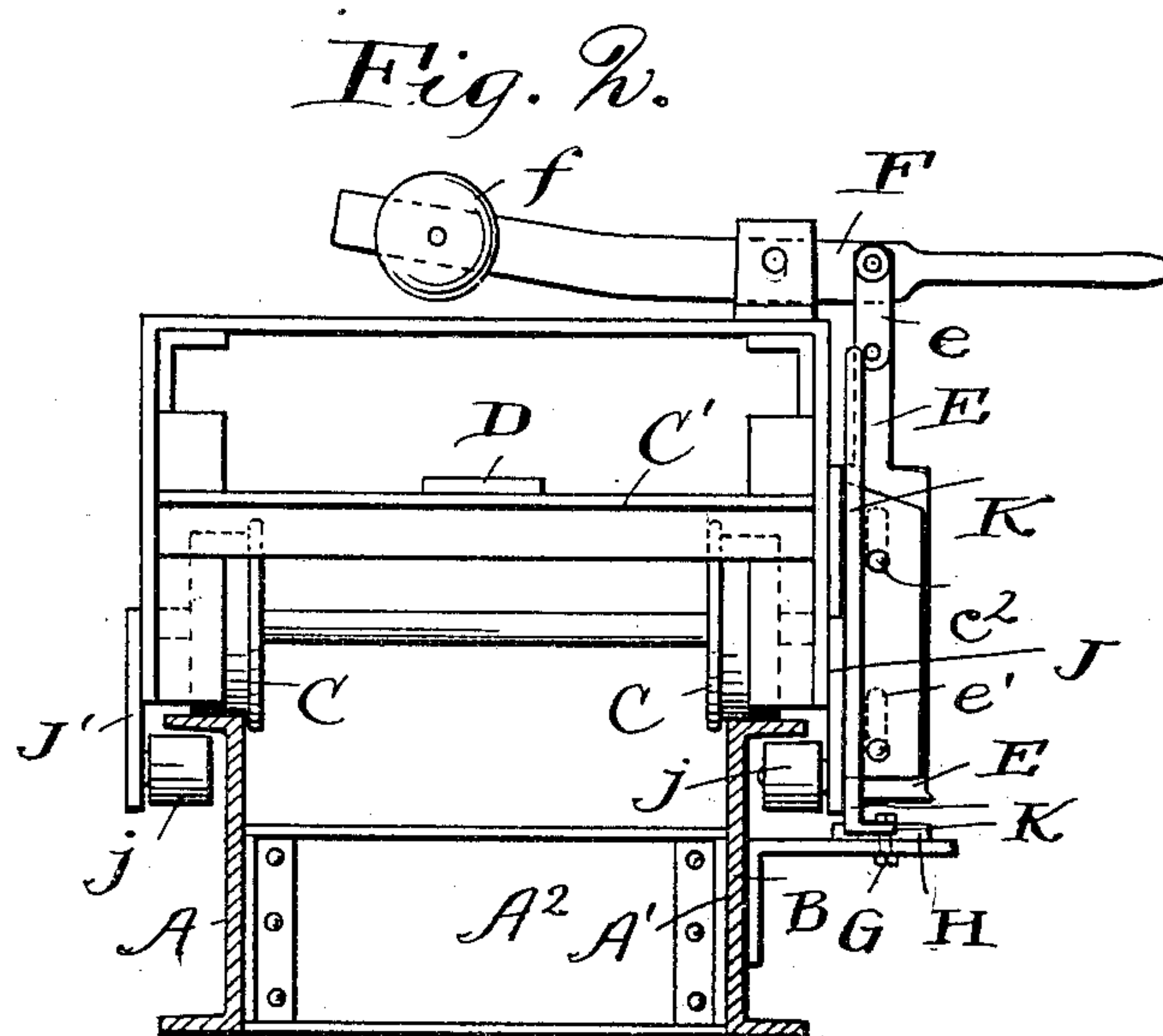
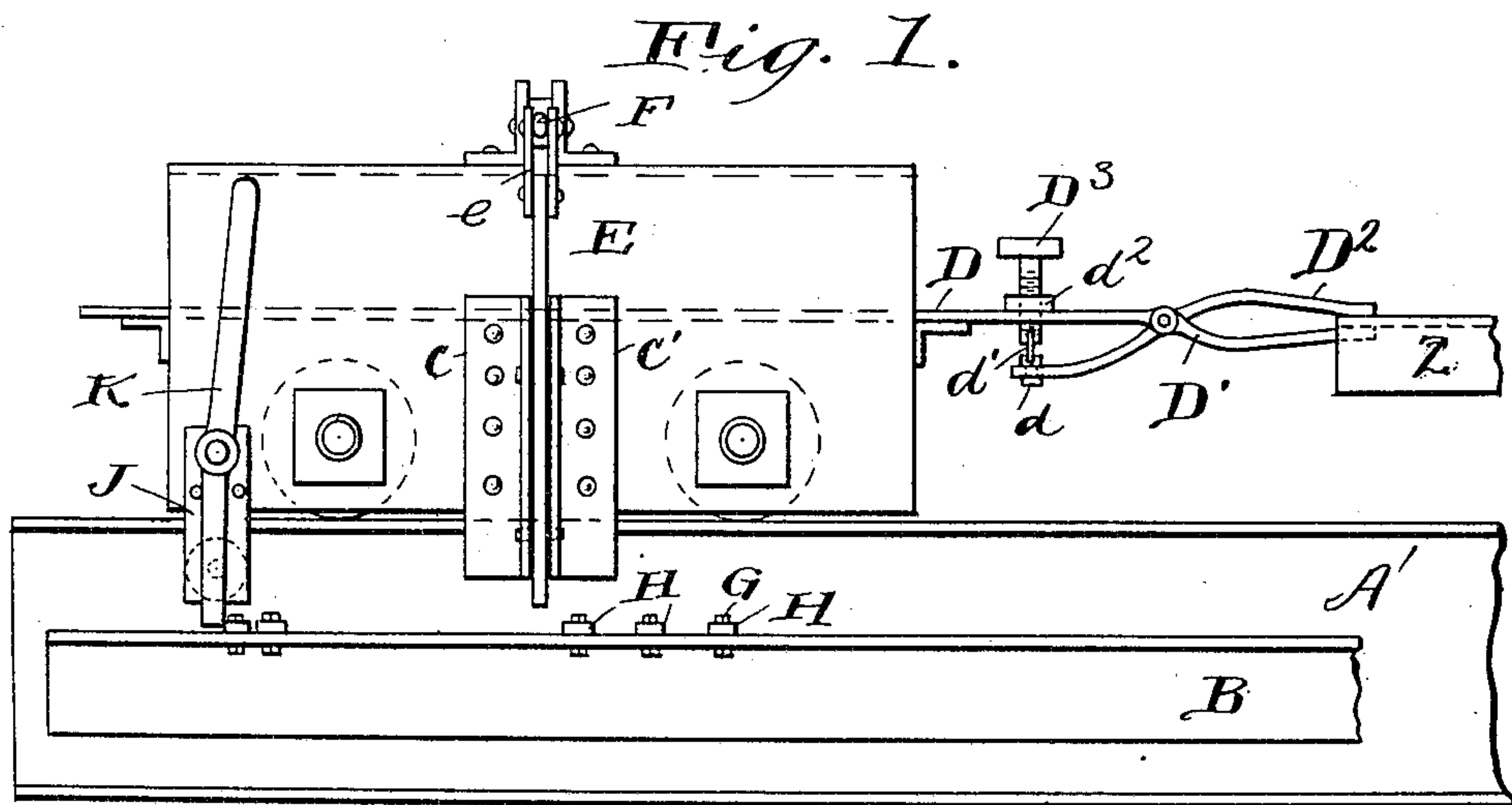
No. 799,302.

PATENTED SEPT. 12, 1905.

A. CLARKE.
SPACING TABLE.

APPLICATION FILED JUNE 8, 1905.

2 SHEETS—SHEET 1.



Witnesses.
E. B. Gilchrist
W. L. McFarrell.

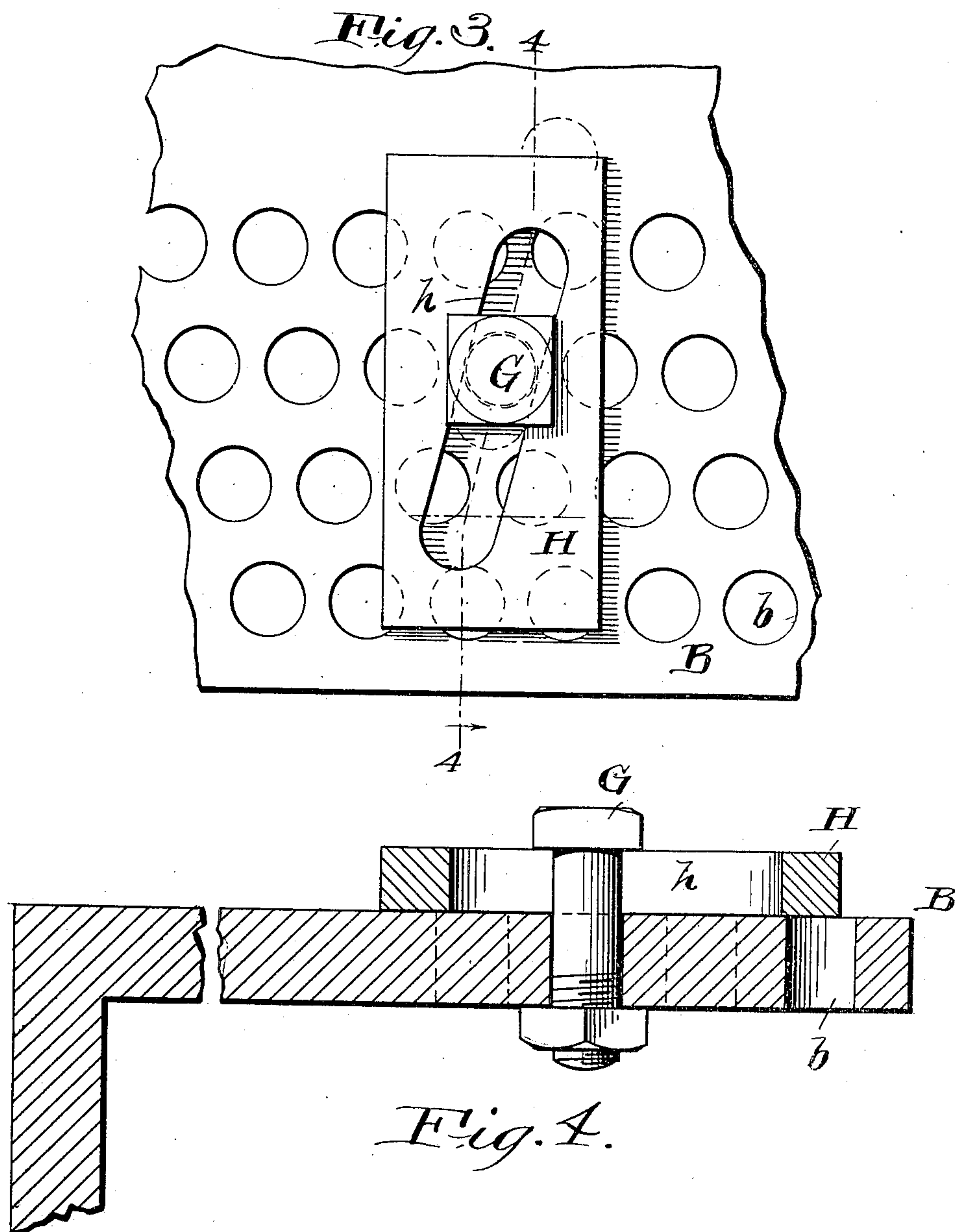
Inventor
Arthur Clarke.
By his attorneys
Thurston Bates

No. 799,302.

PATENTED SEPT. 12, 1905.

A. CLARKE.
SPACING TABLE.
APPLICATION FILED JUNE 8, 1905.

2 SHEETS—SHEET 2.



Witnesses,
E. B. Gilchrist
W. L. McFarrell.

Inventor:
Arthur Clarke
by his attorneys
Thurston Bates

UNITED STATES PATENT OFFICE.

ARTHUR CLARKE, OF GLENVILLE, OHIO, ASSIGNOR TO THE KING BRIDGE COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

SPACING-TABLE.

No. 799,302.

Specification of Letters Patent.

Patented Sept. 12, 1905.

Application filed June 8, 1905. Serial No. 264,243.

To all whom it may concern:

Be it known that I, ARTHUR CLARKE, a citizen of the United States, residing at Glenville, in the county of Cuyahoga and State of Ohio, have invented a certain new and useful Improvement in Spacing-Tables, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings.

10 This invention relates to spacing-tables for use in connection with various machine-tools—as punching-machines or drill-presses, for example.

15 The invention is an improvement on the spacing-table shown in my prior patent, No. 739,060; and its object is to endow the table with capacity for a finer or more accurate spacing and with greater ease in shifting.

20 The invention consists of the means to these ends illustrated in the drawings hereof and more fully hereinafter described.

25 In the drawings, Figure 1 is a side elevation of the table, showing a piece of the stock clamped thereon. Fig. 2 is an end view of the table, the supporting-tracks appearing in cross-section. Fig. 3 is a plan of the stop-plate carried by the supporting part of the table. Fig. 4 is a cross-section on the line 4 4 of Fig. 3.

30 Referring to the parts by letters, A A' represent the tracks upon which the table is mounted, these tracks being shown as consisting of channel-beams connected together by cross-channels A². Secured to the outer side of the channel-beam A' is an angle member B, the horizontal surface of which constitutes the stop-plate, as hereinafter stated.

35 Mounted on wheels C, which travel upon the tracks A A', is the carriage C'. This carriage is made of suitably-braced plates. It has a longitudinal bar D, which carries the clamping device D' for the stock Z. This clamping device consists of a pair of tongs, made by the member D, and an additional bar 45 D² pivoted thereto and a suitable screw D³ mounted in the bar D and having a swiveled connection, as shown at d', with the inner end of the bar D². This connection is not only swiveled, but has an interposed link d' 50 to accommodate the circular swing of bar D². A suitable jamb-nut d² locks the screw when the stock has been clamped. By this means the stock may be quickly grasped and securely

held to the table as the latter is moved along to present the stock to the tool.

55 Secured to one side of the carriage are two vertical angle-plates c and c'. These plates guide a blade E, which is connected by links with an operating-lever F. Pins c², extending across the angle-plates c' and c' through 60 slots c' in the blade, hold the blade in place, while allowing it an up-and-down movement under the influence of a lever F. A counter-weight f near the end of the lever serves to maintain the blade e normally elevated.

65 Formed in the upper surface of the stop-plate B are several longitudinal rows of holes b. These holes are adapted to receive bolts G, which may constitute or hold abutments to be engaged by the blade E when lowered, where- 70 by the table may be stopped at desired points.

75 As shown in my prior patent referred to, the holes b are placed in each row as close together as may be conveniently done without unduly weakening the plate. In practice 80 about an inch from center to center is as close as the holes should be made, allowing the use of a bolt of sufficient size. By employing several rows of holes staggered with relation to each other the distance between stopping- 85 points may be cut down. I have found that four rows of holes may be employed, the centers in each row being shifted forward a quarter of an inch. This provides a stop every 90 quarter of an inch, so that the stock may be fed to within an eighth of an inch one way or the other of the desired point. For some work, however, the arrangement just described is not accurate enough, and I therefore provide blocks H, each having an in- 95 clined slot h, through which one of the bolts G may pass and adjustably clamp the block to the plate. The total incline of this slot h is greater than the amount of offset between corresponding holes in adjacent rows, so that 100 the block by being shifted forward or backward may be clamped at any position intermediate of two holes. This allows the stopping-points to be located just as accurately as desired. The blade E when depressed extends 105 across the various series of holes, so that it engages the block H directly opposite its clamping-bolt G, wherefore the block has no tendency to turn.

110 To prevent the carriage from tilting up at the rear, I provide brackets J and J', which

carry rollers *j*, extending onto the under side of the top flanges of the channel-beams *A'* and *A''*. Pivoted to the bracket *J* is a lever *K*, extending down in front of the stops of the stop-plate. This lever provides means for easily starting the carriage to shift the stock, the upper end of it simply being grasped by the operator to draw the carriage along. The lever also furnishes means for preventing the carriage recoiling from the stop when very heavy material is being drawn along. The operator uses his right hand on the lever *F* and his left hand on the lever *K* and is thus able to easily feed the stock and accurately stop it.

Having thus described my invention, I claim—

1. In a spacing-table, the combination with a traveling carriage, a stop-block having an inclined slot whereby it is adapted to be adjustably clamped in place, and a member movable with the carriage and adapted to engage such block.

2. In a spacing-table, the combination with a traveling carriage, a stop-plate, a block having an inclined slot, a bolt for clamping it adjustably to the stop-plate, and a member movable with the carriage and adapted to engage such block.

3. In a spacing-table, the combination of

suitable trackways, a traveling carriage thereon, a block having an inclined slot, a support for the block to which it may be adjustably clamped, a blade movably mounted on the carriage, and means for moving it into position to engage such block.

4. In a spacing-table, the combination of a suitable support a traveling carriage thereon, a stop-plate carried by the support and having a series of perforations, blocks having inclined slots, bolts adapted to occupy such slots and perforations in said plate, a member movably mounted on the carriage, and means for moving it into position to engage such block.

5. In a spacing-table, the combination of a suitable support, a carriage adapted to travel thereon, a stop-plate carried by the support, a member mounted on the carriage and adapted to be brought into position to engage a stop on the stop-plate to stop the carriage, and a pivoted lever mounted on the carriage and adapted to engage stops on the stop-plate to move the carriage, or prevent its recoil.

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

ARTHUR CLARKE.

Witnesses:

E. B. GILCHRIST,
J. M. WOODWARD.