

No. 777,219.

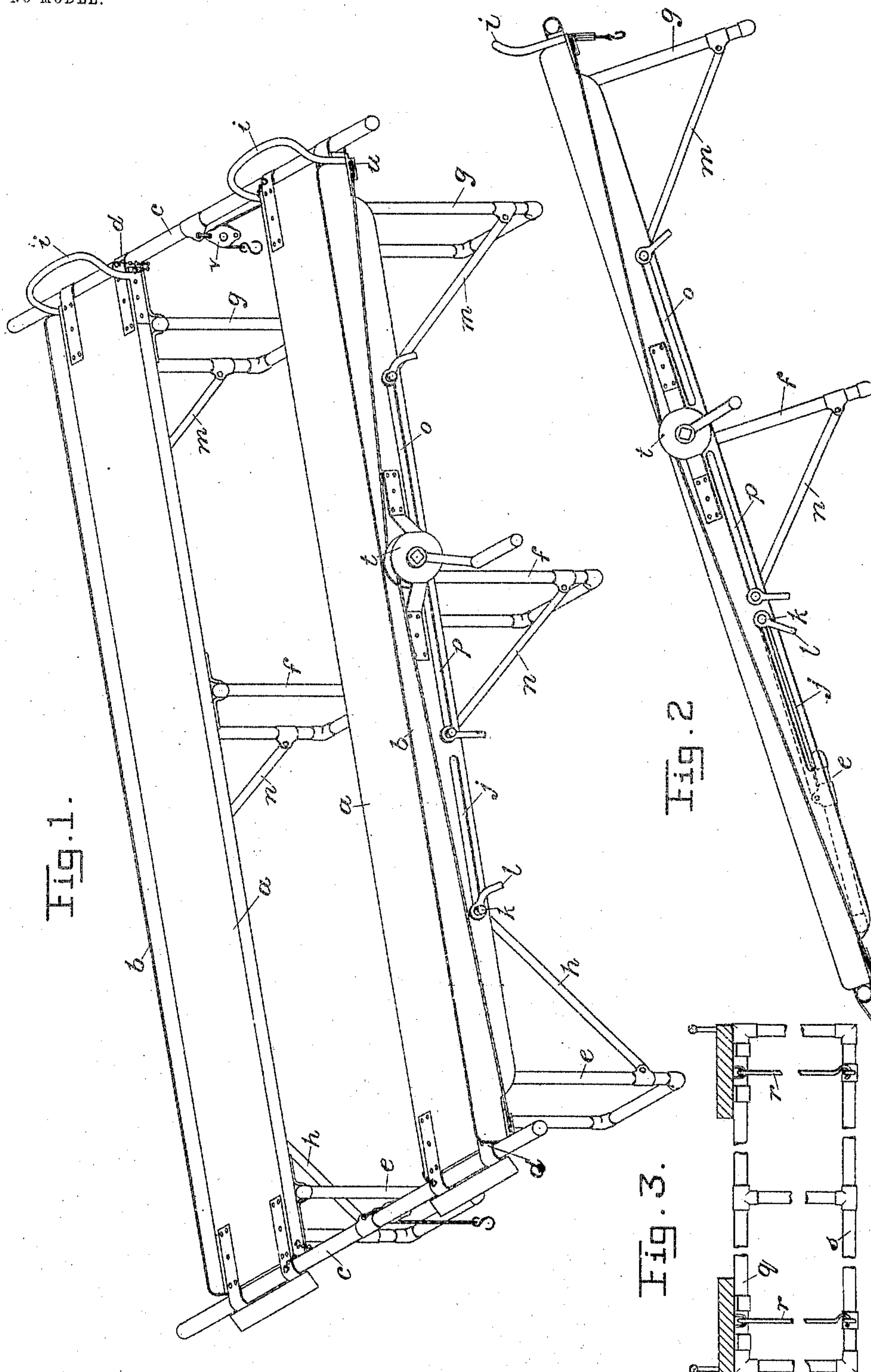
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W. C. OWEN.

ELEVATED PLATFORM OR SUPPORT FOR MOTOR VEHICLES, &c.

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NO MODEL.



Witnesses.
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ELEVATED PLATFORM OR SUPPORT FOR MOTOR-VEHICLES, &c.

SPECIFICATION forming part of Letters Patent No. 777,219, dated December 13, 1904.

Application filed March 4, 1904. Serial No. 196,627. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM CADWALADR OWEN, a subject of the King of the United Kingdom of Great Britain and Ireland, and a resident of 15 Clovelly road, Ealing, in the county of Middlesex, England, have invented new and useful Improvements in Elevated Platforms or Supports for Motor and other Road-Vehicles to Facilitate Repairing and Cleaning of Same, of which the following is a specification.

This invention is designed to provide a platform or support by means of which motor and other road-vehicles can be elevated to a suitable height, so that repairing and cleaning operations can be carried out instead of, as hitherto, having to use a pit, with its attendant dangers and inconveniences, for such purposes.

In order that my invention may be clearly understood, reference is made to the accompanying drawings, in which—

Figure 1 is a perspective view of the platform in the elevated position. Fig. 2 is a side view of the platform with one end lowered, and Fig. 3 is a cross-section showing an alternative form of constructing the legs of the platform.

I wish to explain here that the platform may be made in various sizes and that the construction may be modified from that shown in the drawings without departing from the principle of my invention.

In carrying out my invention I utilize, preferably, two planks of wood to form the two supporting parts *a a* of the platform. These planks are of suitable width and length and are sufficiently strong or suitably strengthened to support the vehicle thereon of the size for which said platform is intended. They are furnished with guide-rails *b b* at their outer sides, and, if necessary, at their inner sides also, to prevent the vehicle from running off same. The planks are placed a suitable distance apart, so that a space is left between them, and are firmly held in position at both ends by rods or bars, such as *c c*. Said planks are adjustable laterally on these bars to suit different gages of vehicle-wheels. The bars are carried by suitable bearers or supports *d*, fastened to the platform, and are firmly secured

thereto in the desired position by clamps, pins, bolts, or other suitable means.

The platform is supported upon legs at both ends and in or near the center. The rear legs *e* are hinged, pivoted, or so attached to the platform as to be capable of being turned under, as in Fig. 2, so that the rear end of the platform can be lowered to rest upon the ground or floor in order that the vehicle can be run up onto the platform. When the greater weight of the vehicle passes the center legs *f*, the forward part of the platform is forced down to rest upon its legs *g*, and the rear part is consequently raised. The rear legs *e* are then turned or allowed to fall down into position and are firmly held by means of rods or stays *h*, which are loosely connected therewith at one end and clamped or otherwise secured to the platform or to the side plates secured thereto at the other. The said legs are of sufficient height to allow a workman to get under the vehicle for the purpose of attending to the machinery.

Stopping-pieces, such as *i i*, are fixed at the front end of the platform to prevent the vehicle from running off same.

I find it convenient to form slots *j* in the side plates for the bolts *k*, which clamp or bind the upper ends of the stays *h* to the plates to slide in, so that it will not be necessary to disconnect the stays in order to fold the legs under. The tightening and loosening of the bolts are effected by manipulating the handles *l*.

In order that the platform may be collapsible, so as to be easily and conveniently carried from one place to another, I hinge or pivot the front and center legs *g g* and *f f* to the platform and use adjustable stays or supports *m m* and *n n* for same. The upper ends of these stays are clamped by bolts engaging in slots *o* and *p* in the side plates in a similar manner to that as described for the rear legs. The legs can thus be folded, and by removing the end bars *c c* all the parts of the platform can be placed together or packed in a small space. For heavy vehicles I put additional stays on the center legs.

The legs can be made out of metal tubes or of cast-iron, wood, or other suitable material.

They may be constructed in any desired shape and a set fitted to each plank or supporting-piece, as shown in Fig. 1, or the legs could be formed to extend across and support both
 5 planks, as in Fig. 3. In this case the front and rear bars *c c* could be dispensed with, as the planks could be adjusted laterally on the upper cross-bars *q* of the legs, the stays *r* for the legs being connected to the planks and
 10 secured in the desired position to movable sleeves on the horizontal bar *s* of the legs or in any other suitable manner.

A winding contrivance *t* is fitted, preferably, at one side of the platform. It is formed with
 15 two drums, upon each of which is wound a rope. One rope, reeved over a pulley *u* and pulley-block *v*, leads to front end, and the other rope, which passes over a similar pulley and block, leads to the rear end, of the platform.
 20 This contrivance is used when operated in one direction for hoisting the vehicle up the incline of the platform and into position and when turned in the opposite direction moving it until the platform is tilted and then lower-
 25 ing it gently to the ground.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A platform for motor and other road-ve-
 30 hicles consisting of two supporting parts *a a*, held apart at their front and rear ends by suitable bars or rods, and supported by legs at the front and rear ends and at or near the center, the rear legs being turnable or collapsible
 35 so that they can be folded or so placed, that

the end of the platform can be lowered to rest upon the ground or floor, in order that the vehicle can ascend onto the platform, and then readjusted to their normal position when the greater weight of the vehicle has passed the
 40 center legs and so caused the platform to assume its horizontal position, substantially as and for the purposes herein set forth.

2. In a platform or support for motor and other road-vehicles of the character described, 45 the supporting parts *a a* having legs at the front and in or near the center and collapsible legs at the rear end, and the rods or bars at the ends of the supporting parts capable of allowing the said supporting parts to be ad- 50 justed laterally on same to suit different gages of vehicle-wheels, substantially as herein set forth.

3. In a platform or support for motor and other road-vehicles of the character described, 55 the supporting parts *a a* having a removable bar or rod *c* at each end, and turnable or collapsible legs, so that the several parts of the platform can be detached, folded, and placed or packed together in a small space and there- 60 by be easily and conveniently carried from one place to another, substantially as herein set forth.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

WILLIAM CADWALADR OWEN.

Witnesses:

H. D. JAMESON,
 TH. RANDS.