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E. GRAHAM

1,516,041

AUTOMOBILE REPAIR STAND

Filed July 16, 1923

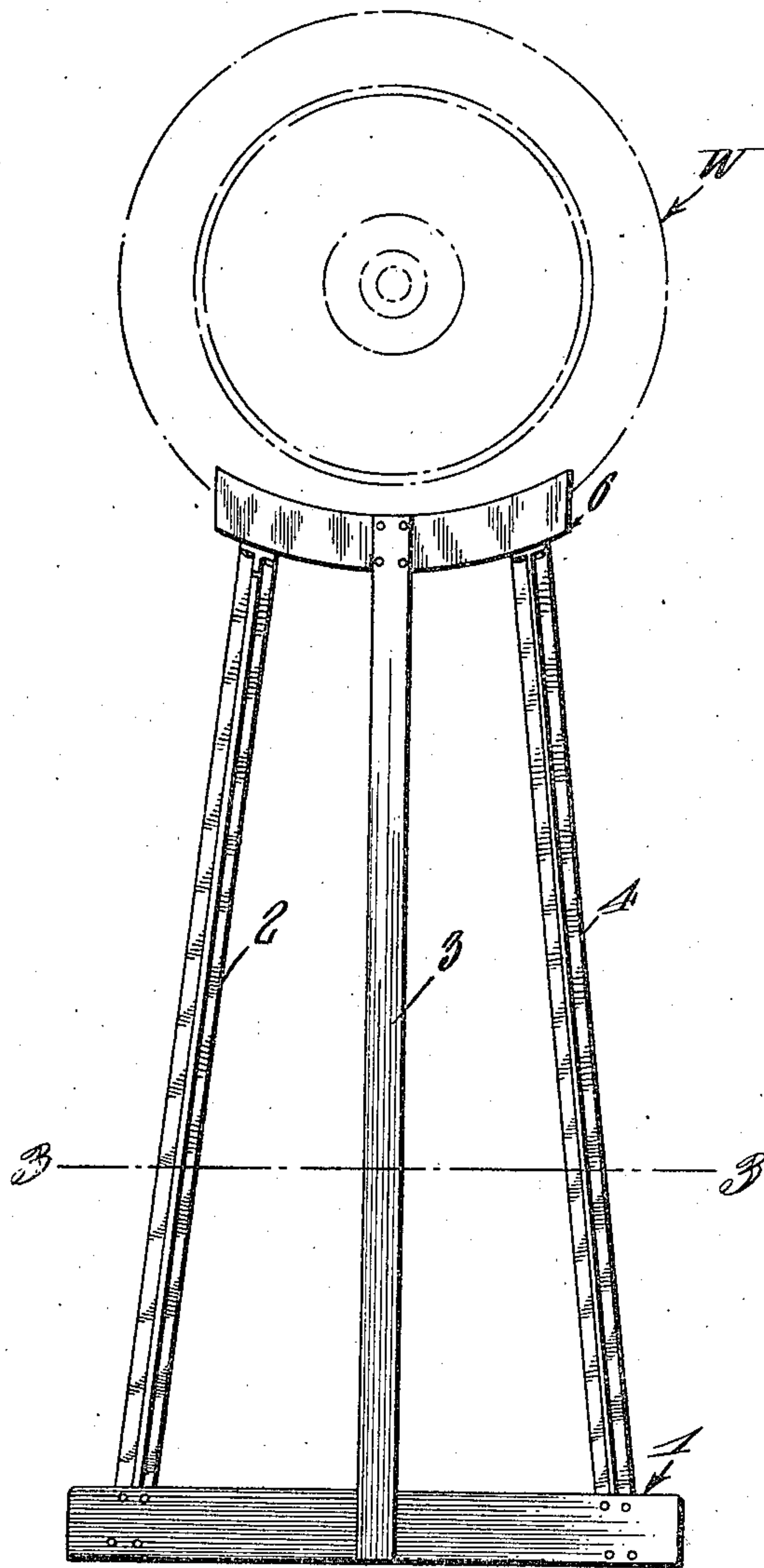


Fig. 2.

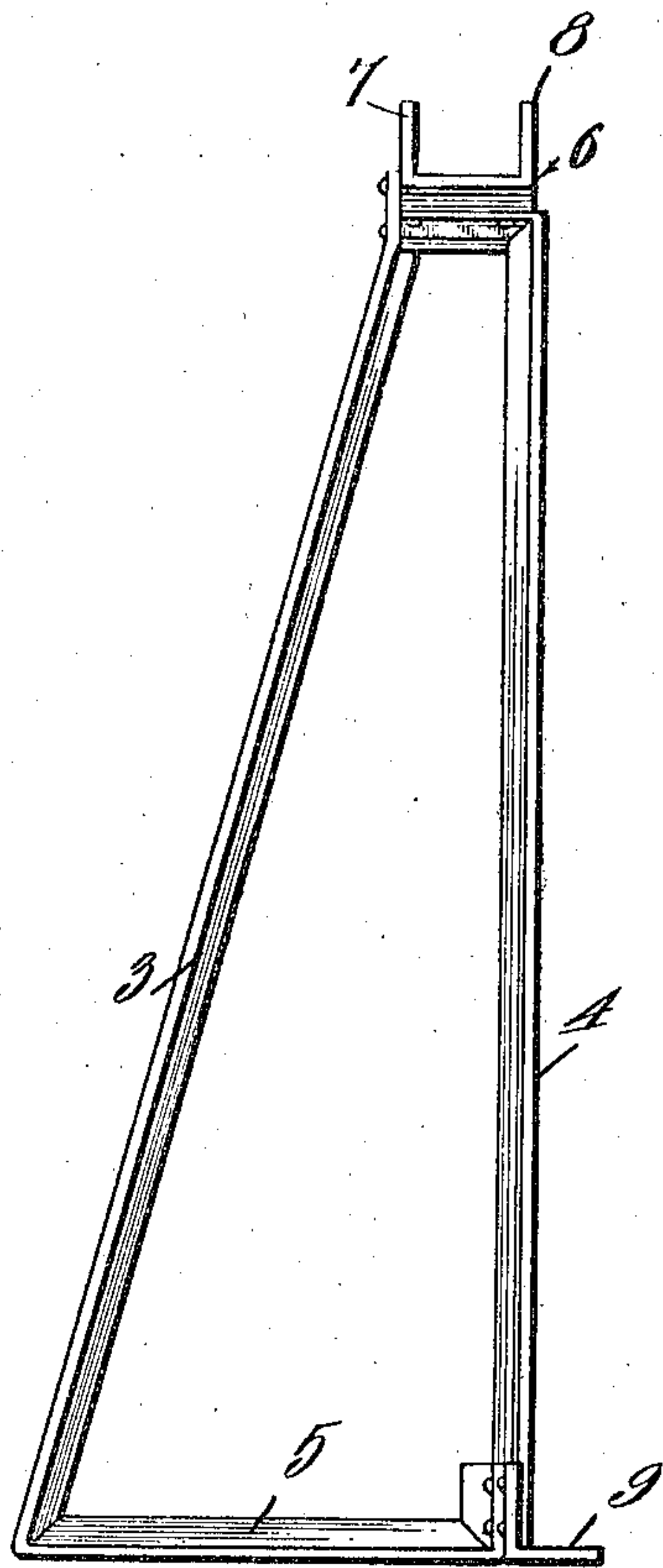
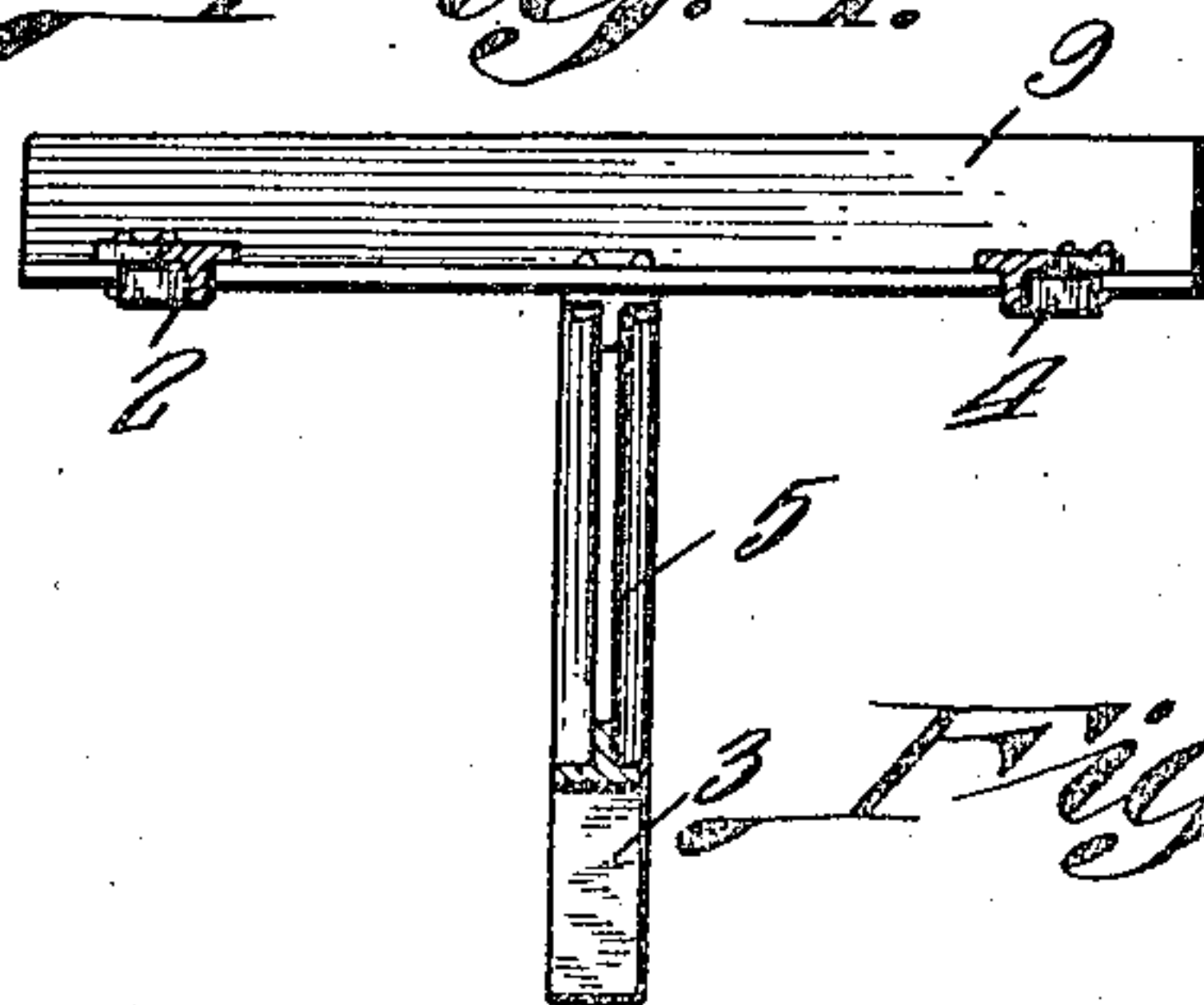


Fig. 3.



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Fig. 3. 334 *Charles H. Co.*

Attorneys

UNITED STATES PATENT OFFICE.

EUGENE GRAHAM, OF WEST BEND, IOWA, ASSIGNOR OF ONE-HALF TO EARLE R. COBB,
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AUTOMOBILE REPAIR STAND.

Application filed July 16, 1923. Serial No. 651,877.

To all whom it may concern:

Be it known that I, EUGENE GRAHAM, a citizen of the United States, residing at West Bend, in the county of Palo Alto and State of Iowa, have invented a new and useful Automobile Repair Stand, of which the following is a specification.

This invention relates to repair stands for automobiles.

The object of the invention is to provide a stand of this character so constructed that one end of a car may be raised and supported thereon to afford ready access to parts underneath the car so that the mechanic can work thereon in standing or sitting position thereby effecting a great saving in both time and labor.

Another object is to so construct a stand of this character which while simple and cheap to manufacture is strong, durable and capable of withstanding the strains to which it will be subjected.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed without departing from the spirit of the invention.

In the accompanying drawings:—

Figure 1 represents a side elevation of one member of the stand constituting this invention with a vehicle wheel shown in dotted lines supported thereby.

Fig. 2 is a front elevation thereof, and

Fig. 3 is a horizontal section taken on the line 3—3 of Fig. 1.

In the embodiment illustrated the stand constituting this invention comprises two members which are exactly alike and are designed to be applied respectively to support two of the end wheels of a vehicle to adapt a mechanic to work under the vehicle without lying on his back. These stand members being exactly alike one only will be described in detail. Each stand member comprises a base 1 from which rises uprights or standards 2, 3 and 4 preferably of angle iron to provide maximum strength with minimum weight. These standards converge toward their upper ends and are connected by a

longitudinally curved channel iron 6 which forms a seat for the wheel to be supported, the flanges 7 and 8 of said iron holding the wheel against lateral movement.

The standard 3 has its lower end bent at right angles to form a bracing member 5 for the base 1 and is riveted at its terminal to the member 9 of said base.

By mounting the standards on the base 1 at points spaced from each other and converging toward their upper ends an extended surface engaging base is provided to avoid all possibility of tipping the stand when in use.

In the use of this stand the vehicle to be supported has one end hoisted by any suitable means and when lifted to the desired height the members of the stand are inserted under the wheels which rest in the seat 6 thereof and thus securely hold the vehicle in tilted position to expose the parts underneath it and to render them accessible.

The formation of these stand members of angle and channel iron also adapts them to be very cheaply constructed since these irons may be bought in the open market and no casting is necessary to produce the stands, the strips of angle iron being cut suitable lengths, bent and riveted to form the stand members and yet they will have ample strength and durability to resist the strains to which they may be subjected.

Various changes in the form, shape, proportion and other minor details of construction may be made without departing from the principle or sacrificing any of the advantages of the claimed invention.

I claim:—

A stand of the class described comprising a wheel supporting member composed of angle iron standards converging toward their upper ends and connected by a wheel seat, one of said standards having its lower end bent laterally at right angles, and bars connected with the standards and with said lateral extension to form a supporting base.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

EUGENE GRAHAM.

Witnesses:

FRED J. HOSKIN,
O. H. REID,