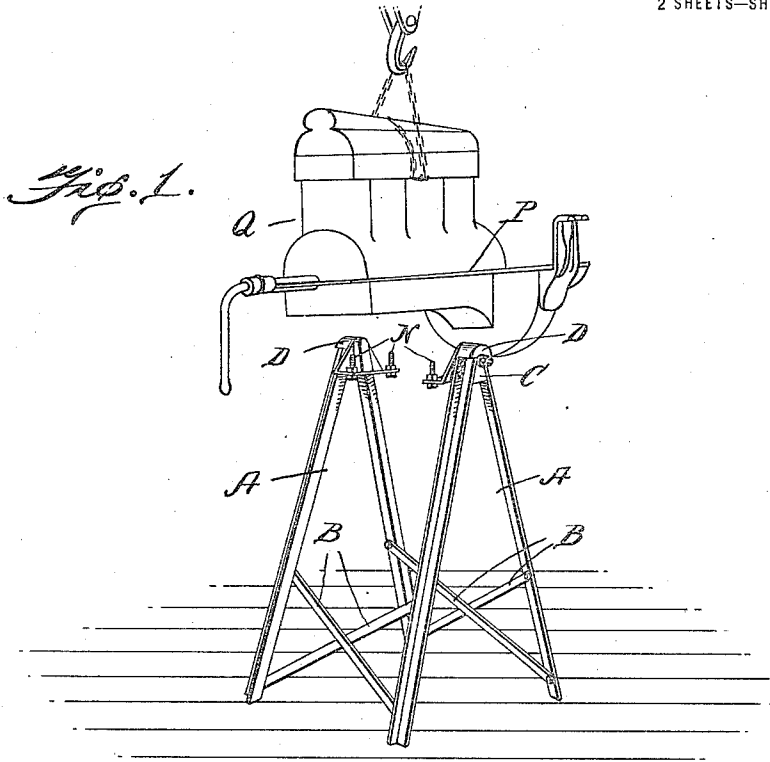
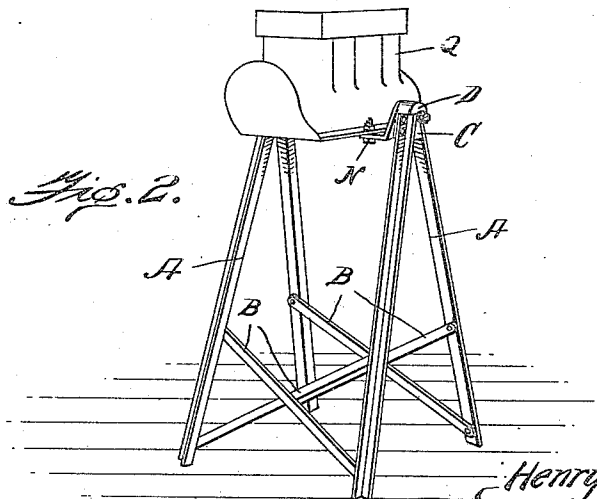


H. H. BELTNER.
ENGINE WORK STAND.
APPLICATION FILED MAY 8, 1917.

1,277,532.

Patented Sept. 3, 1918.
2 SHEETS—SHEET 1.



Witness
R. M. Offutt
M. E. Moore

By

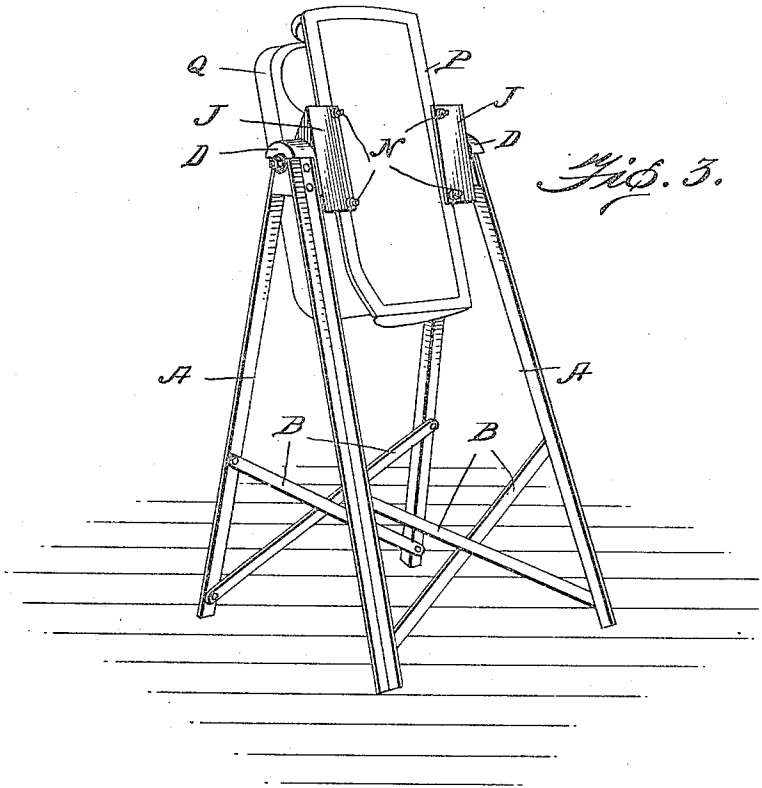
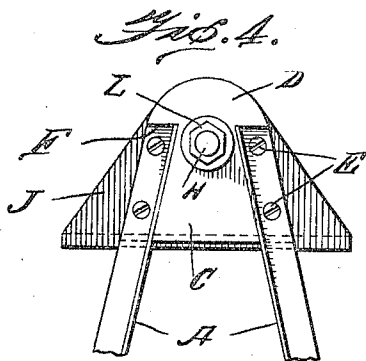
Inventor
Henry H. Beltner

M. E. Moore
Attorney

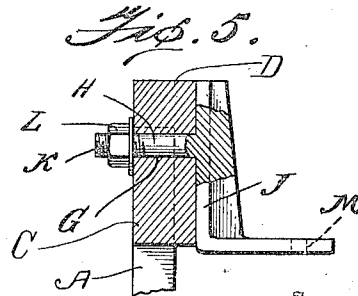
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UNITED STATES PATENT OFFICE.

HENRY H. BELTNER, OF OVERTON, NEBRASKA.

ENGINE WORK-STAND.

1,277,532.

Specification of Letters Patent.

Patented Sept. 3, 1918.

Application filed May 8, 1917. Serial No. 167,298.

To all whom it may concern:

Be it known that I, HENRY H. BELTNER, a citizen of the United States, residing at Overton, in the county of Dawson and State of Nebraska, have invented certain new and useful Improvements in Engine Work-Stands, of which the following is a specification.

My invention relates to improvements in engine work stands, particularly constructed to receive the bed of an automobile or other engine, and to sustain the engine in the various positions to enable the mechanic to work with ease and facility upon any desired part of the engine mechanism.

The main object of my invention is the provision of a stand of compact, small size, to occupy a limited space, which will receive the engine bed and permit the adjustment of the stand mechanism to present the portion of the engine to be worked upon in the most convenient position, according to the part of the engine which requires attention.

Another object of my invention is the provision of an engine stand which will be simple, strong and durable in construction, which can be manufactured at a very low price, and which in every particular will prove useful, efficient and practical.

With these objects in view, the invention consists of a stand comprising a pair of angular-shaped supports connected and braced at their lower portions, and means mounted in the upper ends of said supports to receive the engine bed and adjust the engine to the desired position.

The invention further consists of a workstand embodying novel details of construction and combination of parts for service, substantially as shown, described and particularly pointed out in the claim.

Figure 1 represents a perspective view of an engine workstand constructed in accordance with and embodying my invention, the parts being in the position they occupy when the engine is to be received and supported in a horizontal position.

Fig. 2 represents a similar view, with the engine bolted to the adjustable supporting brackets in a horizontal position.

Fig. 3 represents a similar view, the engine being adjusted to an inclined position and exposing the interior portion of the engine.

Fig. 4 represents an enlarged elevation of the top or head portion of one of the supports and one of the angular adjustable brackets mounted in said top, and

Fig. 5 represents a detail sectional view showing, in particular, the manner of adjusting the brackets and clamping them in their adjusted positions.

The stand is particularly constructed and adapted for work upon engines such as used in automobiles, aeroplanes and like service, and consists of the pair of angular supporting members A, which are preferably made of angle iron and are connected and braced firmly together by means of the two sets of cross braces B, the whole making a simple, strong and durable stand, of comparatively light weight.

Between the upper end of said supporting members are mounted and secured the angular portions C, of the caps or heads D, which securely connect and retain the upper ends of the supporting members in place, by means of the fastenings E, which engage the seats or recesses F, of said caps.

This construction provides the heads or caps with recesses in which seat the upper ends of the rails of the supporting members, and also forms broad portions in which are provided openings G, which receive the stems H, formed integral with the brackets J, said stems being formed with a threaded end K, to receive binding nuts L, and having in their horizontal portion openings M, which receive bolts N, for passage through the usual openings in the bed P, of the engine Q, as most clearly shown in Figs. 2, 3 and 5.

It will be noted that the mounting of the engine bed upon the adjustable brackets of the stand permits the engine to be disposed in the most convenient position to suit the mechanic, that the engine can be instantly applied and adjusted to the proper position, and that further when the engine bed is connected and adjusted, it forms a means for bracing and securing the stand in proper position or in other words, completes a rigid structure for sustaining the engine in the proper position to be worked upon.

It will thus be apparent that I provide a stand which is of the simplest, cheapest and most durable construction, which will permit the instant application and adjustment of

the engine to the most convenient position, and which will prove practical and efficient in every particular.

I claim:

- 5 The engine work-stand herein described, consisting of the pair of similar members connected in angular relation to form a support, caps fitting on the upper ends of said members and formed with angular portions
10 fitting between the upper ends of said members, supporting brackets provided with stems mounted in said angular portions,

clamping nuts on said stems to secure the supporting brackets in the desired position, and bolts carrying nuts mounted in the supporting brackets for engaging the engine bed to retain the engine upon the brackets. 15

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

HENRY H. BELTNER.

Witnesses:

PERCY W. LARCH,
WM. MORRIS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."