A. J. PARKER.

AUTOMOBILE SUPPORT.

APPLICATION FILED AUG. 3, 1908.

917,353.

Patented Apr. 6, 1909.

3 SHEETS—SHEET 1.

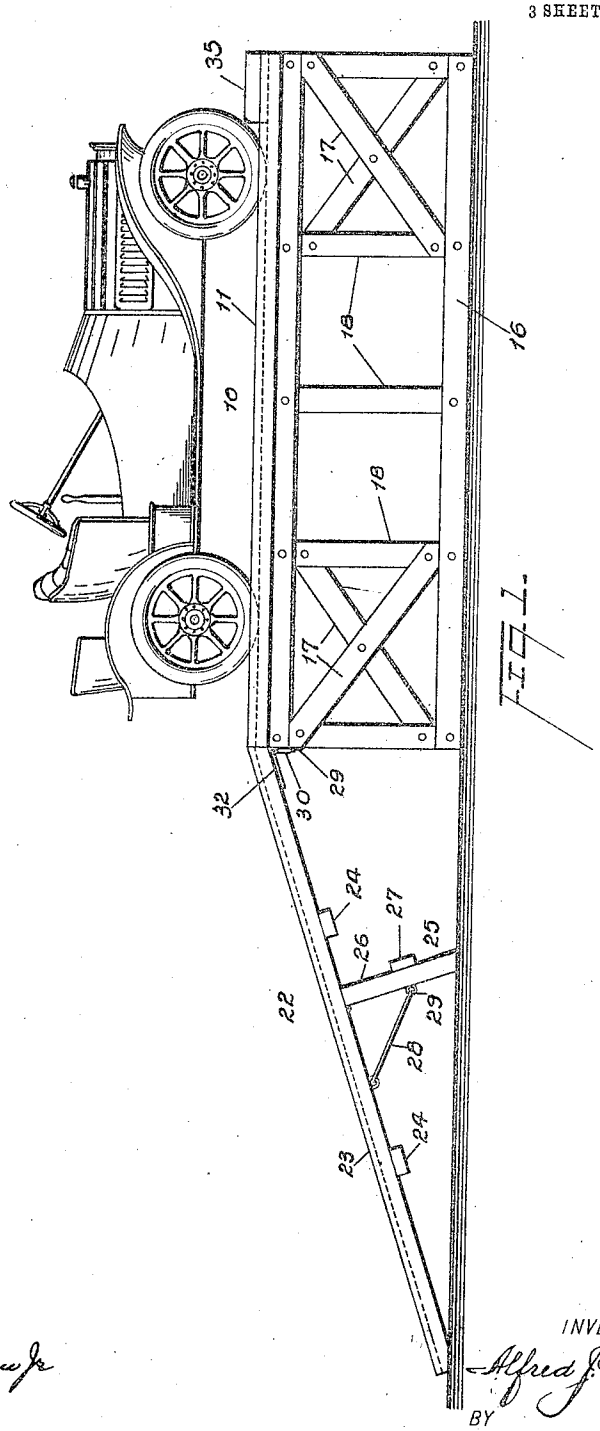


FIG. 1.

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3 SHEETS—SHEET 2.

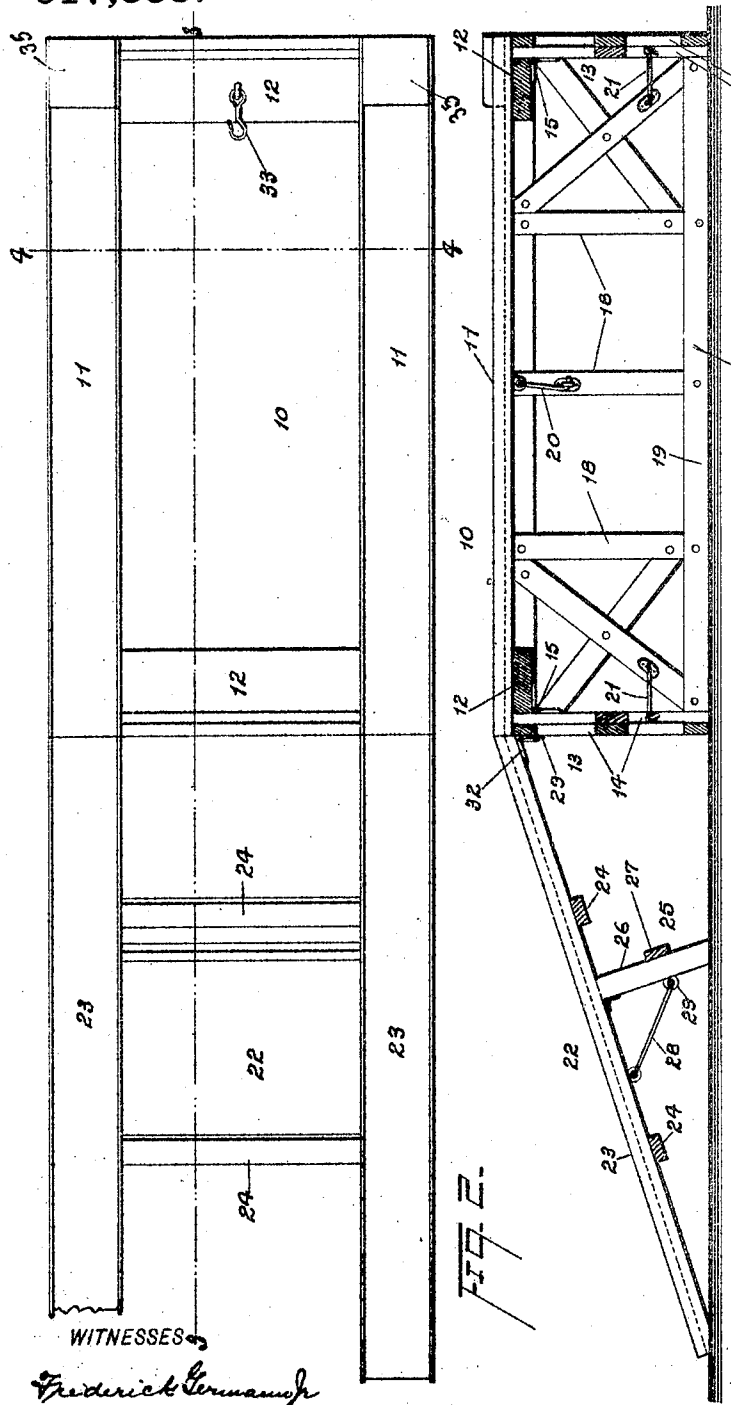


FIG. 2.

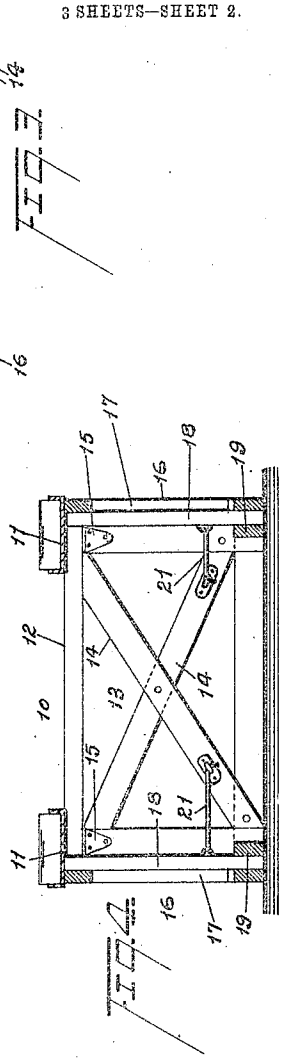


FIG. 3.

FIG. 4.

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3 SHEETS—SHEET 3.

FIG. 5.

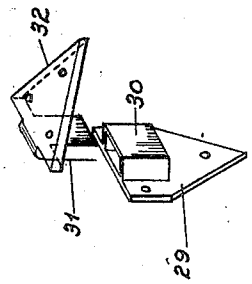


FIG. 6.

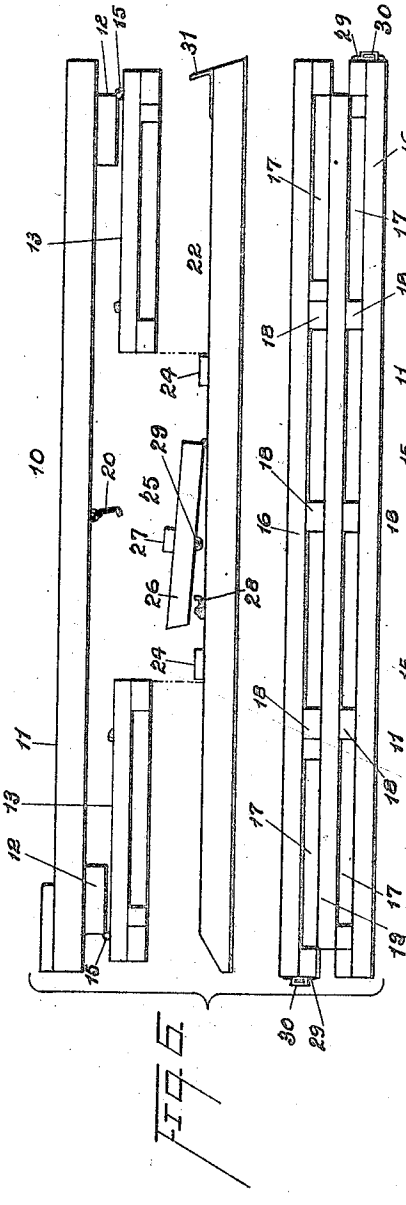
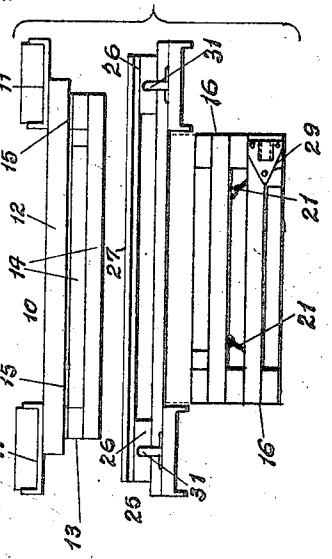


FIG. 7.



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UNITED STATES PATENT OFFICE.

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AUTOMOBILE-SUPPORT.

No. 917,353. Specification of Letters Patent. Patented April 6, 1909.

Application filed August 3, 1908. Serial No. 446,568.

To all whom it may concern:

Be it known that I, ALFRED J. PARKER, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain Improvements in Automobile-Supports, of which the following is a specification.

The objects of this invention are to provide for owners of automobiles a convenient support upon which the machine can be placed for getting beneath the same to make repairs; to provide such a support which can be collapsed or knocked down and thus packed away or transported in a very small space; to secure convenience and comfort in working at the under part of an automobile; to provide a simple and practical construction, and to obtain other advantages and results as may be brought out in the following description.

Referring to the accompanying drawings, in which like numerals of reference indicate the same parts in the several figures, Figure 1 is a side elevation of my improved support in use with an automobile thereon; Fig. 2 is a plan of the support; Fig. 3 shows the horizontal portion of the support in vertical section upon line 3, 3, Fig. 2; Fig. 4 is a transverse vertical section on line 4, 4, Fig. 2, looking in the direction indicated by the arrow; Fig. 5 illustrates in perspective certain coupling means for the horizontal and the inclined portions of the support; Fig. 6 shows the support knocked down and packed together, looking at the side thereof, and the pieces being slightly separated for greater clearness, and Fig. 7 is a similar view looking at the ends of the pieces.

In said drawings, 10 indicates the top or platform of my improved support, said top providing parallel horizontal tracks 11, 11 for the wheels of the automobile, and said tracks being connected near their opposite ends by bars 12, 12. To each end of said top 10 is hinged an end frame 13 adapted to be brought into vertical position to support the said top at proper height from the ground. These end frames as shown comprise rectangular frames trussed by cross-braces 14, but obviously they could be of any suitable detail construction adapted to the purpose. They are shown as each hinged to a bar 12, as at 15, adapted to fold beneath the top 10 as shown in Figs. 6 and 7, and when opened into vertical position to lie against the outer edge of said bar 12 and abutting at their top edges the under surface of the tracks 11. For the sides of my improved support, other frames 16, 16 are provided, and these side frames are also of rectangular form, and the end sections thereof are trussed by braces 17. The middle sections of the side frames, between the uprights 18, are left open so as to permit ingress and egress to the space inclosed by the support and beneath the automobile. The side frames 16 have each at its lower edge an inside rail 19 which at its ends fits between the end frames 13, as shown in Fig. 3, thus serving to brace the said end frames. These side frames 16 may be detachably connected to the top 10 and ends 13 of the support in any suitable manner, but I have shown in the drawings hooks 20 connecting the top of each side frame near its center with the adjacent track 11 of the top, and other hooks 21 near the lower edges of the ends of the side frames adapted to reach across the corner or angle and engage the adjacent end frame, suitable keepers being of course provided for all said hooks. When the parts thus described are connected or assembled as explained and as shown in Figs. 1, 3 and 4 of the drawings, a box-like support is provided which possesses great rigidity and is adapted to support an automobile with great firmness and safety, as will be understood. At the same time free access is permitted from the sides to the interior of said support, so that the user can readily and conveniently examine his automobile from beneath.

For running the automobile upon the tracks 11 described, an incline 22 is provided comprising opposite tracks 23, 23 connected by cross-strips 24. These tracks 23 are similar to the tracks 11 of the body portion of the support and are adapted to register therewith at one end, while the other end rests upon the ground. Midway of said ends a prop 25, consisting of legs 26 under the tracks 23 and connected by a cross-strip 27, is hinged to the under side of the incline. Hooks 28 are also provided upon the incline to engage keepers 29 on the legs and hold the prop in open or supporting position. The said incline is desired to be separably and still securely attached to the body part of the support, and I have shown this accomplished by means of the members shown in Fig. 5, where 29 indicates a plate adapted to be secured to the body part of the

support and providing a socket or keeper 30 for a tongue 31 projecting from a plate 32 adapted to be attached to the incline. Preferably two of these coupling means are employed, one under each track of the hinged part, as shown in Fig. 1, and thus by slightly raising the upper end of the incline, the said incline can be entirely detached from the body portion of the support. The sockets or keeper plates 29 can be secured to any suitable part of the body of the support, although I have shown them in the drawings as mounted upon the ends of the side frames 16.

It will be understood that when the support above described is erected as shown in Fig. 1, an automobile may be driven up onto the same or drawn up by means of suitable tackle attached to a hook 33 on the forward cross-bar 12. The wheels of the automobile then rest over the trussed end portions of the support, so that great rigidity and firmness is secured, and at the same time free ingress and egress is provided at the middle part of the side frames to the space beneath the automobile. Blocks 35 or other equivalent stop means, arranged on the tracks 11, 11 at their ends opposite the incline 22, limit movement of the automobile in that direction to prevent it from going off over the end of the support. The body part of the support may be made of any suitable height, but in practice three and a half or four feet has been found to be sufficient.

When not in use, the support is readily knocked down or collapsed and can be folded compactly and neatly together for storage or transportation. The incline 22 is first detached, and its prop 25 folded as shown in Figs. 6 and 7; the side frames 16 are then detached and laid together as also shown in said figures; and lastly the end frames 13 are folded in under the platform 10, as shown. In this condition, the prop and cross-strips 27 of the incline enter between the ends of the folded end frames of the platform, as clearly shown in Fig. 6, and also the superposed side frames 16 are adapted to lie between the tracks 11, 11 of the incline, as clearly shown in Fig. 7. The construction of the support thus facilitates packing when collapsed or knocked down.

Obviously any suitable material may be used in the construction of my improved support, as either wooden or iron bars or rods of any ordinary form, and furthermore the different members of the support may be separably or collapsibly connected by any known means equivalent to those which I have illustrated.

Having thus described the invention, what I claim as new is:

1. A collapsible automobile support, comprising in combination a platform adapted to receive upon itself an automobile, side frames and end frames adapted to hold said platform up from the ground and afford access beneath the same, means for collapsibly connecting said frames edgewise to said platform and to each other, and an incline leading to said platform and collapsible with respect thereto.

2. A collapsible automobile support, comprising in combination a platform adapted to receive upon itself an automobile, side frames and end frames adapted to stand vertically beneath the edges of said platform and form a box-like body, means for collapsibly connecting said frames to each other at their end edges and to said platform at their top edges, and an incline leading to said platform and collapsible with respect thereto.

3. The hereindescribed collapsible automobile support, comprising in combination a platform having side tracks and end connecting bars and being open between said end bars and tracks, end frames and side frames adapted to stand beneath said platform, said side frames being open at their middles, means for collapsibly connecting said frames to said platform at their upper edges, means for releasably holding said frames in fixed box-like relation to each other, and an incline leading to said platform and collapsible with respect thereto.

4. In a portable automobile support, the combination with a platform adapted to receive upon itself an automobile, of frames adapted to be collapsed with respect to said platform or extended in relation thereto to hold the same up from the ground, said frames being each trussed at its end portions and open at its middle part, and a collapsible incline leading to said platform.

5. In a portable automobile support, the combination with a top platform adapted to receive upon itself an automobile, end frames hinged to said platform, side frames, means for detachably connecting said side frames to said platform and end frames, an incline, and means for detachably connecting one end of said incline to said platform.

ALFRED J. PARKER.

In the presence of—
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ETHEL B. REED.