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TRAILER STAND

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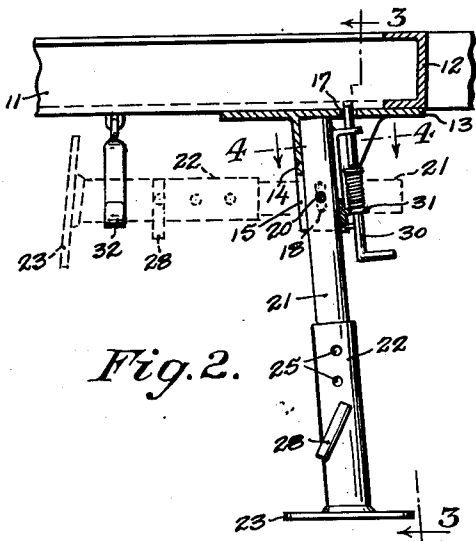
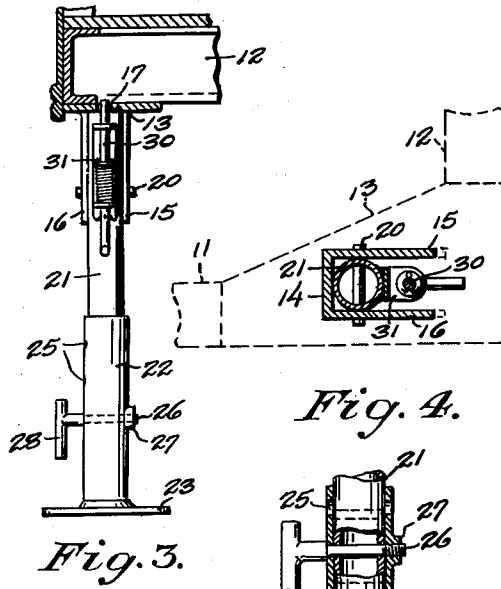
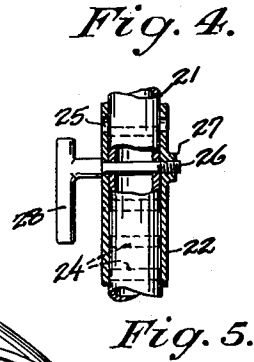
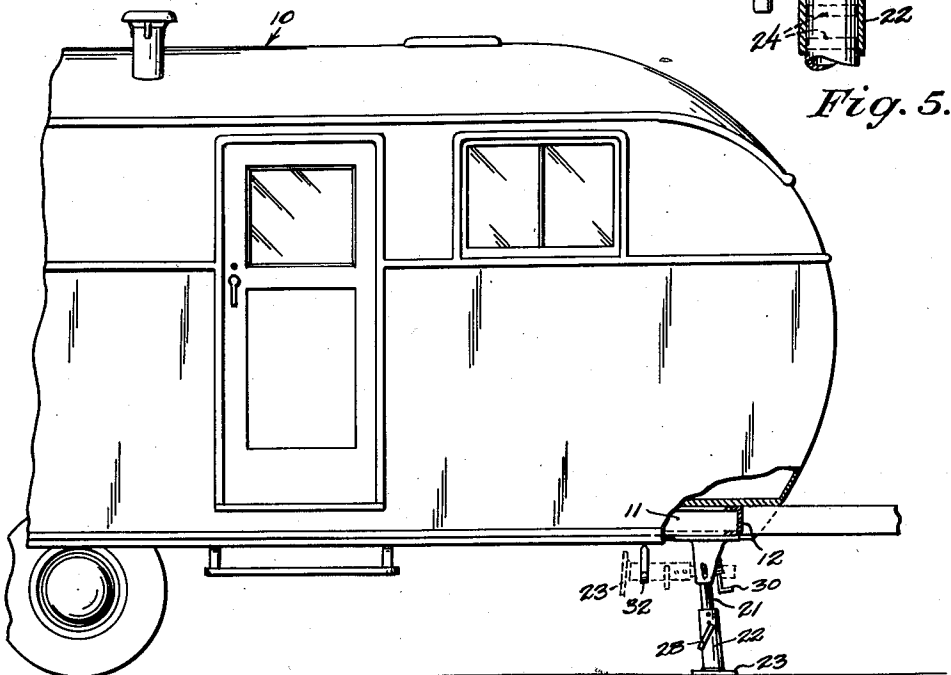


Fig. 1.

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TRAILER STAND

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1 Claim. (Cl. 248—351)

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This invention relates to a trailer stand, particularly a stand for giving support to a two-wheeled trailer during those periods when the latter is disconnected from a towing vehicle therefor. The object of the invention is the provision of a conveniently operated stand arranged and adapted to be applied to the front end of an automotive trailer, which may be easily adjusted to different heights and thus readily adapts itself to irregularities in the contour of the ground on which the trailer may be parked, and which may be inexpensively produced and is unusually dependable in use.

The invention consists in the novel construction and in the adaptation and combination of parts hereinafter described and claimed.

In the accompanying drawing:

Figure 1 is a fragmentary side elevational view, partially broken away and shown in section, to illustrate a car-trailer equipped with a stand or stands produced in accordance with the now-preferred embodiment of the present invention, full and dotted lines being employed to portray said stand in its operating and inoperative positions, respectively.

Fig. 2 is a similar view excepting that the showing of the trailer is limited to only a minor part of the frame, and the scale employed is enlarged from that of Fig. 1.

Fig. 3 is a transverse vertical sectional view on line 3—3 of Fig. 2.

Fig. 4 is a horizontal sectional view on line 4—4 of Fig. 2; and

Fig. 5 is a fragmentary transverse vertical sectional view detailing the height-adjusting feature of the stand.

In the drawing, the reference numeral 10 indicates the body of a two-wheeled car-trailer, and 11 and 12 represent the side girders and crossmembers, respectively, of a suitable frame structure therefor. The stand of the present invention is hung from said frame structure, there being preferably two such stands located one at the left-front corner and the other at the right-front corner of the trailer, and inasmuch as the construction of these two stands is identical a description of one will suffice. As a mounting for each stand, a hanger is welded or otherwise rigidly secured to the underside of the frame, and this hanger, which preferably is a casting, presents a head wall 13 from which depends a back-wall plate 14 and laterally spaced side-wall or cheek plates 15—16, the back wall being characterized in that the angle which is described between this wall and the head wall is somewhat less than a right angle, preferably 85°. Formed

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in the head wall in forwardly removed relation from the back wall is a vertical aperture 17, and there is provided in the cheek plates and placed below the lower limit of the back wall a respective vertical slot 18, these slots being transversely aligned.

Received by its upper end between the cheek plates of the hanger and connecting for floating pivotal movement with the latter by a pin 20 which works in the slots 18 is a pipe section 21 having an overall length somewhat shorter than the distance to which the underside of the frame is elevated above the road surface, and telescopically associated with the lower end of this pipe section is a second pipe section 22 flanged at the bottom to form a bearing foot 23. This foot is angularly offset from the axial line of the telescoping pipes in a degree corresponding to the angularity between the back and head walls of the hanger, and which is to say 85° if the preferred and previously given example is to obtain. There is bored diametrically through each of the two pipes a series of vertically spaced horizontal holes 24 and 25, respectively, and the spacing between the holes of one said series differs from that of the holes of the other said series. This is to say, for example, that the spacing between the holes of the outer pipe is 2" whereas the spacing between the holes of the inner pipe is 1½". This assures a quite fine adjustment of the overall-length of the two pipes as a selected one of the outside holes is brought into registration with one of the inside holes, the pipes being then interlocked by inserting a pin 26 through the registering holes. As a means of holding the pin against dislodgement when the stand is not in use, I thread the end of the pin and weld a nut 27 upon the outside of the pipe 22 in a position whereat the same will register with one of the holes 24, and to facilitate the act of turning the pin when threading or unthreading the same into or from the nut the pin is provided with a handle 28. It will, of course, be understood that this threading action of the pin is of value only when the stand is swung upwardly from the full-line into the dotted-line position of Figs. 1 and 2. When the stand is in its working position, any one of the three holes 24 may perforce be used.

When the stand occupies its working position, the arrangement is one in which the upper part of the inner pipe 21 bears against the hanger's back wall 14 while at the same time bringing the head wall 13 of the hanger firmly to rest upon the head end of the pipe, and it can be here pointed out that the purpose in providing an

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angle of less than 90° between the back wall and the head wall is to cause the lower end of the telescoping pipes to be canted forwardly and thus resist any tendency of the stand structure to jack-knife. This jack-knifing is further precluded by a lock comprised of a bolt 30 carried for vertical sliding movement by a bracket 31 which is fast to the pipe 21, a spring urging this bolt into socketed engagement in the aperture 17 of the hanger wall 13.

The operation of the invention is as follows:

Assuming that the trailer has been moved onto a parking spot, and that it is desired to disengage the trailer from the towing vehicle therefor and support the front end of the trailer upon its stands, the operator first applies a jack under the substantial center of the trailer's front end and, after disconnecting the trailer coupling, disengages the two stands from the hook catches 32 therefor and swings the same downwardly. The footing flange will now be clear of the ground and the pivot pin 20 will rest upon the lower end of the slots 18. The operator then removes the adjusting pin 26, and the flanged pipe responsively drops until the foot 23 rests upon the ground.

The operator now simply raises the upper pipe in the degree necessary to bring one of the holes 23 into registration with one of the holes 24, and pin 26 is then re-inserted through these registering holes. Removing the jack, after performing this procedure on both stands, allows the front end of the trailer to settle very slightly until the head walls of the two hangers rest upon the related pipes 21.

The described trailer stand and the manner of its operation will, it is believed, be clear from the foregoing. Various departures from the embodiment which I have here elected to illustrate may obviously be resorted to without departing from the spirit of the invention, and no limitations are

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to be implied by reason of having particularly described such illustrated embodiment. It is my intention that the hereto annexed claim be read with the broadest scope commensurate with the language used.

What I claim is:

As a trailer stand: a hanger carried by the trailer to occupy a position upon the underside and forward end of the latter and formed with top, back, and side walls to present a box-like socket open front and bottom, said side walls being prolonged below the back wall, a supporting post, and trunnion and slot means associated with the upper end portion of the post and the side wall prolongations to swingably support the post for movement from a substantially horizontal inactive position lower than the back wall whereat most of the length of the post is located rearwardly of the hanger into a functioning position whereat the upper end of the post is socketed within the hanger and bears both against the back wall and the top wall of the hanger to support the trailer independently of said trunnion and slot means.

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