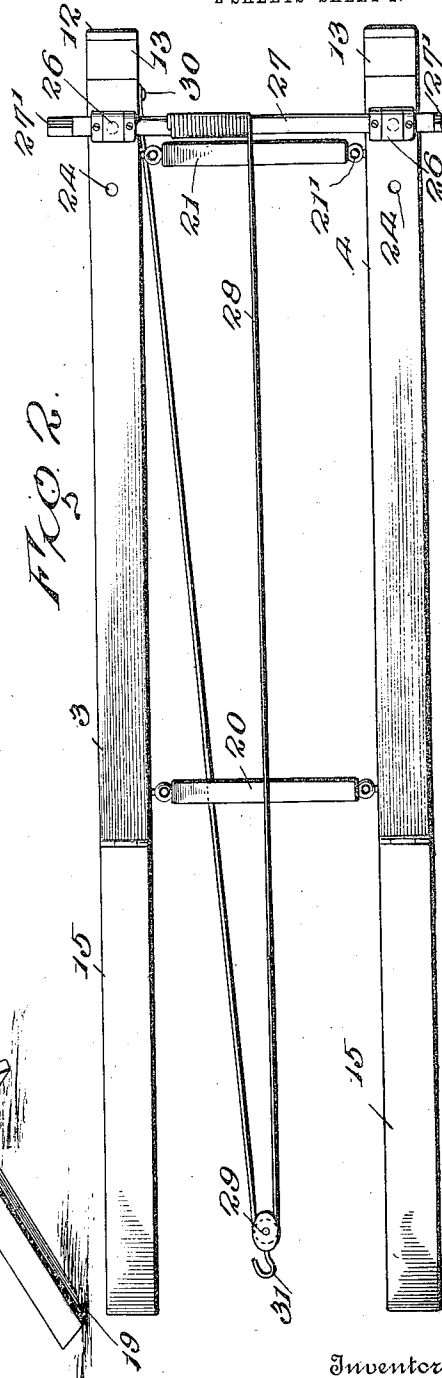
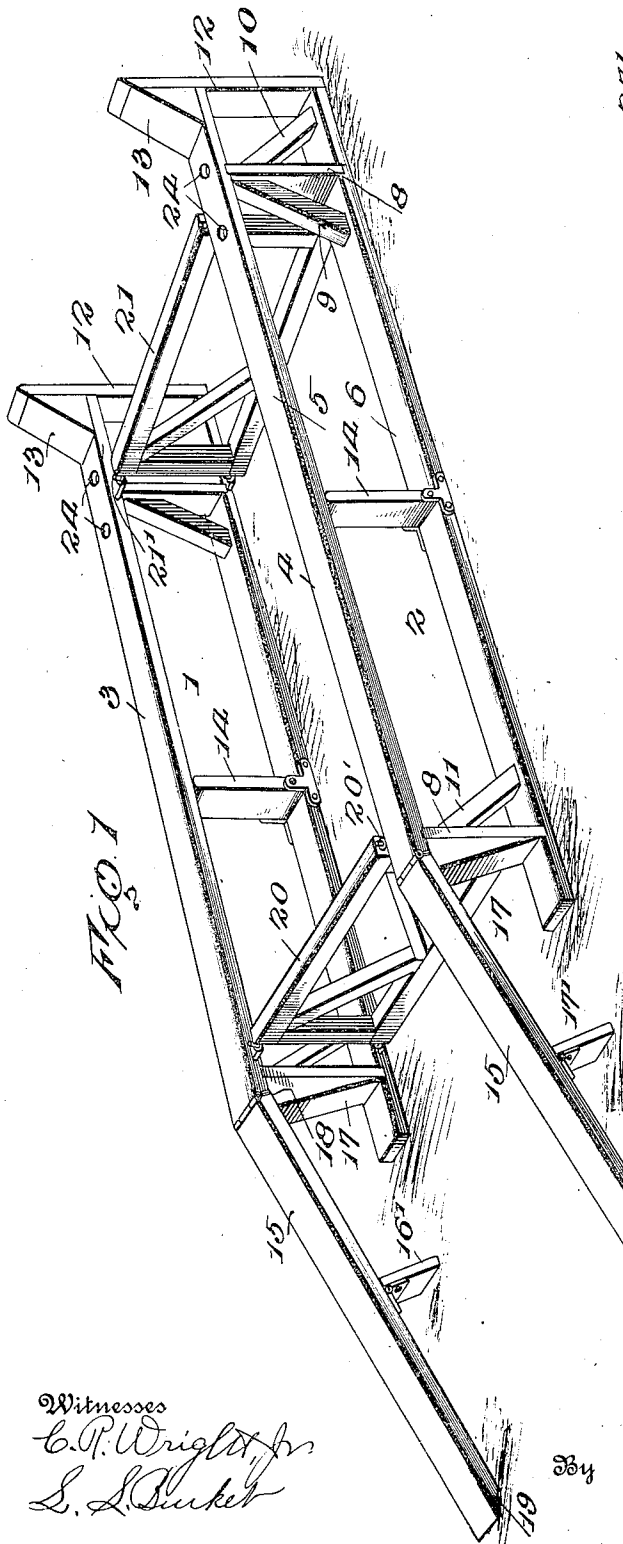


B. JOHNSON.
ELEVATED SUPPORT FOR AUTOMOBILES.
APPLICATION FILED MAY 18, 1910.

1,005,551.

Patented Oct. 10, 1911.

2 SHEETS—SHEET 1.



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Witnesses
C. P. Wright, Jr.
L. L. Barker

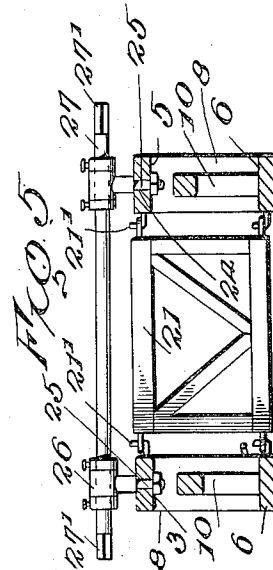
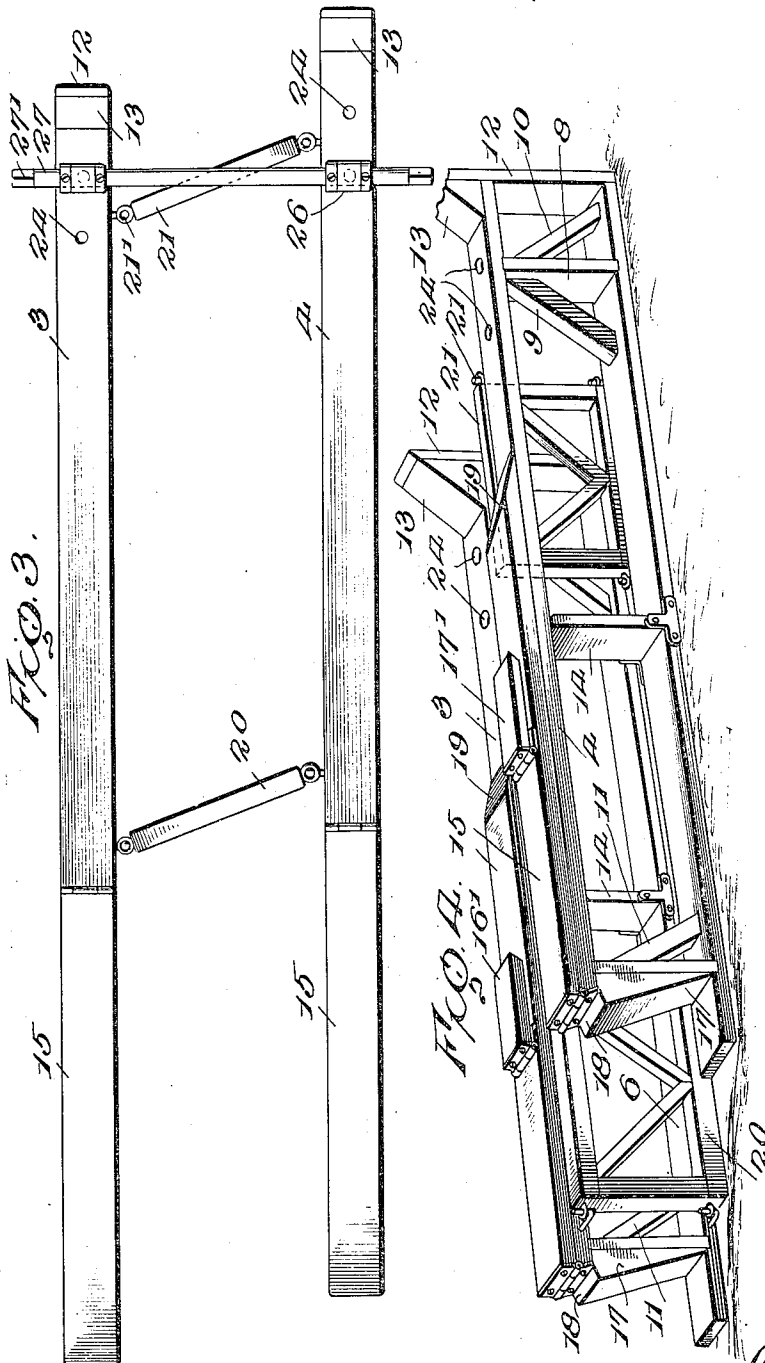
334

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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

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ELEVATED SUPPORT FOR AUTOMOBILES.

1,005,551.

Specification of Letters Patent.

Patented Oct. 10, 1911.

Application filed May 18, 1910. Serial No. 562,081.

To all whom it may concern:

Be it known that I, BERT JOHNSON, a citizen of the United States, residing at Springwater, in the county of Livingston and State of New York, have invented certain new and useful Improvements in Elevated Supports for Automobiles, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention relates to improvements in elevated supports for automobiles.

The object of my invention is to provide a support of the character described on which an automobile can be run for supporting it off of the ground to make repairs to the machine from underneath, and its object is to more particularly provide means whereby the tread base can be varied for receiving automobiles with treads of different widths.

Another object of my invention is to provide a support of this character which is collapsible and can be folded into a comparatively small form for storing when not in use, and also to provide means whereby the same can readily be taken apart for transportation or storage.

A still further object is to provide a simple, cheap and effective support to accomplish the above objects.

In the accompanying drawings: Figure 1 is a perspective view of my improved support. Fig. 2 is a top plan view. Fig. 3 is a top plan view showing one tread section slightly in advance of the other to lessen the tread. Fig. 4 is a perspective view of the support folded. Fig. 5 is a transverse sectional view of Fig. 2.

Referring now to the drawing, 1 and 2 represent two elongated rectangular frames arranged on edge and forming the wheel supporting frame, the upper faces 3 and 4 of which form the tread for the wheels of an automobile. Each frame is preferably constructed of two broad flat beams 5 and 6, connected adjacent their end by the vertical standards 7 and 8, the standard 7 being braced by the diagonal braces 9 and 10. The forward standard is braced by the diagonal brace 11. Connected to the rear ends of the beams 5 and 6 is a standard 12, which has its upper end extending above the beam 5, and braced by the triangular block 13, which forms bumpers to prevent the automobile from running off of the frame upon mounting the same. The beams 5 and 6 are braced intermediate their ends by the hinged brace

14. The upper beam 6, forming the tread 3, of the frame 1, is cut away at a point slightly beyond the vertical brace or standard 8, and hinged to said beams are the beams 15 and 15', which normally swing downwardly and form the tracks for the car to travel upwardly to the supporting frame. In order to brace said beams and take the weight and strain off of the hinges 16, I provide the blocks 17, which have slanting upper edges 18, extending beyond the beams 6 and upon which said beams rest. The outer ends of the beams 15 rest upon the ground and have beveled edges 19 to lie flat upon the ground. These beams or tracks when not in use are swung upwardly and are supported by the frame in a flat position.

The frames 1 and 2 are built exactly alike and are connected by transverse beams or frames 20 and 21, which hold the two frames in their adjusted position apart to receive the wheels of the automobile. These transverse connecting frames are hinged to the frames 1 and 2, as indicated at 21' so that the two frames can be moved together, as shown in Fig. 4, to allow the device to be stored and to take up less room.

In order to vary the tread of the support, one frame can be moved slightly in advance of the other, as shown in Fig. 3, which brings the two frames 1 and 2 close together and decreases the tread. When the two frames 1 and 2 are, as shown in Fig. 2, the tread is such as to receive the automobile of the greatest tread. It is well known that automobiles are of different width treads, as those sold to southern purchasers are of a less tread than those sold to northern purchasers, and the tread of the machines also vary for other reasons. As heretofore stated, when the two frames 1 and 2 are opposite, the support has its greatest tread, but by moving one frame slightly in advance of the other, the tread is decreased. The frames or beams 21 and 22 connecting the frames 1 and 2, as heretofore stated, are hinged and said hinge connection is such that they can be readily removed so that the two frames 1 and 2, may be moved separately for convenience in transporting or storage.

The beams 15, intermediate their ends, are provided with the hinged braces 16' and 17'.

In order to get a disabled car upon the support, I provide the beams 5 with a series of openings 24, in which extends a stud of the bearings 26. Mounted in said bear-

ings is a shaft 27, upon which is wound a cable 28. The cable extends forward and passes over a block 29, and then extends rearwardly and is secured to the frame as indicated at 30. The block 29 is provided with a hook 31, which hooks over the axle of the vehicle, and by turning the shaft by means of a crank fitting the squared end thereon, the cable is wound upon the shaft and block 29 drawn rearwardly pulling the car upon the support. There being a series of openings it will be seen that the studs 25 may be placed in any of the openings so that the shaft will be at right angles to the frames when the frames are twisted, as shown in Fig. 3.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:

1. A support of the character described, comprising two elongated frames adjustable to or from each other, bearings removably secured in the upper faces of said frames and adapted to oscillate therein, and a winding shaft carried by said bearings and having a cable wound thereon for drawing a car upwardly upon the said support.

2. A support of the character described, comprising two elongated frames provided with tread surfaces, hinged slanting tread surfaces hinged to one end of the tread surfaces of the frames, blocks carried by the frames adjacent the hinge connection for supporting the inner ends of said slanting tread surfaces and transverse beams having removable hinged connections with said frames for the purpose described.

3. A support of the character described, comprising two elongated frames adjustable to or from each other and longitudinally movable, a winding shaft having its bearings longitudinally adjustable on said frames and a cable wound upon said shaft and adapted to draw a car upwardly upon said support.

4. A support of the character described, comprising two elongated frames adjustable to or from each other, hinged slanting tread surfaces hinged to frames adjacent one end, blocks carried by the frames adjacent the hinged connection for supporting the inner ends of the slanting surfaces, a winding shaft longitudinally adjustably carried by the rear ends of the frame, and a cable wound upon said shaft and extending forwardly and adapted to draw a car upon the support.

5. A support of the character described, comprising two elongated frames, hinged sections connecting said frames, said frames having a series of openings therein, journal

boxes removably secured in said openings, a shaft in said boxes, and a cable mounted upon the shaft and adapted to be attached to the automobile for drawing the same upon the support.

6. A support of the character described, comprising two elongated frames adjustable to or from each other and longitudinally movable, a winding shaft adjustably mounted in said frames, and a cable wound upon the shaft for drawing a car upwardly upon the said support.

7. A support of the character described, comprising two elongated frames provided with tread surfaces, hinged slanting tread surfaces hinged to one end of the tread surfaces of the frames, blocks carried by the frame adjacent the hinged connection for supporting the inner ends of the said slanting surfaces, transverse beams having removable hinged connection with said frames, a winding shaft carried by the rear end of the frame, and a cable wound upon said shaft and extending forwardly and adapted to be secured to the car and drawing the same upon the support.

8. A support of the character described, comprising two elongated frames, a hinged connection between said frame, bearings removably secured in the upper face of said frame and adapted to oscillate therein, and a winding shaft carried by one end of the frame and having a cable wound thereon for drawing the car upwardly upon the said support.

9. A support of the character described, comprising two elongated frames, provided with tread surfaces, guard rails carried by the upper faces of said tread surfaces, hinged slanting tread surfaces hinged to one end of the tread surfaces of the frame, lugs carried by the frame adjacent the hinged connection for supporting the inner ends of said slanting tread surfaces, transverse beams having removable hinged connection with the said frames, bumpers carried by the rear ends of the tread surfaces, the said tread surfaces adjacent the bumpers having a series of vertical openings, bearings removably secured in said openings and adapted to oscillate therein, a winding shaft rotatably mounted in said bearings and having a cable wound thereon for drawing the car upwardly upon the support.

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

BERT JOHNSON.

Witnesses:

S. E. ROBINSON,
E. W. JACKMAN.