Oct. 23, 1923. 1,471,992

C. R. WIGNESS ET AL

MOTOR STAND

Filed Jan. 16, 1922 2 Sheets-Sheet 1

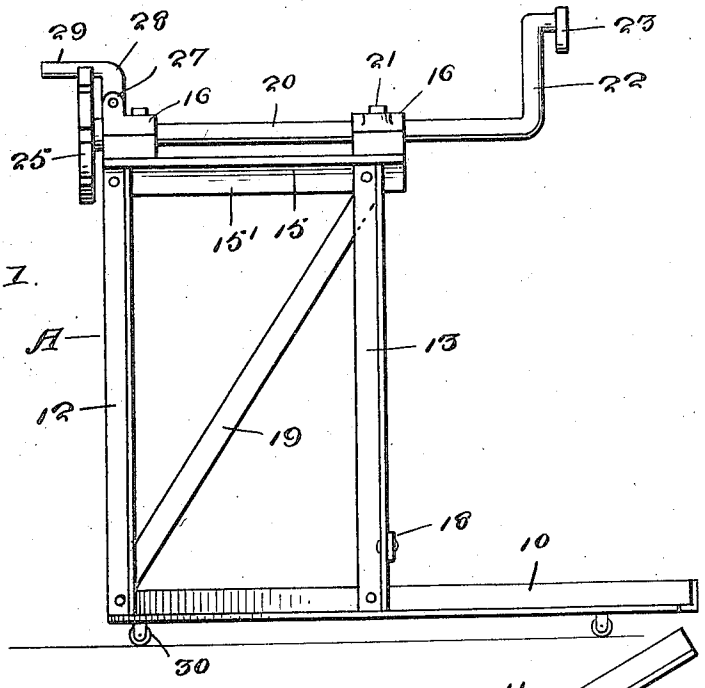


Fig. 1.

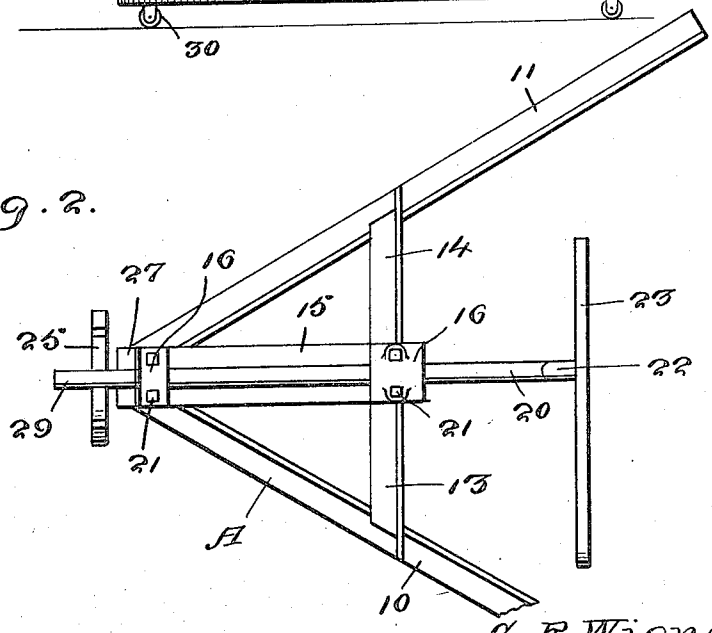


Fig. 2.

C. R. Wigness
H. W. Sahr
INVENTOR

BY Victor J. Evans
ATTORNEY

E. P. Ruhstaat
E. Yeddges
WITNESS:

Oct. 23, 1923. 1,471,992

C. R. WIGNESS ET AL

MOTOR STAND

Filed Jan. 16, 1922 2 Sheets-Sheet 2

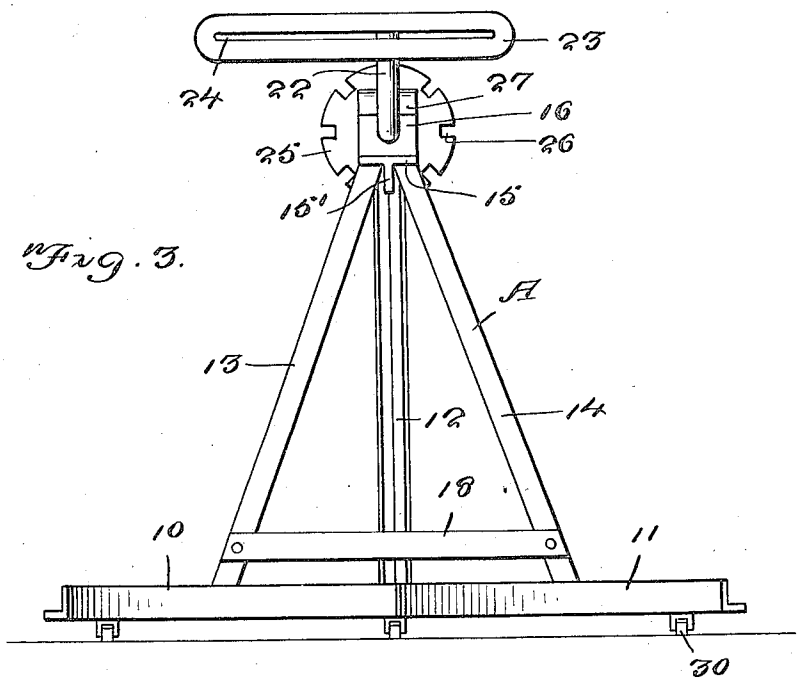
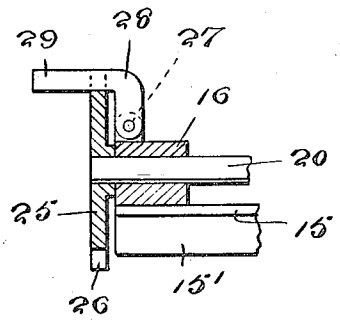


Fig. 3.

Fig. 4.



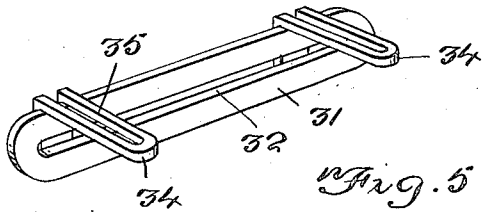


Fig. 5

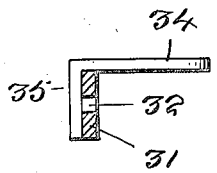


Fig. 6.

C. R. Wigness
H. W. Sahl
INVENTOR

BY Victor J. Evans
ATTORNEY

E. R. Ruplpert.
E. Yeager
WITNESS:

Patented Oct. 23, 1923. 1,471,992

UNITED STATES PATENT OFFICE.

CORNELIUS R. WIGNESS AND HARRY WALTER SAHL, OF HARLAN, IOWA.

MOTOR STAND.

Application filed January 16, 1922. Serial No. 529,555.

To all whom it may concern:

Be it known that we, CORNELIUS R. WIGNESS and HARRY WALTER SAHL, respectively a subject of the King of Norway and a citizen of the United States, residing at Harlan, in the county of Shelby and State of Iowa, have invented new and useful Improvements in Motor Stands, of which the following is a specification.

This invention comprehends the provision of a motor stand, which is designed to support the motor in the most advantageous position for repair by the operator, the invention being simple in construction, easy to manipulate, and capable of being moved from place to place with the motor supported thereon.

The nature and advantages of the invention will be better understood when the following detailed description is read in connection with the accompanying drawings, the invention residing in the construction, combination, and arrangement of parts as claimed.

In the drawings forming part of this application, like numerals of reference indicate similar parts in the several views, and wherein:—

Figure 1 is a side elevation of the stand.

Figure 2 is a top plan view.

Figure 3 is an end elevation.

Figure 4 is a fragmentary sectional view showing the association of the locking wheel with the shaft and the arrangement of the locking lever when associated with the wheel.

Figure 5 is a view of a modified construction.

Figure 6 is a transverse sectional view through the bar shown in Figure 5.

Referring to the drawings in detail, A indicates generally a supporting structure which is preferably constructed of angle iron, although any suitable material may be used for this purpose. The supporting structure includes a substantially V-shaped base defined by the members 10 and 11 respectively, and rising from the apex of the base is a standard 12. Also rising from the respective members 10 and 11 at appropriate points in their length are standards 13 and 14 which converge toward each other and together with the standard 12 support a substantially T-shaped plate 15 upon which reposes the bearing blocks 16. The plate 15 of course is arranged horizontally, with the stem 15′ thereof clamped between the adjacent extremities of the standards 13 and 14 respectively. These latter mentioned standards are connected together and supported by a base 18. A base 19 extends diagonally from the apex of the base A to the adjacent extremities of the standards 13 and 14 and also serves to strengthen the supporting structure in its entirety. A shaft 20 is journaled in the bearing blocks, the latter being made of upper and lower sections which are suitably bolted together as at 21. The shaft terminates at one end to provide a right angularly disposed extremity 22 which is rigidly attached to an elongated bar 23 longitudinaly slotted as at 24, and to which bar the motor is bolted or otherwise suitably secured. The opposite end of the shaft 20 has fixed thereto a wheel 25 which is formed with radially disposed notches 26 adapted to receive a locking lever, through the instrumentality of which the shaft is held against rotation, and the motor held in any given position, or in other words, the most advantageous position for repair. The upper section of one of the bearing blocks is formed with spaced apertured lugs 27, between which one branch 28 of said locking lever is pivoted, this lever including a right angularly disposed branch 29 which is of a size to be received by the notches 26 for the purpose specified. The locking lever is swung upwardly to effect a release of the wheel 25 in the shaft 20, thereby allowing the latter together with the motor to be turned to any position, and by subsequently lowering the lever into one of the notches 26 of said wheel, the shaft and its associated parts are held against movement. The frame A is equipped with rollers 30 to permit the structure in its entirety to be conveniently moved from place to place with the motor supported thereon.

In Figures 5 and 6, I have illustrated a modified form of the invention, wherein the elongated bar 31 which is longitudinally slotted as at 32, and the equivalent of the bar 23 above referred to, has associated therewith a pair of substantially L-shaped members, which are used when the bar 31 is utilized to support valve in the head motors. One branch 33 of each of the L-shaped members is suitably secured to the bar 31, while the remaining branch 34 which is slotted as at 35 projects at right angles beyond

one side of the bar 31 as clearly illustrated in Figure 5. The stand in its entirety is not only simple in construction, but is especially advantageous as a labor saving device for overhauling all makes of automobile motors or the like.

While it is believed that from the foregoing description, the nature and advantages of the invention will be readily apparent, I desire to have it understood that I do not limit myself to what is herein shown and described, and that such changes may be resorted to when desired as fall within the scope of what is claimed.

What we claim is:

1. A motor stand comprising a supporting structure, a shaft journaled thereon, one end of said shaft being offset, a motor supporting bar arranged at a right angle to said offset extremity and rigidly supported thereby, said bar having a longitudinal slot, and means for preventing rotation of the shaft with said bar in any desired position.

2. A motor stand comprising a supporting structure, a shaft journaled thereon and having an offset extremity, a motor supporting bar carried by said offset extremity and having a longitudinal slot, a notched wheel carried by the opposite end of the shaft, and a locking lever pivoted on said supporting structure and designed to be received by said notches to hold said shaft against rotation with the said supporting bar in any desired position.

3. A motor stand comprising a substantially V-shaped base, standards rising from said base, braces connecting said standards, a horizontally disposed plate supported by said standards, bearings mounted on said plate, a shaft journaled in said bearings and having an offset extremity, a motor supporting bar carried by said offset extremity and having a longitudinal slot, and means for preventing rotation of said shaft with said supporting bar in any desired position.

In testimony whereof we affix our signatures.

CORNELIUS R. WIGNESS.
HARRY WALTER SAHL.