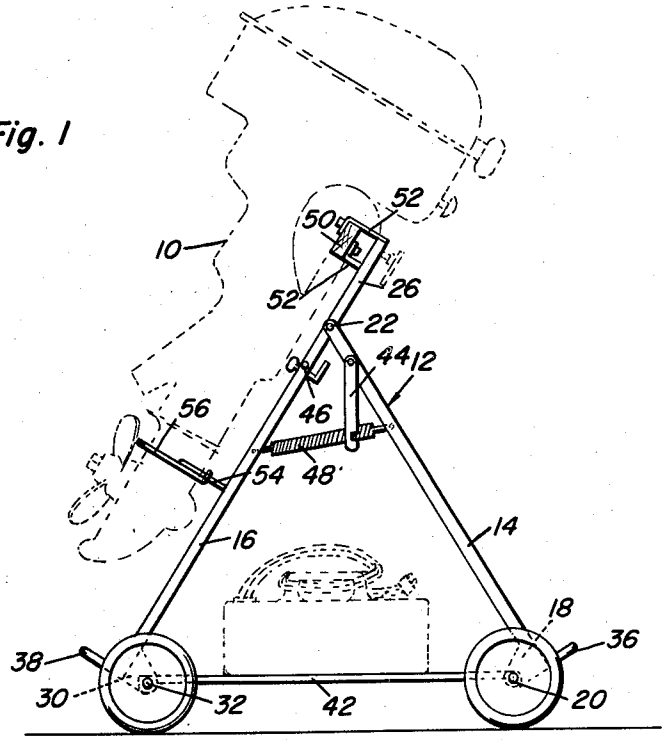
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Fig. 1



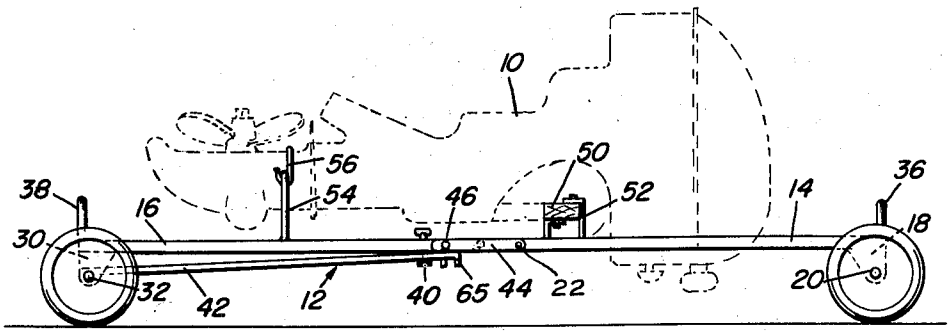


Fig. 2

Buren W. Stewart
INVENTOR.

BY Clarence A. O'Brien and Harvey B. Jacobson
Attorneys

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Fig. 3

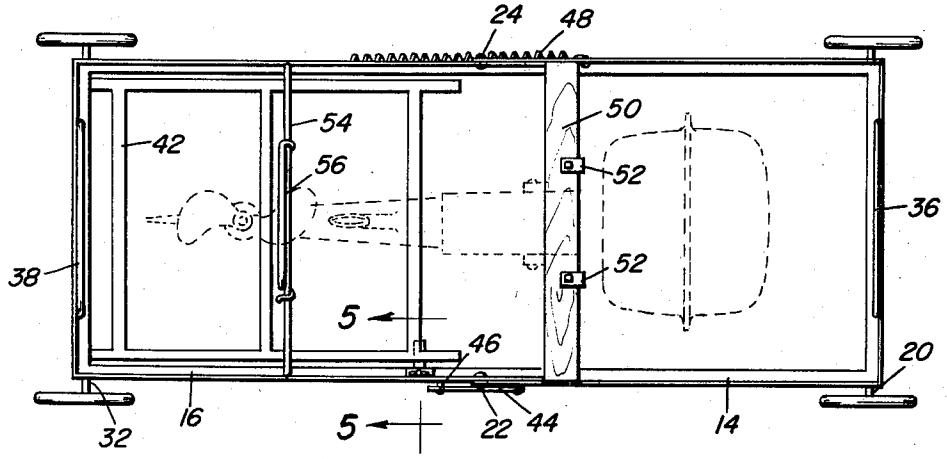


Fig. 4

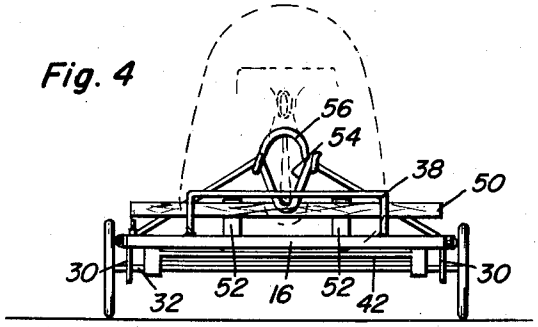
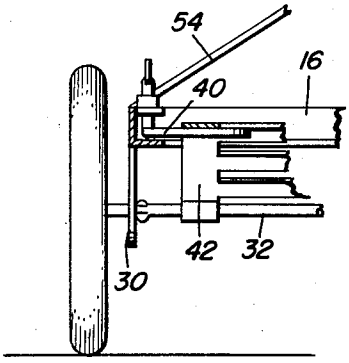


Fig. 5



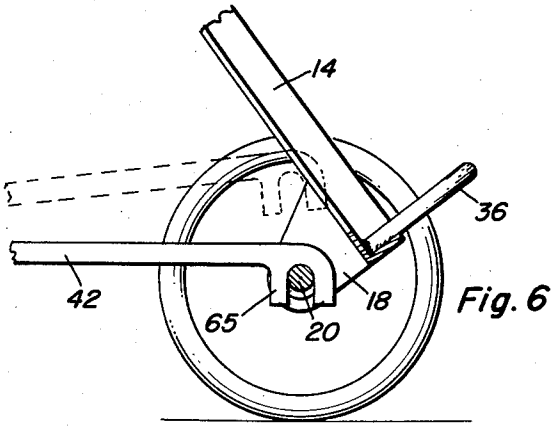


Fig. 6

Buren W. Stewart
INVENTOR.

BY Clarence O'Brien and Harvey B. Jacobson
Attorneys

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OUTBOARD MOTOR CART AND STAND

Buren W. Stewart, Cleburne, Tex.

Application July 22, 1955, Serial No. 523,797

3 Claims. (Cl. 280—36)

This invention relates generally to folding structure for transporting devices, and particularly to a combined transporting device and stand useful primarily in connection with outboard motors.

An object of this invention is to provide an outboard motor and stand and transporting device which provides an easy way to carry heavy motors from one place to another and a handy structure for storage of motors and also for holding them while being repaired.

One of the features of the combined stand and transporting device is the prevention of damage to the motor and the boat transom which is caused by the common practice of hauling the motor in place on the boat. This is especially true with the larger motors which are considerably more difficult to handle and transport.

A more specific object of this invention is to provide an outboard motor stand and transporting device which includes a pair of frames that are pivotally connected together near a center point, one frame being pivotally connected at a location slightly spaced from its very end so that a portion thereof protrudes when the frames are in an angular relationship to each other, this protruding portion serving as a recipient of the outboard motor clamp so that the stand very sturdily and securely supports the motor.

Other objects and features of importance will become apparent in following the description of the illustrated form of the invention where, in the drawings:

Figure 1 is a side view of the combined motor stand and transporting device with a motor shown thereon;

Figure 2 is a side view of the device in a second position, that is, the suggested position for storing the motor or transporting the motor;

Figure 3 is a top view of the device of Figure 2;

Figure 4 is an end view of the device of Figure 2;

Figure 5 is an enlarged fragmentary sectional view taken on the line 5—5 of Figure 3; and

Figure 6 is an enlarged fragmentary view showing particularly the locking means connected to one of the axles of the chassis.

The outboard motor **10** is shown in the inclined position in Figure 1 and generally horizontal in Figure 2. The combined stand and transporting device **12** is capable of handling the motor **10** in either of these positions. The stand and transporting device is made of a chassis consisting of a first frame **14** together with a second frame **16**. Both frames are of angle iron or tubing construction, and each is generally rectangular in shape. Frame **14** has brackets **18** depending from one end thereof supporting an axle **20** at the ends of which there are wheels. The opposite end of frame **14** has pivot pins **22** and **24** which are passed through apertures in the second frame **16** a slight distance from the inner end thereof. This slight distance constitutes a portion **26** of frame **16** which protrudes beyond the pivot pins **22** and **24** in order to form an outboard motor accommodating part.

Frame **16** has depending brackets **30** at one end accommodating an axle **32** on which wheels are mounted. Moreover, frame **16** fits in nested relationship (Figure 3) with frame **14**, and when angle iron construction is used, as shown in the drawings, the nesting of portion **26** in frame **14** assures rigidity when in the extended position (Figure 2). At the same end of frame **14** as axle **20**, there is a handle **36** which may be of generally U-shape, welded or otherwise fixed at its ends to the rear cross-member of frame **14**. A similar handle **38** is provided at the axle end of frame **16**. These handles are used for lifting, pushing and carrying the device.

When the motor stand and transporting device is arranged as shown in Figure 2, locking means for the frame are held beneath frame **16** by means of a catch **40** which is mounted rotatably on frame **16**. The preferred locking means comprises a rack **42** which is hinged on axle **32** and which when in the inoperative position, serves as a support for various and sundry articles which may be attached thereto. When in the operative position (Figure 1), rack **42** serves a similar function.

To further assure a good rigid connection between frames **14** and **16** when in the position disclosed in Figure 2, a latch **44** is provided. This latch is pivoted to frame **14** and is engageable with a pin **46** secured to frame **16**. Safety spring **48** is secured at its ends to the frames and is stretched (Figure 3) as the frames are pushed down to a substantially parallel coplanar position in order to engage the latch **44**.

Portion **26** has the outboard motor accommodating means near the end thereof. The preferred means consists of a wooden transverse cross-member **50** held elevated from the general plane of the frame **16** by means of several upstanding brackets **52** which are secured respectively to the cross-member **50** and the frame **16**. In order to support the motor **10** at another place, a cradle **54** consisting of a single piece rod secured at its ends to frame **16**, together with a pivotal hook **56** are supplied. Cradle **54** has a substantially V-shaped support in it over which the hook **56** is placed and adapted to be fastened.

In the use of this invention, the outboard motor **10** is placed on the motor stand and transporting device when in the angular position (Figure 1). The portion of the motor which normally clamps to the boat transom is clamped to the transverse member **50**, and the spring hook **56** is fastened to the cradle **54** in such manner as to clamp the motor securely in place. In this condition, the motor may be moved about, stored, or have sundry operations performed thereon. When it is desired to use the device as a cart for the outboard motor **10**, latch **65** is released from axle **20** by lifting the latch **65** slightly (see dotted line position in Figure 6) and then pivotally moving frames **14** and **16** to an approximately coplanar tandem position. Rack **42** is held beneath frame **16** by manually holding it while rotating catch **40** to a position wherein it engages beneath a part of the rack **42**. Safety spring **48** holds stand upright until downward pressure is applied to motor **10**, causing axles **20** and **32** to move in opposite directions until frames **14** and **16** are in a parallel coplanar position (Figure 2). Latch **44** is then engaged with pin **46**, locking frames **14** and **16** and forming a substantial cart on which motor may be transported, stored or repaired. When it is desired to return the device to a stand for the outboard motor **10**, latch **44** is released and the frames **14** and **16** are swung with respect to each other in order to bring axles **20** and **32** closer to each other. When they are in the approximate position shown in Figure 1, the cradle **42** is released and hooked to the axle **20** by placing the forks **65** thereover. These forks

are formed at the ends of the platform **42** to serve this purpose. This holds the frames **14** and **16** angularly inclined with respect to each other.

The foregoing is considered as illustrative only of the principles of the invention. Further, since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction and operation shown and described, and accordingly, all suitable modifications and equivalents may be resorted to, falling within the scope of the invention as claimed.

What is claimed as new is as follows:

1. An outboard motor stand and transporting device comprising a chassis adapted to support the motor in a generally horizontal position or in the inclined position, said chassis comprising a first frame having an axle at the outer end thereof on which wheels are mounted, a second frame having an axle at the outer end thereof, means hingedly securing the inner end of said first frame to said second frame between said second frame axle and the inner end of said second frame so that a portion of said second frame protrudes beyond said first frame when said frames are arranged to carry the motor in the inclined position, a spring secured to said frames opposing pivotal movement of said frames, means secured to said second frame portion on which to secure an outboard motor clamp, locking means on one axle and engageable with the other axle to retain said frames in angular relationship with each other with said portion of the second frame projecting outwardly and upwardly from the first frame so as to support the motor in an inclined position, a latch carried by one frame and engageable with the other frame to hold said frames generally parallel and generally coplanar, means carried by one of said frames to support said locking means approximately horizontal so that said locking means forms a shelf while the device is adjusted to support a motor in a horizontal position, and said locking means also constituting a shelf while said device is adjusted to support a motor in the inclined position.

2. The transporting device of claim 1 wherein said motor securing means comprises a transverse support, and upstanding brackets mounting said support on said second frame.

3. The transporting device of claim 2 and handles secured to said frames at the same ends as said axles.

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