

C. W. SPENCER.
SUPPORTING FRAME FOR ENGINES.
APPLICATION FILED NOV. 12, 1912.

1,065,979.

Patented July 1, 1913.

2 SHEETS-SHEET 1.

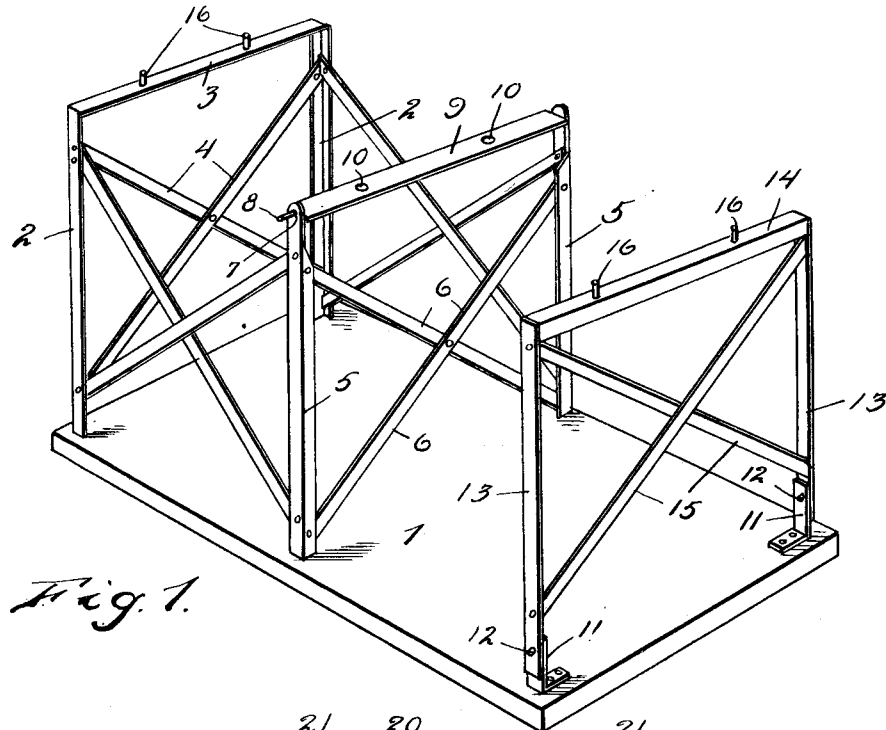


Fig. 1.

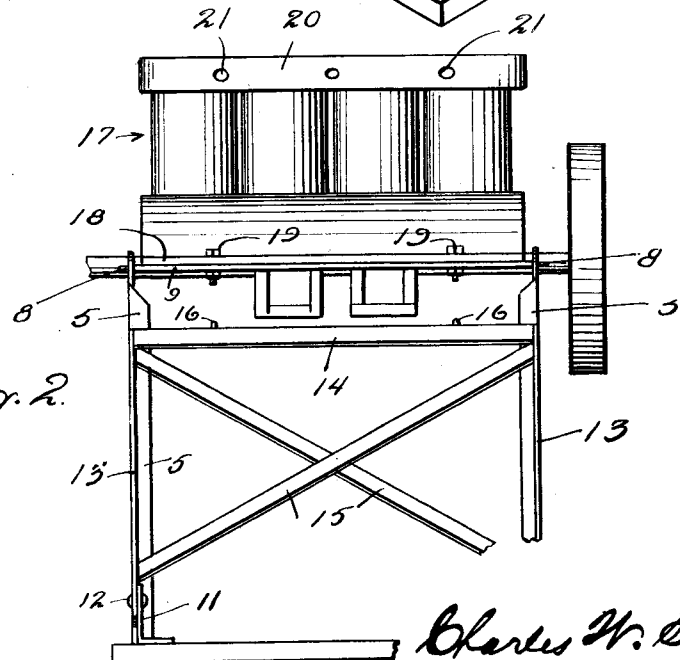


Fig. 2.

Witnesses

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Fig. 3.

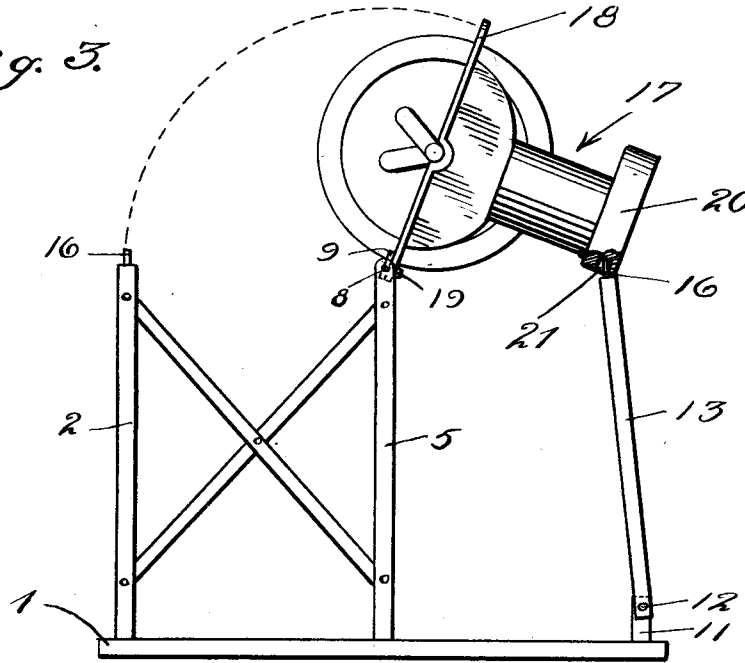


Fig. 5.

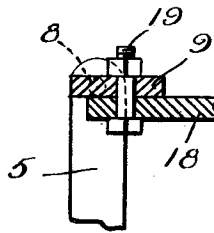
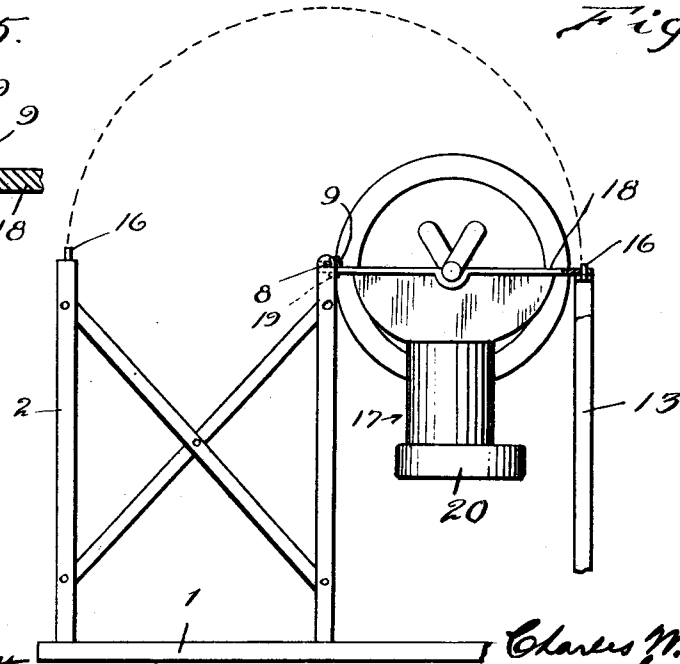


Fig. 4.



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SUPPORTING-FRAME FOR ENGINES.

1,065,979.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES W. SPENCER, a citizen of the United States, residing at Lake View, in the county of Sac and State of Iowa, have invented certain new and useful Improvements in Supporting-Frames for Engines, of which the following is a specification.

My invention relates to supporting frames and particularly to a frame designed for adjustably supporting an internal combustion engine so as to render it easily accessible for purposes of repairing, etc.

The object of the invention is to provide a device which will hold an engine such as is commonly used in automobiles, in any one of three positions in such manner that it may be easily and quickly shifted from one position to another to afford ready access to all its parts.

A further object is to provide a device of this character which will hold an engine firmly and without danger of slipping.

Another object is the provision of a device of this character which will be efficient and durable in service, cheap in manufacture, and exceedingly simple in operation.

Other objects and advantages will be made apparent in the course of the following specification.

Referring to the drawings in which like numerals are used to designate corresponding parts throughout the several views: Figure 1 is a perspective view of the device by itself, Fig. 2 is a front elevation thereof, showing the engine mounted thereon in one position, Fig. 3 is a side elevation of the device showing an engine tilted into the second position, Fig. 4 is a similar view showing the engine in its last or inverted position, and Fig. 5 is a detail sectional view through the pivoted bar.

Referring more particularly to the drawings, 1 designates a base, which may be solid, as shown, or constructed of angle-iron. Rigidly connected adjacent one end of the base are upright bars 2 connected at their tops by a transverse bar 3 and reinforced by diagonal braces 4. Also connected with the base 1 intermediate of the ends of the base are upright bars 5, braced as shown at 6. The upper ends of the bars 5 are provided with apertures 7 for the reception of pins 8 formed on the ends of the transverse bar 9. It will thus be seen that the bar 9 is free to swing. Holes 10 are provided in the bar

9 for a purpose to be described. Rigidly mounted adjacent the other end of the base 1 are bars 11 to which are pivotally secured, as at 12, other upright bars 13 connected at their tops by a transverse bar 14 and braced, as shown at 15. The bars 3 and 14 are provided upon their upper surfaces with pins 16 for a purpose to be described.

In use, an engine 17 of the type commonly used in automobiles is placed upon the bars 3 and 9, the pins 16 projecting through openings in the flange 18 of the upper portion of the crank case. The openings 10 in the bar 9 will be in registration with bolt holes in the opposite side of the flange 18 and are adapted to receive bolts 19 for securing the engine firmly upon the bar 9. When the engine is in this position it will be readily seen that many of its parts are easily accessible. When it is desired to support the engine in a different position, it is merely necessary to grasp the engine and swing it over until the head 20 may be rested upon the transverse bar 14. Bolt holes 21 or openings of some description are usually found on the heads 20. The pins 16 are adapted to engage these openings to prevent the engine from slipping off of the bar 14. It will be noted that the flange 18, being rigidly secured to the bar 9, causes the bar 9 to rotate upon the pins 8 when the engine is swung. This position is shown in Fig. 3. If it is desired to hold the engine in such a position that the crank shaft or crank case may be easily and readily worked upon it is merely necessary to lift the engine slightly to disengage the pins 16 from the openings 21, swing the bars 13 outward, and allow the engine to drop down into the position shown in Fig. 4. The bars 13 are then swung inwardly and the pins 16 are engaged within the bolt holes in the flange 18.

Having thus described my invention what I claim is:

1. An engine support comprising a frame consisting of three pairs of uprights secured independently of each other at their lower ends to a base and at their upper ends by cross bars, one of said pairs of uprights being pivotally secured to said base and one of said cross bars being pivoted to another of said pairs.

2. An engine support comprising a base, uprights connected with said base and said uprights connected to each other by a rigid

cross bar, other uprights rigidly connected with said base and connected with each other by means of a pivoted cross bar, and another set of uprights pivotally secured to said base and connected with each other by a rigid cross bar.

3. An engine support comprising a base, a pair of uprights rigidly connected with said base, a rigid cross bar connecting said uprights, a second pair of uprights rigidly connected with said base, a cross bar pivotally secured upon said second named up-

rights, and a third pair of uprights pivotally connected with said base and connected by a rigid cross bar, all of said cross bars being provided with means for engagement with the flanges on the crank case of an engine.

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

CHARLES W. SPENCER.

Witnesses:

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OSCAR R. FINDERS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."