

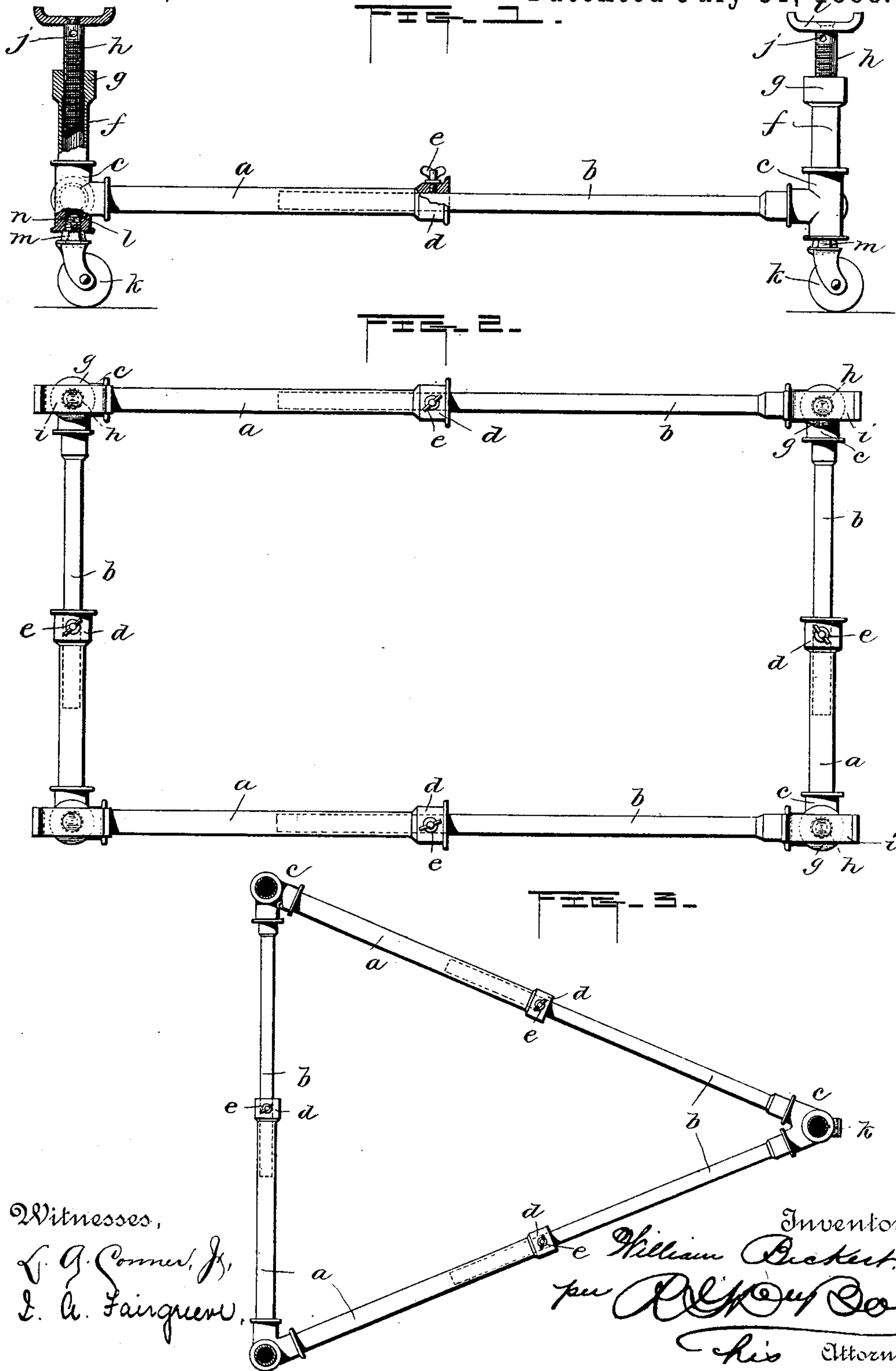
(No Model.)

W. BECKERT.

COMBINED WAGON JACK AND TRUCK.

No. 386,913.

Patented July 31, 1888.



# UNITED STATES PATENT OFFICE.

WILLIAM BECKERT, OF ALLEGHENY, PENNSYLVANIA.

## COMBINED WAGON JACK AND TRUCK.

SPECIFICATION forming part of Letters Patent No. 386,913, dated July 31, 1888.

Application filed April 14, 1888. Serial No. 270,656. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM BECKERT, a citizen of the United States, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Combined Wagon Jacks and Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a combined wagon jack and truck especially designed for wagon-makers' and painters' use, although it can be used with equal success for various other purposes.

The object of my invention is to provide a workshop appliance capable of being extended or contracted to adapt itself to any size wagon or other object to be supported, and which can be moved about from place to place with facility when in use.

With these ends in view my invention consists in the peculiar features and combination of parts more fully described hereinafter, and pointed out in the claims.

Referring to the accompanying drawings, Figure 1 represents a side elevation of my invention; Fig. 2, a plan, and Fig. 3 a modification.

The main frame consists of telescopic sections *a b*, the former consisting of a hollow tube and the latter an iron rod. The extremities of both these sections are rigidly held in T-sockets *c*. The tubular section *a* is provided with a collar, *d*, containing a thumb-screw, *e*, whereby the sections may be fastened in any desired adjustment. This collar *d* is added to give a larger bearing-surface to the screw-thread in order that the screw will have a stronger hold. Tubular standards *f* are screwed or otherwise fastened in the top openings of the sockets *c*, and the upper end of each standard is provided with a threaded nut, *g*, which receives the screw *h*. Swiveled to the top of this screw is a saddle, *i*, for the reception of the wagon axles or running-gear. The usual pin-hole, *j*, is made through the upper part of the screw by means of which it is turned.

The four corners of the frame are supported upon rollers or casters *k*, which may be double

or single, as desired. These casters are provided with conical shanks *l*, operating within bearings *m*, rigidly screwed in the lower openings of the sockets *c*. In order to prevent the casters from dropping out when the truck is lifted from the floor, I provide the upper end of each shank with a screw-thread and nut, *n*. These bearings *m* are provided with a polygonal exterior for the reception of a wrench, by means of which it is screwed in the lower opening in the socket.

In Fig. 3 I have shown a modification in which my device is given a triangular form. This enables me to build it one-third cheaper than the rectangular form shown in Fig. 2. Besides being made cheaper by giving it a triangular shape, its weight is correspondingly decreased, which is also important when my device is only needed for light work.

Any suitable form of lifting-jack may be applied to the corners of the frame in place of the screw-and-socket mechanism, and also many other slight changes which might suggest themselves to a skilled mechanic could be resorted to without departing from the spirit and scope of my invention; hence I do not limit myself to the exact construction shown.

In using my device for supporting a wagon I roll it under the same until the jacks come beneath the axles. The wagon is then jacked up, after which it can be rolled about in any direction. When it is desired to extend the truck to occupy a larger space, it can be done by loosening the thumb-screws *e*, which permit the telescopic section *a b* to be extended. Thus it will be observed that my invention may be applied to vehicles of various sizes. Besides being capable of raising and lowering to any desired height or inclination, it will enable the operator to move the wagon laterally in any direction to facilitate his work.

When the device is not in use, it can be readily contracted to occupy a small space for convenience in packing or shipping. The telescopic sections and other portions can be made of ordinary gas-pipe or plumbers' material, and the whole can be constructed at small cost, while at the same time it will be strong and durable.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a combined jack and truck, a rolling



telescopic frame provided with jacks, substantially as described.

2. In a combined jack and truck, two or more jacks connected together by extensible sliding bars arranged to slide one past the other in a telescopic manner, substantially as described.

3. In a combined jack and truck, two or more jacks connected together and made adjustable in relation to each other by means of telescopic rods, substantially as described.

4. A combined jack and truck consisting of a rolling frame composed of telescopic rods provided with locking-screws, and having lifting-jacks located at the corners of said frame, in the manner and for the purpose set forth.

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

WILLIAM BECKERT.

Witnesses:

JOS. H. BLACKWOOD,  
ANDREW PARKER.