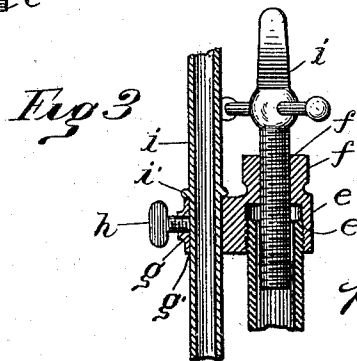
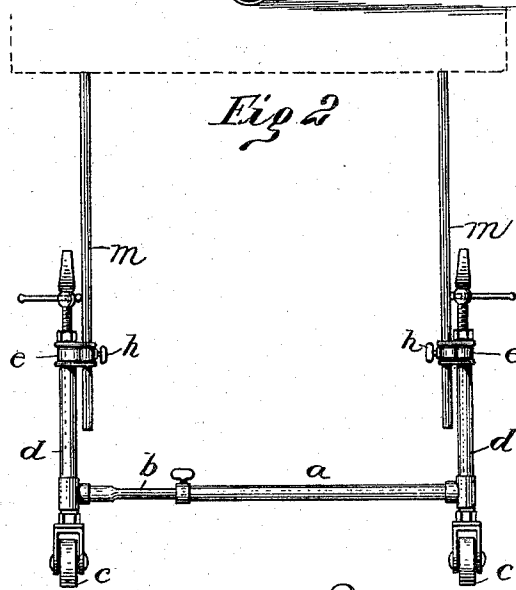
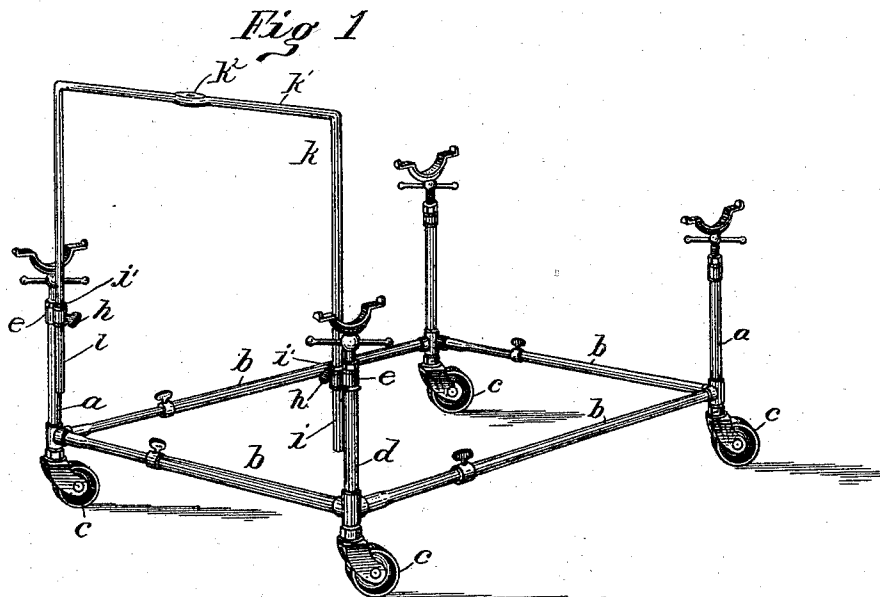


(No Model.)

W. BECKERT.  
COMBINED JACK AND TRUCK.

No. 493,811.

Patented Mar. 21, 1893.



Witnesses  
C. C. Burdine  
D. D. Owens

Inventor  
William Beckert  
per *Wm. Beckert*  
Attorneys.

# UNITED STATES PATENT OFFICE.

WILLIAM BECKERT, OF ALLEGHENY, PENNSYLVANIA.

## COMBINED JACK AND TRUCK.

SPECIFICATION forming part of Letters Patent No. 493,811, dated March 21, 1893.

Application filed December 22, 1892. Serial No. 456,031. (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 a Combined Jack and Truck; and I do 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in combined jacks, and trucks for wagons and other vehicles such as is described and claimed in my prior patent No. 386,913, granted July 31, 1888, and it has for its object to improve on the construction of former devices and to provide simple and efficient means by which said improvements may be applied and used.

To these ends my invention consists of certain improved attachments for the truck, and improved means by which they may be attached, detached or adjusted, which will now be described in detail and embodied in the claims following such detailed description.

Referring to the accompanying drawings, Figure 1, represents a perspective view of my improvements applied and in operative position; Fig. 2, a modification showing only a part of the complete truck, and Fig. 3, a vertical section of a part of the truck taken through the improved portions thereof.

The reference letter *a* indicates the truck to which my improvements are applied having the usual telescopic rods *b*, and carrying wheels of casters *c*. To this frame the vertical hollow standards *d*, are attached. Fitting over the ends of the standards *d* are the metallic caps or heads *e*, provided with the enlarged internally threaded portion *e'*, which screws over the externally threaded end of the standard to which it is attached. This cap is reduced in size at *f* where it is provided with a second internally threaded passage or opening *f'* of the same or nearly the same size as the hollow in the standards *d*. Into this passage the screw shank of the jack *i* operates. Jack *i* may be of any preferred construction but that shown in my prior patent is preferred.

Formed integral with the cap *e* is an offset *g* provided with the vertically extending passage *g'* and set screw *h* the use of which will now be described.

The reference letter *k* indicates a metallic frame or staple bent to form the horizontal portion *k'* and the vertically extending section or rods *i*. This device is attached to the truck by means of the offsets *g*, on the caps *e*. This is effected by passing the vertically extending rods *i*, through the passage or opening *g'*, and allowing it to descend until the collars *i'* on the rods *i*, come into engagement with the offset *g*, thereby arresting further downward movement and holding the device *k* in place. Formed in the middle of the horizontal portion *k'* of this attachment is an opening *k<sup>2</sup>* into which the king bolt of a wagon is adapted to fit and by which the wagon is held in position. This device is used to support vehicles having one axle higher than the other.

The modification shown in Fig. 2, consists of an arrangement wherein the horizontal portion *k'* of the frame *k* is dispensed with and simple vertical rods *m* used, upon the ends of which the body of the wagon is mounted as shown in dotted lines. When this arrangement is applied the device shown in Fig. 2, is applied to the top of each of the standards *d*, and the rods are held adjustably in place by means of set screws *h*.

In the following claim I wish it understood that the term "frame" is to be construed as meaning either the arrangement or arrangements designated by the letter *k* in the drawings or their substantial equivalents; for example, the vertical rods *m* of the modification shown in Fig. 2.

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

In a truck, substantially as herein described, the combination with the jack sockets of a second socket secured adjacent to each jack socket, rods adapted to fit into the latter sockets, and means for holding the rods in place.

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

WILLIAM BECKERT.

Witnesses:

C. R. WEITERSHAUSEN,  
JULIUS R. PILER.