W. BECKERT.

COMBINED JACK AND TRUCK.

APPLICATION FILED APR. 14, 1909.

968,316. Patented Aug. 23, 1910.

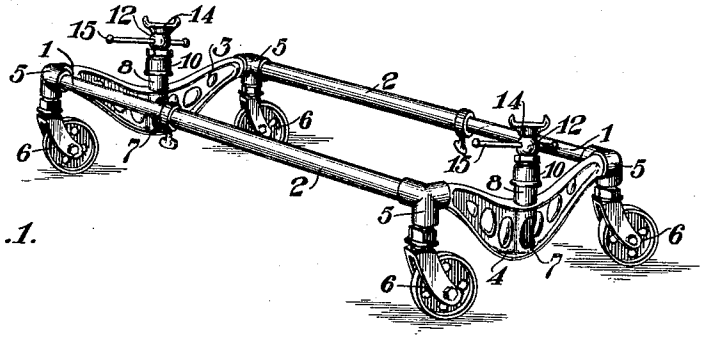



Fig. 1.

Fig. 2.

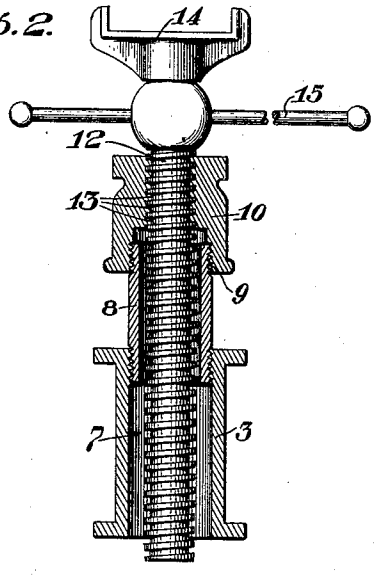
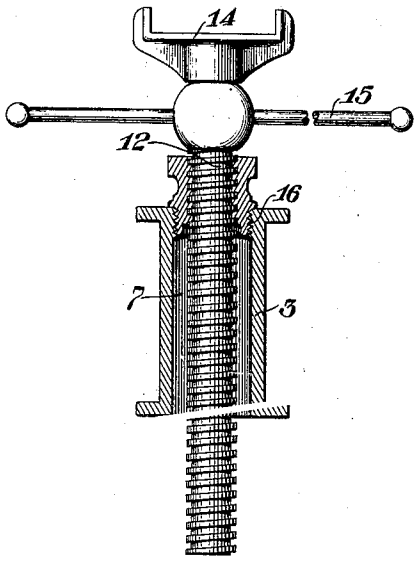



Fig. 3.




Witnesses

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# UNITED STATES PATENT OFFICE.

WILLIAM BECKERT, OF ALLEGHENY, PENNSYLVANIA.

## COMBINED JACK AND TRUCK.

968,316. Specification of Letters Patent. Patented Aug. 23, 1910.

Application filed April 14, 1909. Serial No. 489,924.

*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 Jacks and Trucks, of which the following is a specification.

My invention relates to an improvement in combined jacks and trucks, and relates more particularly to that class of structures disclosed in two prior patents granted to me, namely No. 386,913 of July 31, 1888, and No. 493,811, dated March 21, 1893, the primary object of this present invention being to provide a combined jack and truck adapted to take under and support a single axle, it being so constructed as to accommodate various types of low-wheeled vehicles such as automobiles and the like.

With the foregoing object in view, this invention comprises a frame, the opposite sides of which are composed of approximately U-shaped yokes in the centers of which a jack is supported, whereby the latter is pitched low on the frame, and rendered capable of taking under a correspondingly low axle.

My present invention further consists in certain novel features of construction and combinations of parts which will be hereinafter described and pointed out in the claims.

In the accompanying drawings:—Figure 1 is a view in perspective, Fig. 2 is a vertical section through the jack, and Fig. 3 is a slightly modified form of construction.

The frame comprises the telescopic tubular ends 1 and 2, and the approximately U-shaped sides 3 and 4, the ends of these parts being screwed into the sockets of the side outlet ells 5, 5, which constitute the corners of the frame, and in the lower outlets the shanks of the caster wheels 6, 6, are received.

In the centers of the yokes an orifice 7 extends from top to bottom, a portion at least of which is screw-threaded. A hollow post 8 is screwed into each of these orifices. The upper end of each post is externally screw-threaded as at 9. The heads 10 of the jacks are screwed on to these threaded upper ends of the posts, and the jack screws 12 screw in the internal threads 13 of these heads, and carry saddles 14, 14, which are swiveled at the upper ends of the screws, hand levers 15, 15, being provided for screwing the jack up and down. Thus the screw is capable of being adjusted from the floor level to the desired elevation.

In the use of the combined jack and truck with a very low axle, the post may be removed, and in that event a head having a threaded shank 16 as shown in Fig. 3 is screwed directly into the orifice in the yoke, thus shortening the jack several inches.

Two of these combined jacks and trucks are used, one for each axle, they being lengthened out to suit the length of the axle, and the saddles are placed under opposite ends of the axles, after which the jacks are screwed up until they support the axle. In this way, a combined jack and truck is provided which will pass under the lowest axle used, thus facilitating the handling of the vehicle.

It is understood that any known form of jack might be employed for raising and lowering the load to be supported.

More or less slight additional changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the exact construction herein set forth, but:—

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

1. A combined jack and truck rectangular in form, two oppositely located members having a dip at or approximately at the center thereof, and in this central dip provided with a vertically disposed orifice, tubular means screwed into said orifices whereby they are capable of vertical adjustment, screw-jacks threaded in said tubular means, and caster wheels beneath the four corners of the frame.

2. A combined jack and truck comprising a frame, opposite members of which have a centrally located dip, outlet ells connecting the members of the frame at the corners, wheels having their shanks rotatably supported in the lower outlets of the ells, the central dip portion having vertically disposed orifices and screw-jacks threaded in said orifices.

3. A combined jack and truck comprising a rectangular frame, wheels located beneath each corner of the frame for the support thereof, the frame having oppositely located U-shaped sides which extend downwardly

toward the center of the same, and jacks supported vertically at or near the centers of the U-shaped sides and capable of downward adjustment, approximately to the floor line, whereby the weight of the article to be supported is uniformly distributed upon the four wheels and the jack may be placed beneath an axle at a trifling distance above the level of the frame.

4. A combined jack and truck comprising a rectangular frame comprising two oppositely located U-shaped sides which extend downwardly toward the center of the same and telescopic opposite ends, whereby the length of the frame may be adjusted and varied, wheels located beneath each corner of the frame for the support thereof, jacks supported vertically at or near the centers of the U-shaped sides and capable of downward adjustment approximately to the floor line, whereby the weight of the article to be supported is uniformly distributed upon the four wheels and the jack may be placed beneath an axle at a trifling distance above the level of the frame.

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

WM. BECKERT.

Witnesses:
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VERNON E. HODGES.