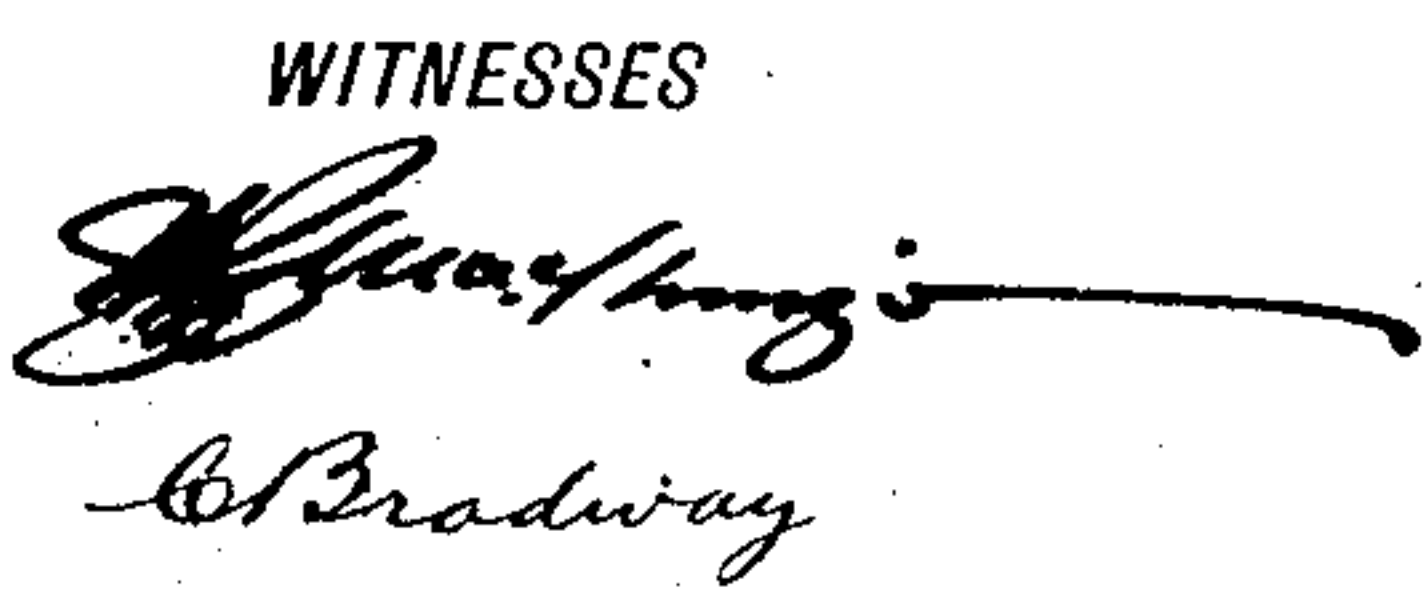


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2 SHEETS—SHEET 1.



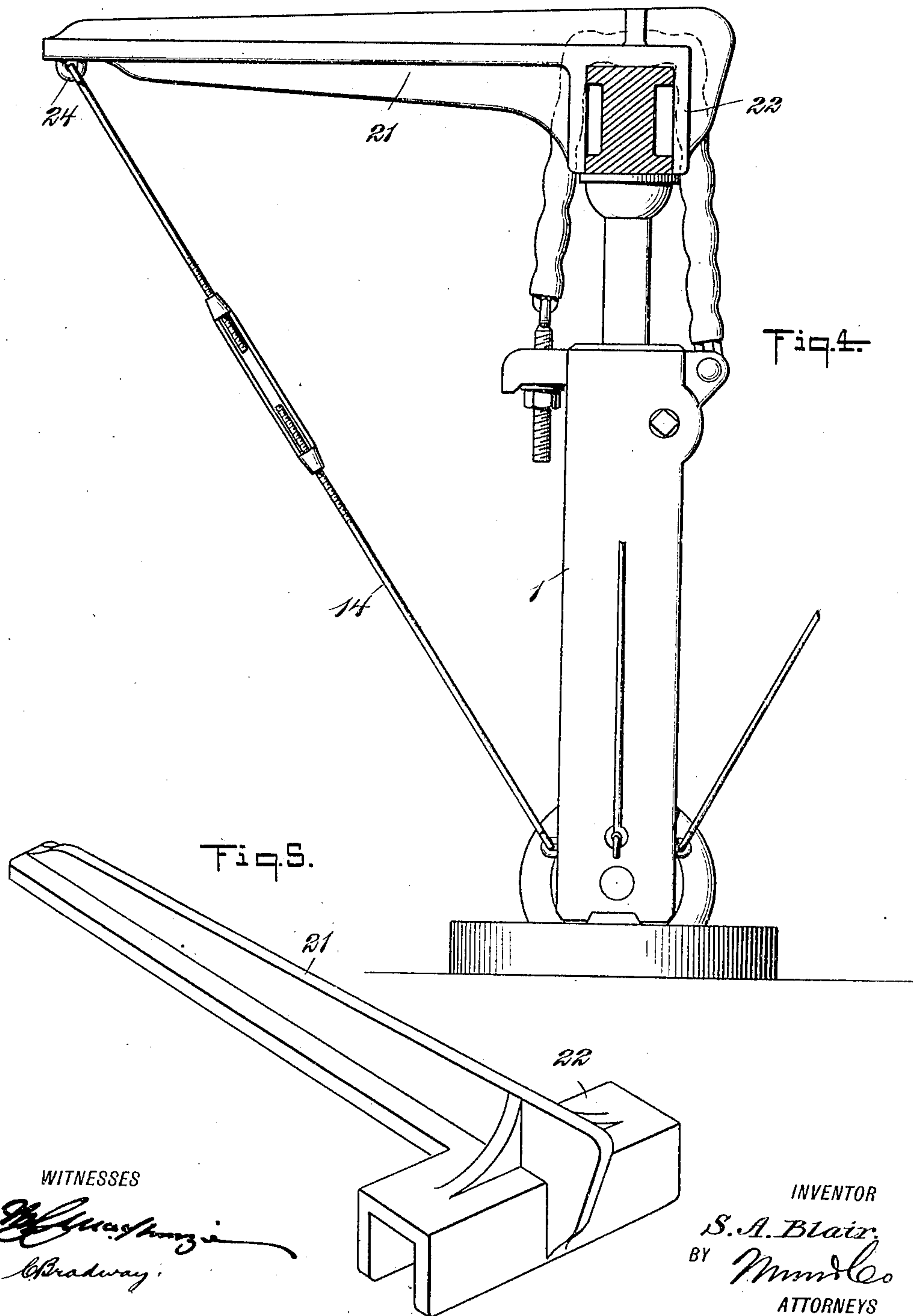
*S.A. Blair*  
BY *MumCo*  
ATTORNEYS

S. A. BLAIR.  
EMERGENCY JACK AND TRUCK FOR VEHICLES.  
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Patented Mar. 25, 1919.

2 SHEETS—SHEET 2.



WITNESSES

*W. H. H. H. H. H.*  
*Bradway*

INVENTOR

*S. A. Blair*  
BY *M. M. Co.*  
ATTORNEYS



# UNITED STATES PATENT OFFICE.

SAMUEL A. BLAIR, OF BROOKLYN, NEW YORK.

EMERGENCY JACK AND TRUCK FOR VEHICLES.

1,298,284.

Specification of Letters Patent.

Patented Mar. 25, 1919.

Application filed February 16, 1918. Serial No. 217,569.

*To all whom it may concern:*

Be it known that I, SAMUEL A. BLAIR, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Emergency Jack and Truck for Vehicles, of which the following is a full, clear, and exact description.

10 This invention relates to an emergency jack and truck especially adapted for use on vehicles when a wheel is destroyed or becomes unserviceable, so as to permit the vehicle to be taken to the nearest garage or  
15 repair shop, or to any other desired point.

The invention has for its general objects to provide a device of this character which is of comparatively simple and inexpensive construction, reliable and efficient in use, and  
20 so designed that it can be easily, quickly and rigidly fastened to a vehicle to take the place of a wheel for the purpose of easy transportation.

A more specific object of the invention is  
25 the provision of a device of this character which is in the form of a jack having one or more wheels adapted to be run on the road surface, there being guys or bracing means extending from the body of the jack  
30 to different points on the vehicle to hold the device in proper position.

With such objects in view, and others which will appear as the description proceeds, the invention comprises various novel  
35 features of construction and arrangement of parts which will be set forth with particularity in the following description and claims appended hereto.

In the accompanying drawing, which illustrates one embodiment of the invention and wherein similar characters of reference indicate corresponding parts in all the views,

Figure 1 is a side view of the combined jack and truck;

45 Fig. 2 is a sectional view on the line 2—2, Fig. 1;

Fig. 3 is a perspective view of one of the steadying blocks for holding the device upright while being set up;

50 Fig. 4 is a side view showing another use of the device; and

Fig. 5 is a perspective view of a brace arm applied to an axle for forming an attachment for a guy.

55 Referring to the drawing, 1 designates the body of the device which may be of any de-

sired construction, and in the top portion thereof is a vertically movable member 2 having a load-carrying head 3, the said member being adapted to be lifted by any  
60 suitable means, such as a pinion 4 on an operating shaft 5 and meshing with rack teeth 6 on the bar or member 2, there being on the shaft a ratchet wheel 7 with which engages a pawl 8 to sustain the load when  
65 the member 2 has been raised to the desired point. The shaft is turned by any suitable means, such as an operating crank 9.

On the bottom of the body 1 is a suitable rolling means which is adapted to ride on  
70 the road surface so as to take the place of the vehicle wheel which is destroyed or unserviceable. In the present instance a single wheel 10 is mounted in the bottom of the body 1, but it is to be understood that more  
75 than one wheel may be employed if desired. In order to support the device upright while being set up a pair of blocks 11 are adapted to be placed under the bottom of the body 1, and to insure the maintenance of the proper  
80 relation of the blocks and body the blocks may be provided with keys or equivalent projections 12 adapted to engage in recesses 13 in the bottom surface of the body 1.

It is of course necessary to steady the jack  
85 and truck with respect to the axle, and for this purpose a plurality of tie rods or guy elements 14 are attached to the body 1 at different points, and these elements are also fastened to suitable parts of the chassis or  
90 running gear. In the figures one of these tie elements is shown fastened to the axle 15 of the vehicle to illustrate the manner of their use. Each element 14 has a turnbuckle 16  
95 for taking up the slack.

In using the device the same is placed under the axle and the blocks 11 arranged in proper relation to the body of the jack, as shown. The crank 9 is then operated so as to raise the axle to the proper point, and  
100 then the tie rods or brace elements 14 are attached at the desired points to the vehicle. The blocks 11 are then pried away from under the device so that the latter will operate to movably support the vehicle in  
105 place of a wheel.

To hold the combined jack and truck fixed with respect to the axle, a covered chain or equivalent fastening element 17 is employed as a permanent part of the device. One end  
110 of the chain is pivoted to the body 1 at 18, and the other end of the chain is provided



with a bolt or take-up device 19 which is engaged with a lug 20 projecting from the side of the body 1 opposite from the pivot 18. The chain passes upwardly along one 5 side of the axle, over the same and down the opposite side so that the axle and the jack and truck device will be fixedly held together.

10 In the case of some vehicles it is impossible to obtain a proper anchorage for the guy rods or brace elements 14, and for this purpose a brace arm 21, constructed as shown in Figs. 4 and 5, is employed, this arm being formed at one end with a box- 15 like head 22 which fits over or straddles the axle 23, and the outer end of the arm is provided with a suitable means 24 to which the brace rod 14 is connected, as shown in Fig. 4. Other brace rods are connected at 20 a suitable part of the vehicle, so as to hold the jack and truck device steadily in position.

From the foregoing description taken in connection with the accompanying drawing, 25 the advantages of the construction and method of operation will be readily understood by those skilled in the art to which the invention appertains, and while I have described the principle of operation, together with the device which I now consider 30 to be the best embodiment thereof, I desire

to have it understood that the device shown is merely illustrative and that such changes may be made when desired as fall within the scope of the appended claims. 35

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

1. A truck device of the class described comprising a body, a rolling means at the 40 bottom of the body for riding on the road surface, means on the body to engage under an axle, a flexible element connected with the body and adapted to extend over the axle to clamp the axle to the said last- 45 mentioned means, an axle-engaging arm, and a guy member connected with the outer end of the arm and with the said body, whereby the body, arm and guy member form a triangular axle-supporting structure. 50

2. A truck device for a vehicle axle, comprising a body for supporting the vehicle, a wheel on the bottom of the body, and means for bracing the body with respect to 55 the axle, said means including an arm having one extremity shaped to straddle the axle with the arm extending outwardly at right-angles to the latter, and adjustable means between the outer end of the arm and the bottom of the body.

SAMUEL A. BLAIR.

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