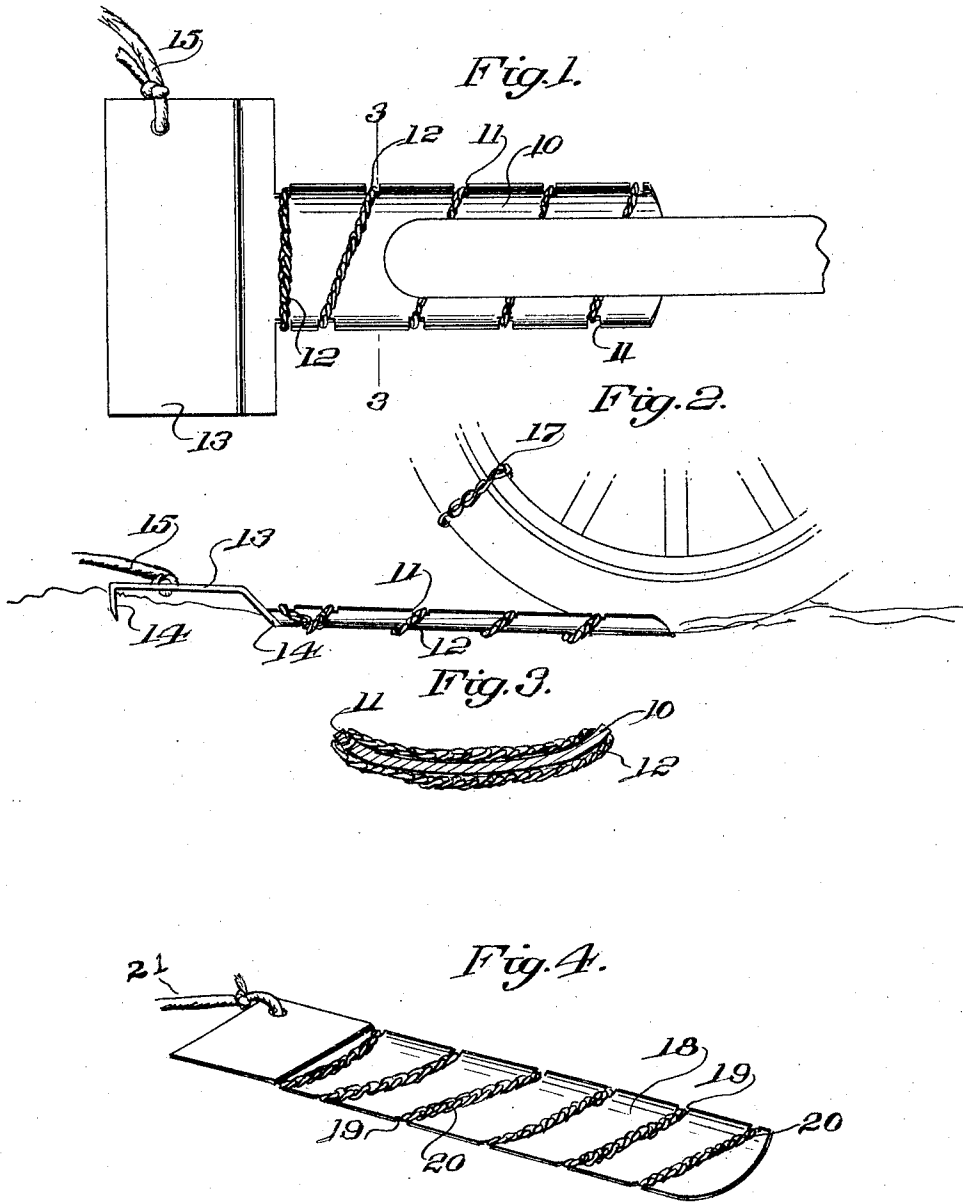


J. McCUTCHEON.
EXTRICATING DEVICE.
APPLICATION FILED AUG. 2, 1921.

1,401,092.

Patented Dec. 20, 1921.



C. Nye Fraser Jr.
E. Yeager
WITNESS:

John McCutcheon.
INVENTOR
BY *Victor J. Evans*
ATTORNEY

UNITED STATES PATENT OFFICE.

JOHN McCUTCHEON, OF PEABODY, KANSAS.

EXTRICATING DEVICE.

1,401,092.

Specification of Letters Patent. Patented Dec. 20, 1921.

Application filed August 2, 1921. Serial No. 489,244.

To all whom it may concern:

Be it known that I, JOHN McCUTCHEON, a citizen of the United States, residing at Peabody, in the county of Marion and State of Kansas, have invented new and useful Improvements in Extricating Devices, of which the following is a specification.

This invention comprehends the provision of an automobile extricating device, in the nature of a shoe shaped to conform to the curvature of the tire and adapted to be arranged immediately in advance of the traction wheel of the vehicle, the shoe having associated therewith a chain, cable or the like to prevent the wheel from slipping as it passes over the shoe.

In carrying out the invention, I also provide the shoe with a ground engaging member arranged at one end of the shoe and designed to be embedded in the ground to prevent movement of the shoe with relation to the ground when the shoe is in use for the purpose stated.

The nature and advantages of the invention will be better understood when the following detailed description is read in connection with the accompanying drawing, the invention residing in the construction, combination, and arrangement of parts as claimed.

In the drawing forming part of this application, like numerals of reference indicate similar parts in the several views and wherein:—

Figure 1 is a plan view of the shoe, showing the position of the latter with relation to one of the traction wheels of the vehicle.

Fig. 2 is an edge elevation of the shoe.

Fig. 3 is a sectional view taken on line 3—3 of Fig. 1.

Fig. 4 is a perspective view of a modified form of the invention.

The device forming the subject matter of my invention consists of a shoe 10. The shoe may be constructed from any suitable material and may also vary in size without departing from the spirit of the invention, the shoe being elongated and curved transversely to conform to the curvature of the tire mounted upon the traction wheel of the vehicle. The opposed edges of the shoe are formed with notches 11, the notches on one side of the shoe being staggered with relation to the notches on the opposite side, so that the transverse portions of the chain 12 are arranged diagonally across the shoe as

clearly illustrated. The chain 12 is wrapped about the shoe passing through the notches 11, so that the chain extends across the shoe upon both the upper and lower sides thereof. The shoe is provided with a ground engaging member 13, this member being considerably wider than the shoe 10 and of substantially inverted U-shaped formation in cross section. The opposed flanges 14 of the ground engaging member are adapted to be embedded into the ground, and these flanges with the assistance of the cross runs of the chain along the under side of the shoe prohibits any movement of the shoe with relation to the ground when the shoe is in use. If desired, a chain, cable or the like 15 has one end secured to the ground engaging member, extending from the latter and adapted to be secured to a post, tree or any other stationary object, and also assists in holding the shoe fixed in its given position upon the ground, preventing the shoe from slipping when the wheel of the vehicle traverses the same.

In practice, the shoe is placed upon the ground directly in advance of one of the traction wheels of the vehicle in the manner illustrated in Fig. 1. If the wheel is not equipped with a tire chain, a chain or any other suitable member is wrapped about the upper portion of the wheel as indicated at 17 in Fig. 2, so that when the wheel revolves, the chain 12 on the shoe prevents the wheel from slipping, thus making it possible for the machine to move out of mud holes, ditches or the like under its own motive power.

The device is very simple in construction, and is preferably of a size to be conveniently carried in the tool box of the vehicle.

In Fig. 4, I have illustrated a modified form of the invention, wherein the shoe is indicated at 18. The shoe is elongated and curved transversely to conform to the curvature of the tire in the same manner as above described. The opposed edges of the shoe are provided with notches 19, the notches along one edge being staggered with relation to the notches on the opposite edge, so that the transverse runs of the chain 20 will be arranged slightly diagonally across the shoe at both the top and bottom thereof. The ends of the chain may be secured in any suitable manner, but are preferably provided with hooks to engage the adjacent run of the chain as illustrated. This form of the in-

vention varies from the form above described, in that it eliminates the use of the ground engaging member. The shoe is provided with a chain, cable or the like indicated at 21 which extends from one end of the shoe, and is adapted to be secured to any suitable fixed object, such as a tree, post or the like for holding the shoe against movement with relation to the ground as the wheel of the vehicle traverses the shoe. The preferred form of the invention is used identically in the same manner as described in connection with the preferred form.

While it is believed that from the foregoing description the nature and advantages of the invention will be readily apparent, I desire to have it understood that I do not limit myself to what is herein shown and described, and that such changes may be resorted to when desired as fall within the scope of what is claimed.

What I claim is:—

1. An automobile extricating device comprising an elongated shoe curved transversely, a chain wrapped around the shoe, and a cable having one end secured to one end of the shoe for the purpose specified.

2. An automobile extricating device comprising an elongated shoe curved transversely to conform to the curvature of the tire of the vehicle, the opposed edges of said shoe having spaced notches, with the notches

along one edge staggered with relation to the notches on the opposite edge, a chain wrapped about the shoe and passed through said notches, and a cable having one end secured to one end of the shoe for the purpose specified.

3. An automobile extricating device comprising an elongated shoe curved to conform to the curvature of the tire of the vehicle, a chain wrapped transversely about the shoe, the opposed edges of the shoe having notches for the reception of the chain, and a ground engaging member carried by one end of the shoe and designed to be embedded in the ground for the purpose specified.

4. An automobile extricating device comprising an elongated shoe curved to conform to the curvature of the tire of the vehicle, a chain wrapped transversely of the shoe throughout its length, the opposed edges of the shoe having notches receiving said chain, the notches at one side being disposed in staggered relation to the notches at the opposite side, a ground engaging member of substantially inverted U-shaped formation in cross section adapted to be embedded in the ground, said member being considerably wider than said shoe, and a cable extended from said ground engaging member for the purpose specified.

In testimony whereof I affix my signature.
JOHN McCUTCHEON.