

A. McNAUGHTON.
CHOCK.
APPLICATION FILED MAY 5, 1911.

999,828.

Patented Aug. 8, 1911.

Fig. 1.

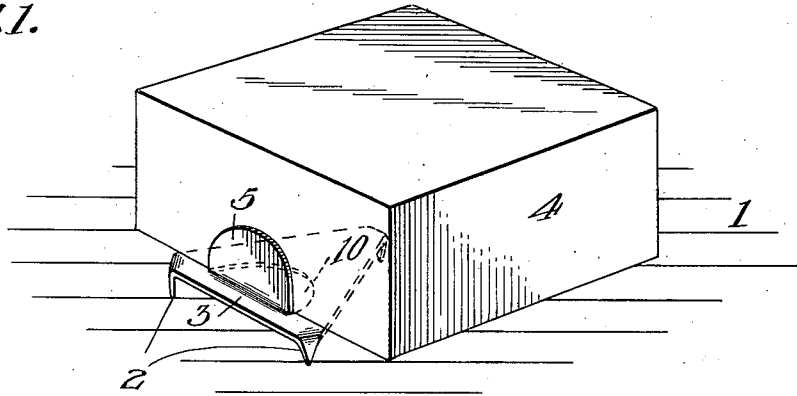


Fig. 2.

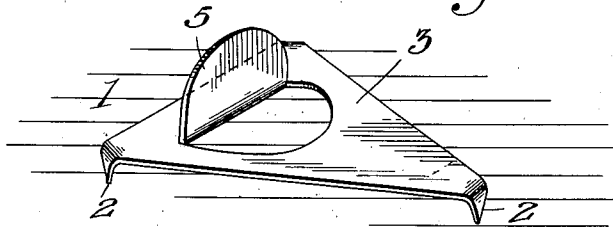
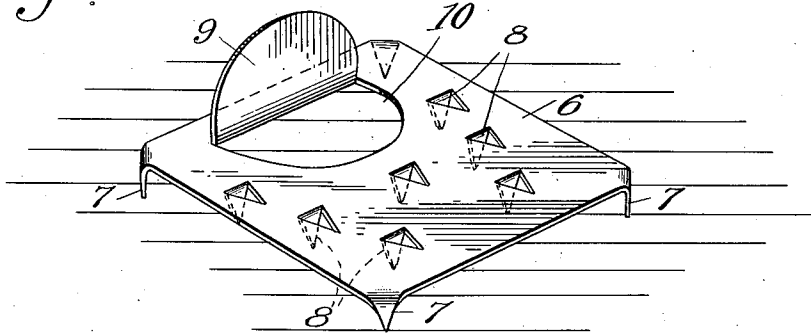


Fig. 3.



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WITNESSES

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ANDREW McNAUGHTON, OF WILLIAMSPORT, PENNSYLVANIA, ASSIGNOR OF ONE-THIRD TO THOMAS G. WARD AND ONE-THIRD TO CHARLES P. COLVER, BOTH OF WILLIAMSPORT, PENNSYLVANIA.

CHOCK.

999,828.

Specification of Letters Patent.

Patented Aug. 8, 1911.

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To all whom it may concern:

Be it known that I, ANDREW McNAUGHTON, a citizen of the United States, residing at Williamsport, in the county of Lycoming and State of Pennsylvania, have invented certain new and useful Improvements in Chocks, of which the following is a specification.

My invention relates to improvements in chocks and has particular reference to a chock adapted for use in packing freight to prevent the slipping thereof.

The leading object of my invention is the provision of a chock adapted for use in packing boxes, barrels or other heterogeneous forms of freight into metal or other cars, vessels or vehicles to prevent the slipping thereof.

A further object of the invention is the provision of a device of this character which will dispense with the use of props in cars or vessels on land or water or will serve to supplement the same and which will serve to secure the freight and prevent the slipping thereof when it is packed in metal or other cars or vessels where it is impossible to nail down cleats or like devices to assist in securing the contents of the cars, vessels or vehicles.

To attain the desired objects of my invention, I have provided a platform or plate upon which the freight is to be packed, said plates having teeth or barbs struck therefrom, certain of the barbs being adapted to grip the floor of the car while the others extend upward and catch hold of the freight, the invention further residing in the novel features of construction and combination and arrangement of parts for service substantially as described and as illustrated in the accompanying drawings.

Figure 1 represents a perspective view of the device in use. Fig. 2 represents a perspective view of the chock, and Fig. 3 represents a perspective view of a modified form of my chock.

In the drawings, the numeral 1 designates the floor of a freight car, while resting upon the said floor are the prongs or barbs 2 of the plate 3, said plate 3 having resting thereon the box 4 having its under side en-

gaged by the upwardly extending lip or lug 5, likewise struck from the plate 3.

In Fig. 3 I have shown a slightly modified form of my invention, which is of rectangular shape, and comprises a plate 6, having depending barbs 7 at the corners, also the series of barbs 8, and the lip or lug 9.

From the foregoing description taken in connection with the drawings the construction and use of my improved device will be readily understood and its advantages be fully apparent and it will be seen that I have provided a strong, simple and durable device which can be employed an unlimited number of times, which can be quickly and easily placed in position and will not damage either the freight or the car, which will not jolt loose as props and like fastenings do, and which is adapted for use with various articles, light or heavy, and which may be readily removed without the use of tools. It will also be observed that I have formed in my plates the opening 10 by the stamping up of the lip or lug 5, said opening serving to receive a nail or hook to suspend the device when not in use.

The herein described chock will obviate (in whole or in part) the necessity of using nails, spikes, cleats or other projections in the floor or sides of cars, constructed either of wood or metal, or a combination of both, in the holds and on decks of vessels, floating docks, and wharves, or any vehicle carrying freight, thereby saving expense and labor to all transportation companies or carriers on land and water, due to damages caused by the shifting of freight in transit.

I claim:

The chock herein described, consisting of the plate forming a platform to support an article and having barbs on its underface to engage the surface to retain the plate, the plate being further cut out and formed with a tongue to provide an abutment or stop for the article supported on the plate.

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

ANDREW McNAUGHTON.

Witnesses:

J. C. HILL,

WM. C. KING.