Aug. 21, 1923. 1,465,852

G. H. LANE

CHOCK BLOCK

Filed Feb. 27, 1922

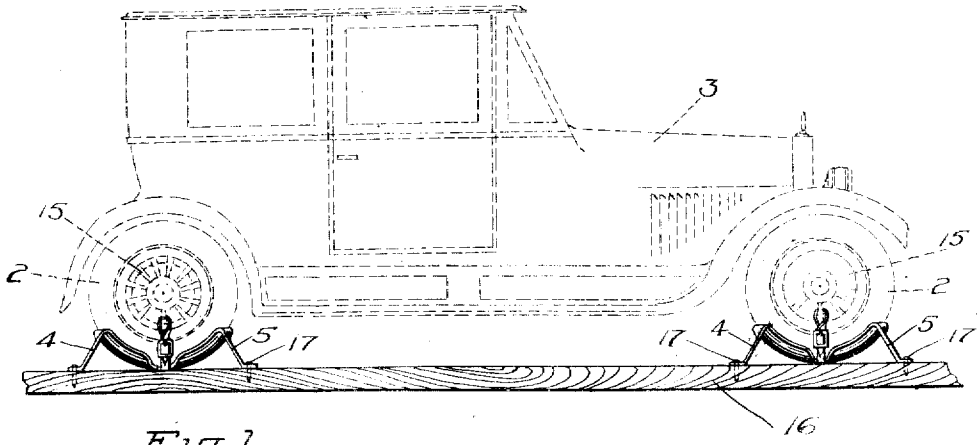


Fig 1

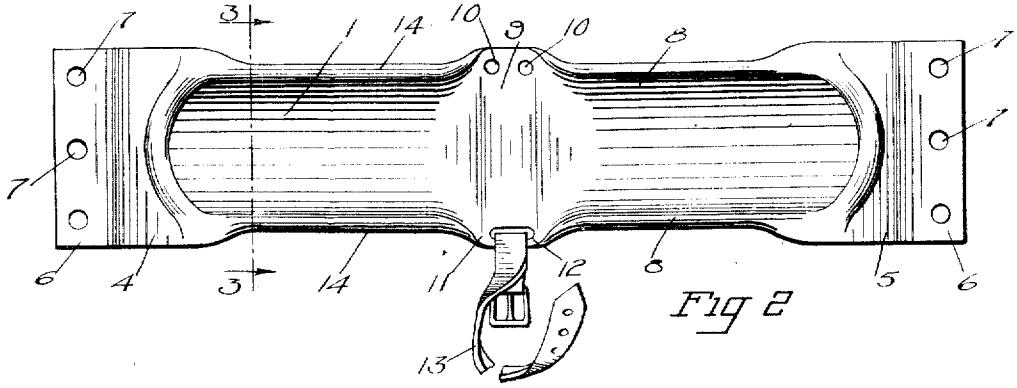


Fig 2

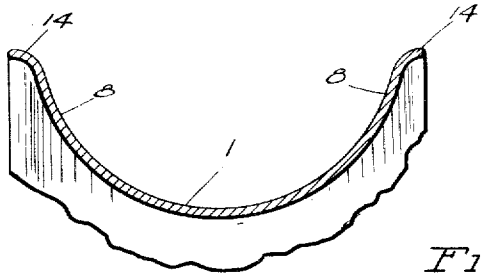


Fig 3

INVENTOR
G. H. Lane
BY Munn & Co.
ATTORNEYS

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UNITED STATES PATENT OFFICE.

GEORGE HOWARD LANE, OF PONTIAC, MICHIGAN.

CHOCK BLOCK.

Application filed February 27, 1922. Serial No. 539,449.

To all whom it may concern:

Be it known that I, GEORGE HOWARD LANE, a citizen of the United States, and a resident of Pontiac, in the county of Oakland and State of Michigan, have invented a new and useful Improvement in Chock Blocks, of which the following is a full, clear, and exact description.

My invention relates to improvements in chock blocks, and it consists in the combinations, constructions and arrangements herein described and claimed.

An object of my invention is to provide a device of the character described, which is constructed of one piece of stock, thus eliminating the necessity of separate tie pieces, such as must be used where two separate blocks are employed, one on each side of the wheel.

A further object of my invention is to provide a device of the character described which cannot tip up when the load is placed thereon and unloosen the nails or screws by means of which the block is secured to its supporting surface.

A further object of my invention is to provide a device of the character described, which is extremely simple in construction, which is strong and durable, and which is thoroughly practical for the purpose intended.

Other objects and advantages will appear in the following specification, and the novel features of the invention will be particularly pointed out in the appended claims.

My invention is illustrated in the accompanying drawings, forming part of this application, in which

Fig. 1 is a view of an embodiment of my invention,

Fig. 2 is an enlarged top plan view of one of the chock blocks, and

Fig. 3 is a sectional view along the line 3—3 of Fig. 2.

In carrying out my invention, I make use of a relatively wide band of heavy gage sheet steel or other metals. This band of steel is pressed to form an arcuate trough 1. The trough 1 is fashioned to conform substantially with the contour of the outer surface of a vehicle tire, such as shown at 2 on the vehicle 3.

Downwardly extending inclined portions 4 and 5 of the band are provided at each end of the trough 1. These inclined portions 4 and 5 terminate in flat foot members 6. The foot members 6 are disposed in a plane parallel to the lower extremity of the trough 1 and are provided with a plurality of holes 7 therethrough. The holes 7 are adapted to receive a screw or a nail for securing the block upon its supporting surface. The sides 8 of the trough 1 at that portion adjacent the lower extremity of the trough are bent outwardly and are in the same plane with the feet 6 of the inclined portions 4 and 5. This is clearly shown at 9. A pair of holes 10 are provided at one side of the flattened portion 9 for receiving screws or nails, by means of which the portion 9 may be secured in close engagement with the supporting surface. The opposite side 11 of the portion 9 is provided with an elongated slot 12. The slot 12 is adapted to receive a strap 13, the purpose of which will be hereinafter described.

It will be noted that the upper edges 14 of the sides 8 of the trough 1 are curved outwardly, as shown in Fig. 3. The purpose for this is to obviate sharp edges which might abuse the vehicle tire 2 when brought into contact therewith.

In use, the chock blocks, as shown in Fig. 1, are placed one in registration with each of the wheels 15 of the vehicle 3 and they are securely fixed upon a supporting surface 16, which may be the floor of a freight car or the floor of a warehouse or the like.

From the foregoing description of the various parts of the device, the operation thereof may be readily understood. The chock blocks described in the foregoing specification are secured by nails or screws 17 directly to a supporting surface 16. The blocks are arranged so that one of them is in registration with each of the vehicle wheels 15 of the vehicle 3. The vehicle 3 is then run upon the supporting surface 16 and placed upon the blocks, heretofore described. One of the important advantages of my invention is that in placing the vehicle 3 upon the several chock blocks, the tipping of the block as the vehicle is placed thereon is entirely obviated, a fact which is not true of the ordinary type of V-shaped wedge block. This is due to the provision of the inclined portions 4 and 5, which act

as braces at each end of the arcuate trough 1. These portions 4 and 5 not only act as a brace for the trough 1, but also act as a means for preventing the spreading of the trough, i. e., the spreading of the sides 8 outwardly.

Means for preventing the disengagement of the wheels 15 from the several chock blocks is provided in the strap 13. The strap 13 is passed around one of the spokes of the wheel 15 and buckled tightly. This prevents the wheel 15 from moving upwardly and out of engagement with the trough 1 and the vehicle 3 is thus securely fixed against movement while in shipment. When the shipment or storage, as the case may be, has been completed, the blocks may be removed from the supporting surface 16 and used again. This is difficult with the present construction, since the means employed at this time for chocking vehicles or the like is that of providing two wedge-shaped chock blocks and virtually tying them together in an operative position by means of two tie pieces. This construction necessitates the use of four separable elements and relatively tedious work in setting the several blocks for use.

I claim:

1. A chock block comprising an arcuate metal trough adapted to receive and support a vehicle wheel, said trough being formed with inclined downwardly extending portions at each end thereof terminating in foot members arranged to contact and to be secured upon a supporting surface, said trough having a substantially flat portion intermediate its length, said last named portion of said trough having a slot therethrough adapted to receive a strap.

2. A chock block comprising an arcuate metal trough adapted to receive and support a vehicle wheel, said trough being formed with inclined downwardly extending portions at each end thereof terminating in foot members arranged to contact and to be secured upon a supporting surface, said trough having a substantially flat portion intermediate its length, said last named portion of said trough having a slot therethrough adapted to receive a strap, and having holes therethrough adapted to receive nails for securing said portion in close engagement with said supporting surface.

GEORGE HOWARD LANE.