

March 24, 1925.

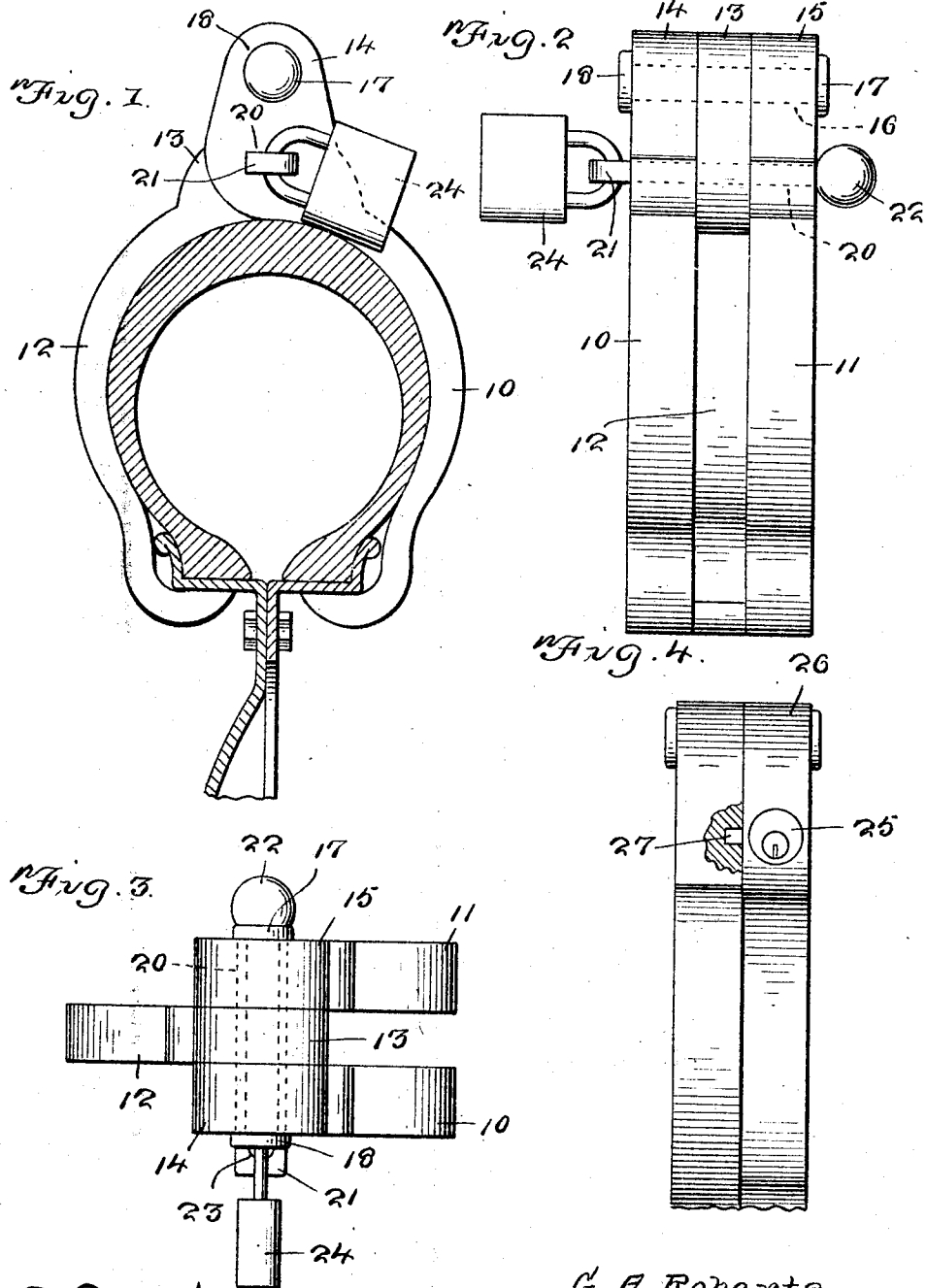
G. A. ROBERTS

1,530,622

WHEEL CHOCK

Filed Dec. 10, 1923

2 Sheets-Sheet 1



E. R. Ruppert.

WITNESS:

G. A. Roberts
INVENTOR

BY Victor J. Evans

ATTORNEY

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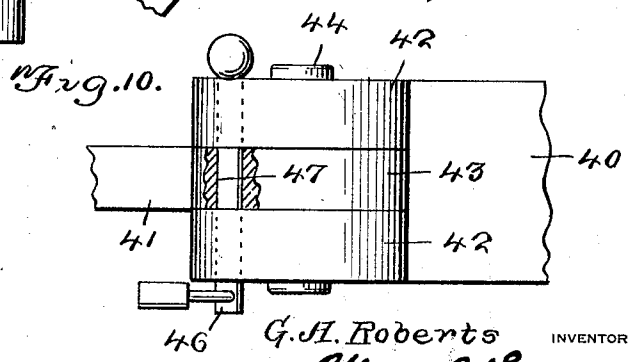
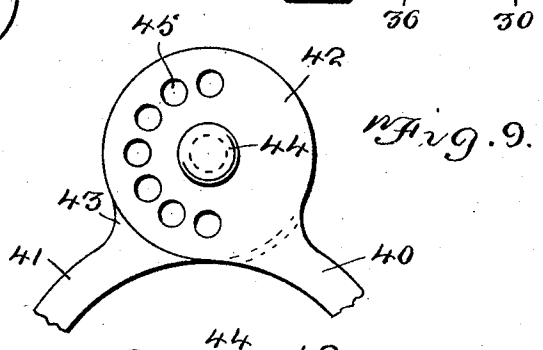
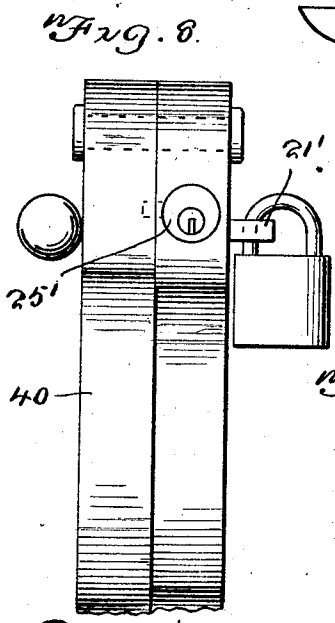
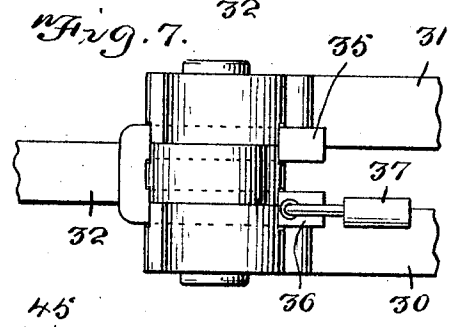
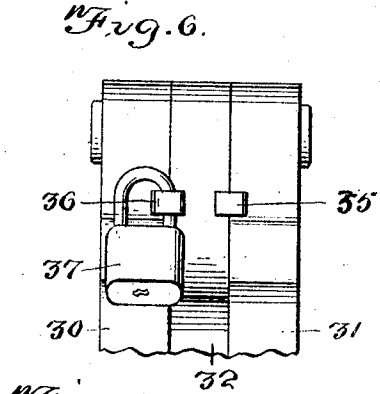
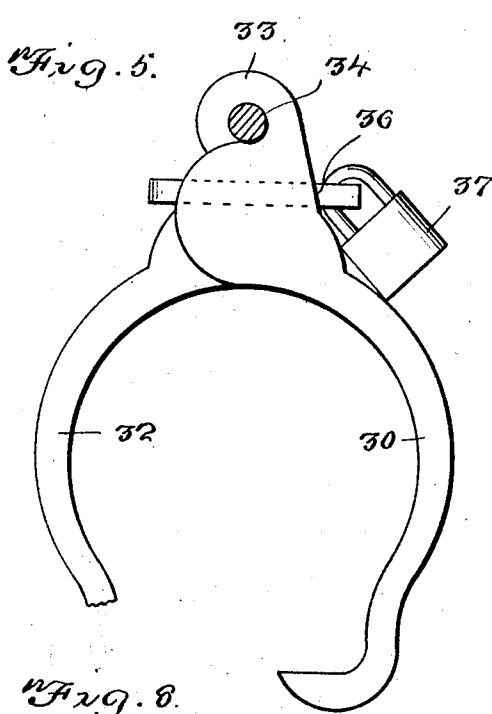
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WHEEL CHOCK

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2 Sheets-Sheet 2



E. R. Ruppert.

WITNESS:

G. A. Roberts INVENTOR
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UNITED STATES PATENT OFFICE.

GUY A. ROBERTS, OF STEVENS POINT, WISCONSIN.

WHEEL CHOCK.

Application filed December 10, 1923. Serial No. 679,852.

To all whom it may concern:

Be it known that I, GUY A. ROBERTS, a citizen of the United States, residing at Stevens Point, in the county of Portage and State of Wisconsin, have invented new and useful Improvements in Wheel Chocks, of which the following is a specification.

The object of this invention is to provide a chock for use on disk wheels of automobiles, for preventing theft, and a device useful under all similar conditions where a movable element is to be retained against movement except by authorized persons.

A further object is to provide a device of this type which shall include a plurality of curved jaws which approach each other but do not meet, and are movable about the same pivotal element, but which may be retained against movement by locking means of particular type, or of any suitable type.

A further object is to provide, in one form, a plurality of curved jaws, a pivot member for connecting the jaws, and a locking element extending through the jaws in a direction parallel with the pivot member.

With the foregoing and other objects in view, the invention consists in the novel construction described, illustrated and claimed, it being understood that modifications may be made within the scope of the claims without departing from the spirit of the invention.

In the primary form I employ a plurality of curved and spaced jaws 10 and 11, and a jaw 12 oppositely curved and having its shank portion 13 extending between the shank portions 14 and 15 of the jaws first mentioned.

The jaws are each provided with an aperture or pivot hole such as 16, and a pivot or bolt 17 extends through the several apertures and is secured by a non-removable element 18. Element 17 may be headed after passing through a nut, washer, or other similar member.

The shank portion of each jaw is provided with an opening or slot 20, and a locking bar 21 passes through the several slots, in a direction parallel with the pivot member 17. Bar 21 has an enlargement 22 on one end, and the other end is passed through the slots, and is apertured at 23 for the accommodation of the hasp of a padlock, or the like. The lock is designated 24. When the

car is not to be locked, the middle jaw may be moved outwardly and the locking bar inserted in the slots of the other jaws, and locked, preventing unauthorized persons from using the device, as they might otherwise do, assuming that a spring lock is employed.

I have shown as a modification, a device in which similar jaws are employed but the locking bar described is omitted, and a lock 25 is mounted in the shank portion of one jaw, and engages a recess 27 in the adjacent jaw, when the jaws are closed and are in position for use on a disk wheel. Device 25 is a key operated lock of any suitable type.

In another form, I have shown jaws 30, 31, 32 having rolled portions 33 for engagement by a pintle 34, corresponding in general with a door hinge,—it being obvious that the number of jaws is not important provided they are properly assembled. The rolled portions, so-called, would in fact be heavy, as in the case of the shank portions of the first form, these elements constituting the chock per se. In this modification the elements of the lock are designated 35, 36, 37.

A further modification constitutes a combination of the first two forms, the locking bar being designated 21' and the independent lock being shown at 25'. An employer, having two keys, may secure the chock with his personal key, or with a key of which an employee has a duplicate, depending on the situation which he desires to control.

In Figure 9 the jaws are designated 40, 41, and jaw 40 includes spaced ears 42 which receive between them a tongue 43 carried by element 41. A pintle is designated 44, and both ears are provided with a series of holes 45, any one of which may receive a locking pin 46 adapted to enter bore 47 in tongue 43, and secure the jaws in different relative positions, depending upon the space required between elements 40, 41 when locked.

What I claim is:

1. A device of the class described, comprising a plurality of connected jaws movable about a common axis to position for engaging respectively oppositely located portions of a wheel rim, each jaw including a shank portion, the shank portions registering circumferentially of the tread, and a U-shaped locking element located between the

point of connection of the jaws and the rim, engaging all of the shanks of the jaws and preventing their relative movement.

2. A device of the class described, comprising a plurality of jaws in spaced relation and curved in the same direction, an intermediate jaw between the jaws first named and

curved in the opposite direction, the jaws including shank portions constituting together a wheel chock, a pivot member connecting the jaws, and means preventing relative movement between the jaws.

In testimony whereof I affix my signature.
GUY A. ROBERTS.