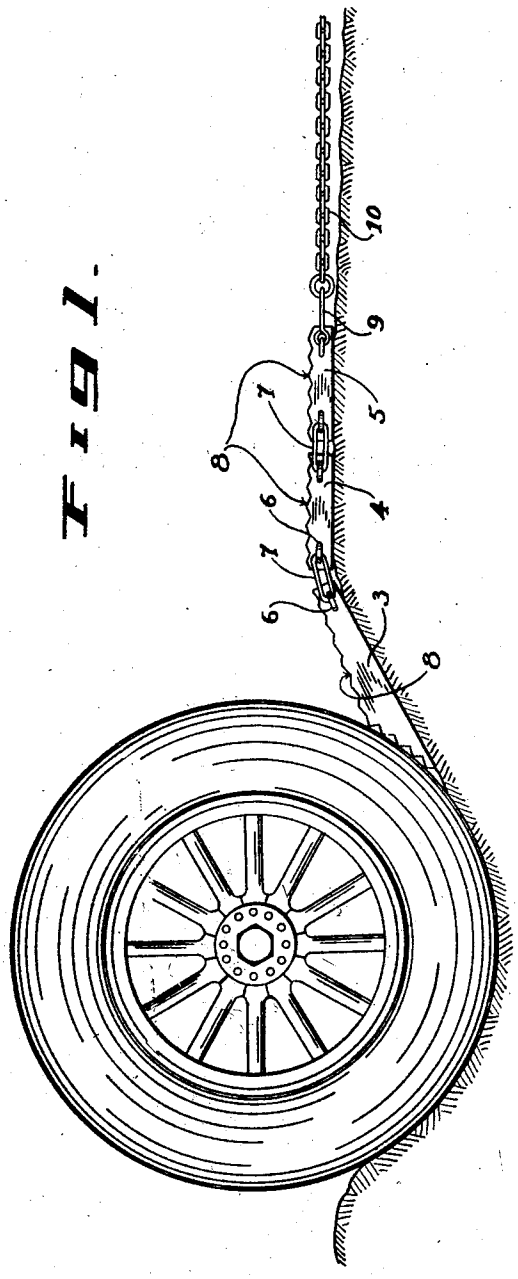
Oct. 13, 1925. 1,556,629

R. J. REANEY

TRACTION MAT

Filed Sept. 23, 1924 2 Sheets-Sheet 1

Fig 1.



INVENTOR

Russell J. Reaney

BY Harold D. Penney

his ATTORNEY

Oct. 13, 1925. 1,556,629

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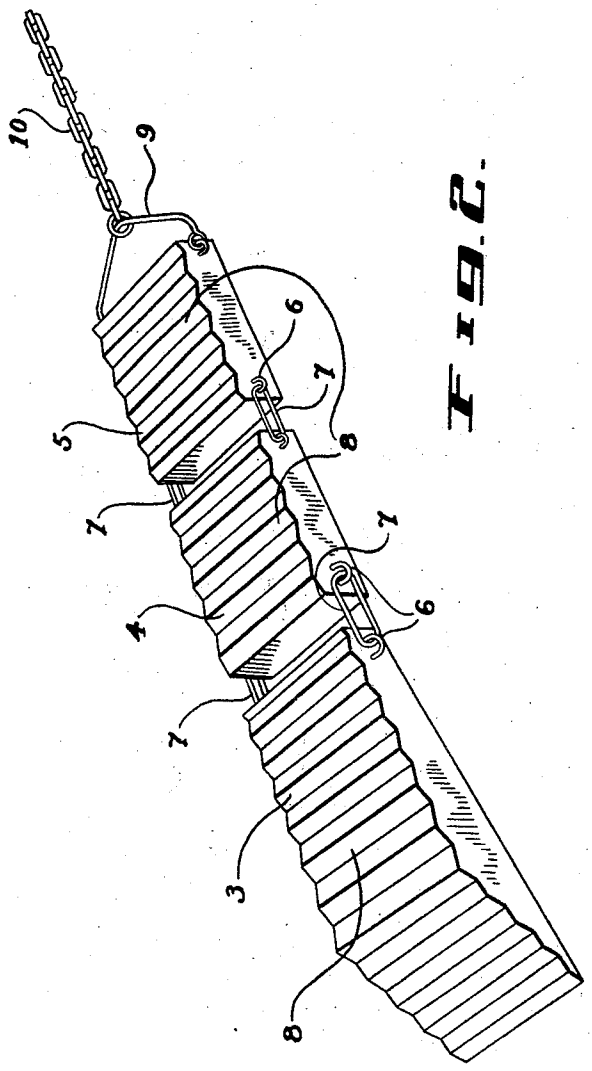


Fig. 2.

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Patented Oct. 13, 1925. 1,556,629

UNITED STATES PATENT OFFICE.

RUSSELL J. REANEY, OF OTTAWA, ONTARIO, CANADA.

TRACTION MAT.

Application filed September 23, 1924. Serial No. 739,321.

To all whom it may concern:

Be it known that I, RUSSELL J. REANEY, a citizen of the Dominion of Canada, residing at Ottawa, in the county of Carleton and Province of Ontario, Dominion of Canada, having invented new and useful Improvements in Traction Mats, do hereby declare the following is a specification.

This invention relates to improvements in traction mats and appertains more particularly to that class of device adapted for use in extricating motor vehicles and the like from mud holes.

The principal object of the invention is to provide a traction element for application to the side of or for introduction under the drive wheel of a mired motor vehicle.

A further object is to provide a device of this character comprising a plurality of traction blocks that are flexibly connected in line, the first of the series being wedge shaped to provide a lift for the drive wheel.

A still further object is to provide such a device wherein the parts are few, the construction simple and the cost of production relatively low.

To the accomplishment of these and related objects, my invention resides in the construction, combination and arrangement of parts as shall be hereinafter more fully described, illustrated in the accompanying drawings and pointed out in the claims hereunto appended.

In the drawings forming a part of this disclosure wherein like characters designate like parts throughout the several views,

Fig. 1 is a side elevation of a mired vehicle wheel and my device in operative position and

Fig. 2 is a perspective of the preferred embodiment of the device.

While I am aware that previous endeavors have been made to guard against vehicles miring in deep mud, sand or snow, it is felt that the value of the present device will be manifest to all motor vehicle drivers in that it will not impede the travel of the vehicle when its occasional use only is required and being relatively small and compact, is readily ported without inconvenience. Its simplicity of construction and application will commend it to those in need of such a device.

Referring particularly to the drawings, I have shown the preferred embodiment as comprising a first or wedge block 3 and two follow traction blocks designated 4 and 5. These are connected in line by flexible couplings that include stapes 6, in the blocks near the adjoining ends, that are joined by the links 7.

The entire upper surface of blocks 4 and 5 is corrugated as at 8, as is also the top and inclined end of the first block 3.

The wedge 3 is of trapezium form in section being thickest at the joining line of the inclined, wedge forming end and the sloping top, thus increasing the size of the wedge. The trapezium thus formed provides a solid supporting surface, an incline that is wedge shaped and as a result the block widening from the point is not readily drawn under the wheel as would otherwise be the case. In fact, the tendency to pass under the wheel is reversed and the wheel climbing the so-called steep wedge the more firmly embeds the block thus affording better traction.

The bail 9 is applied to the outer side of the end block 5 and a chain 10 extends therefrom. This will allow of retracting the mat after the extricating of the vehicle without the necessity of the driver or a passenger wading through the muddy road in an effort to effect its recovery.

In use, when a vehicle has settled in a mud hole or otherwise become mired, the mat is arranged in front of the drive wheel with the wedge end 3 contacting with the said wheel (this may be accomplished from the running board). The wheels are then set in motion and the preliminary revolutions operate to draw the wedge into the rut, assuming a position similar to that illustrated in Fig. 1, thereby providing the wheel with improved and increased traction surface. The continued rotation of the wheel will result in lifting the vehicle from the hole as the wheel will move up the incline and forward on the corrugated blocks.

I desire to have it understood that this device may be made of wood, reinforced sheet metal or other suitable material and in sizes that will be suitable for the vehicle with which it is to be used for it is obvious that those for trucks would be unnecessarily heavy and bulky for lighter cars.

From the foregoing description taken in connection with the accompanying drawings, it will be manifest that a traction mat is provided which will fulfill all the requirements of such a device, but as many changes could be made in the above descrip-

tion and various embodiments of my invention constructed within the scope of the appended claims without departing from the spirit or scope thereof it is intended that all matters contained in the said accompanying specification and drawings shall be interpreted as illustrative and not in a limited sense.

What I claim as new and desire to secure by Letters Patent is,—

1. A traction mat of the character described comprising a wedge end block, trapezium form in cross section, and a plurality of flexibly connected traction blocks aligned therewith.

2. A traction mat of the character described comprising a wedge shaped block, a plurality of flexibly connected rectangular traction members in alignment therewith, a bail connected to the traction member most remote from said wedge shaped block and a recovery chain continuing from said bail.

3. As an article of manufacture, a traction mat for motor vehicles and the like comprising a wedge shaped end block, trapezium-shaped in cross section; a plurality of flexibly connected traction blocks arranged in series in alignment with said wedge shaped block and flexibly connected thereto; all of said blocks having transverse corrugations on their upper side; a bail carried by the traction block remote from the said wedge shaped block and a recovery chain connected thereto, as and for the purpose specified.

In testimony whereof I hereunto affix my signature.

RUSSELL J. REANEY.