Dec. 8, 1942. H. W. FULTON 2,304,305

WHEEL CHOCK

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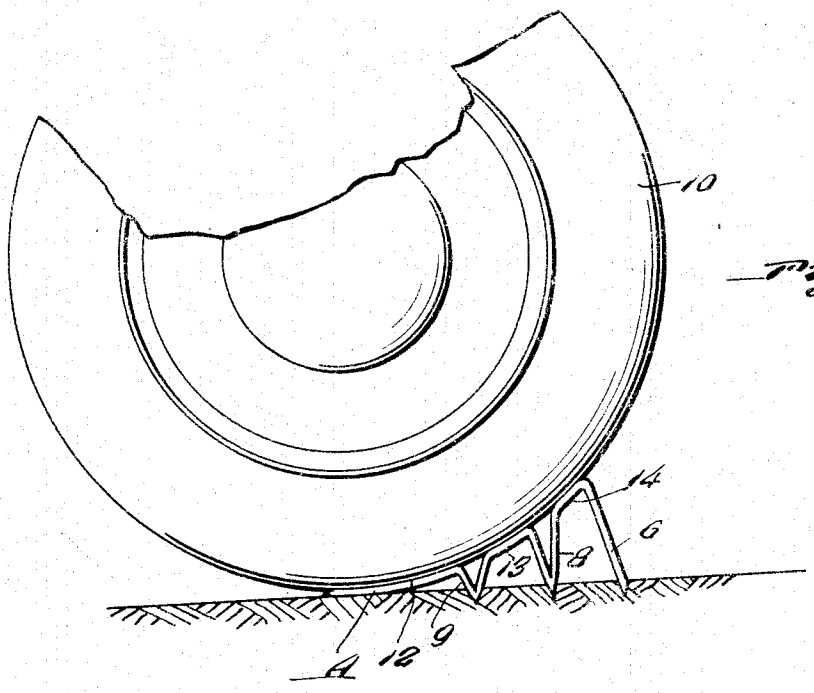
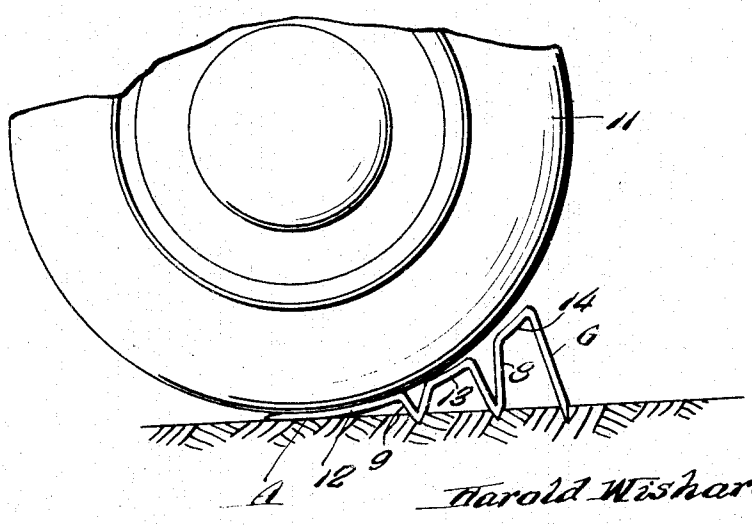


Fig. 1.

Fig. 2.



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Fig. 3.

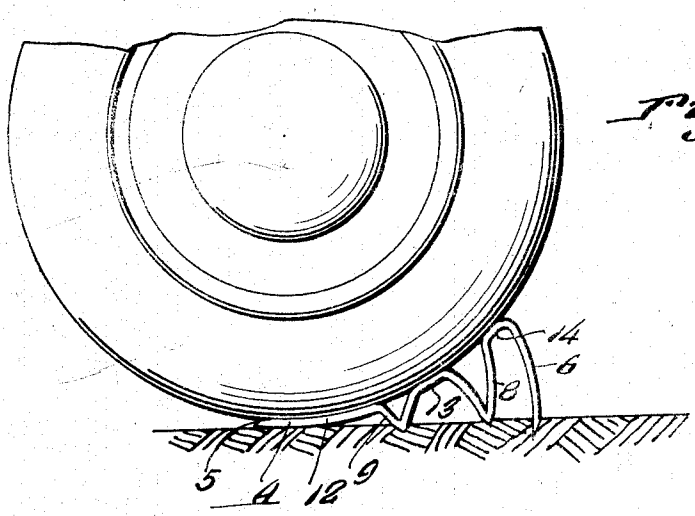
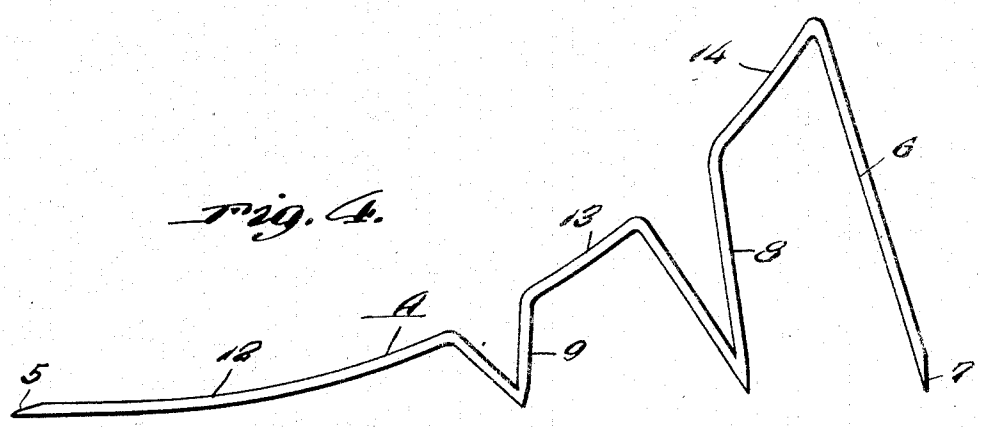


Fig. 4.



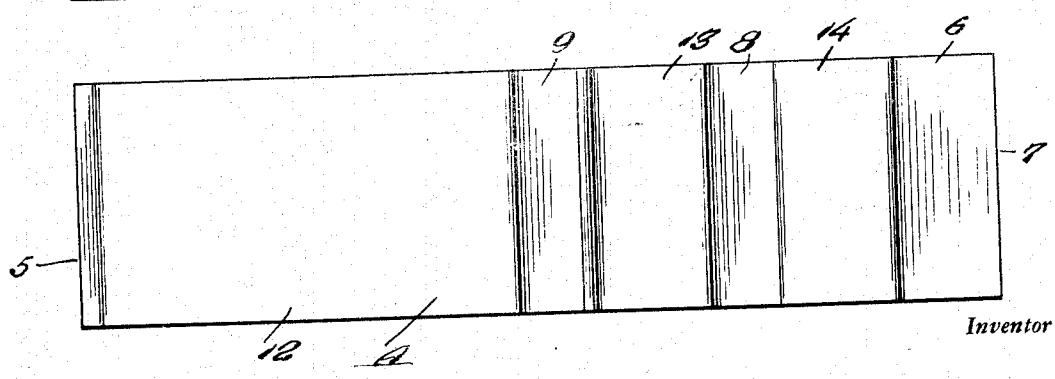


Fig. 5.

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UNITED STATES PATENT OFFICE

2,304,305

WHEEL CHOCK

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Application November 19, 1941, Serial No. 419,806

2 Claims. (Cl. 188—32)

This invention relates to new and useful improvements in chocks for wheels and other circular or cylindrical bodies.

The principal object of the present invention is to provide a chock of yieldable construction to the end that it will conform with the curved surface of circular or cylindrical bodies over a substantially wide range of diameters, to the end that full chocking ability is available for numerous sizes of work without entailing the necessity of keeping on hand a number of different size chocks, especially in so far as retail dealers are concerned.

Other objects and advantages of the invention will become apparent to the reader of the following description.

In the drawings:

Figure 1 represents a fragmentary side elevational view showing a wheel engaged completely with the chock.

Figure 2 is a fragmentary side elevational view showing a smaller wheel engaged with the same chock and before the chock has been deformed by the weight of the wheel to full contact.

Figure 3 is a fragmentary side elevational view showing the wheel of Figure 2 after having been driven onto the chock and fully contacting the same.

Figure 4 is an enlarged side elevational view of the chock.

Figure 5 is a top plan view of the chock.

Referring to the drawings wherein like numerals designate like parts, it can be seen that it is the intention to have the chock of spring material so that it will yield and contact for its full extent the work it is to chock. The chock is constructed of one elongated strip of spring metal and this is denoted by numeral A. This elongated strip A has its lead edge tapered, as at 5. The other end portion of the strip is in the form of a leg 6 which also has its lower end tapered, as at 7, so as to bite into the road or other supporting surface. The leg 6 serves to elevate the adjacent end of that portion of the strip which will be referred to as a ramp curved to conform with a given arc. This arcuate-shaped ramp is interrupted at its upper portion by a substantially deep V-shaped offset 8 depending to a point on the level with the tapered leg end 7, and with a shorter V-shaped offset 9 which depends to a level with the lower end of the offset 8 and the leg end 7.

It can now be seen that for instance a wheel 10 can be driven onto the chock and will snugly fit against the ramp from one end to the other without any spacing. For instance, this wheel 10 may be regarded as size 6.25 x 16.

A smaller wheel 11, such as size 6.00 x 16, would barely touch the parts 12 and 13, and would entirely miss the part 14 of the ramp, but by riding the wheel onto the chock, the chock will deform itself, as shown in Figure 3, so that all portions 12, 13 and 14 will snugly engage the wheel.

With large size tires, such as size 6.50 x 16, the tire will engage the portions 12 and 14 due to the greater arc, but will miss the part 13. However, this can be remedied by driving the wheel onto the ramp, thus deforming the ramp so that all points of the ramp will engage the tire.

As before stated, this chock can be used in chocking lumber, oil drums and various other circular or cylindrical articles.

While the foregoing specification sets forth the invention in specific terms, it is to be understood that numerous changes in the shape, size and materials may be resorted to without departing from the spirit and scope of the invention as claimed hereinafter.

Having thus described the invention, what is claimed as new is:

1. A chock of the character described comprising an elongated member of spring material forming a curved ramp and having a depending leg at one end thereof and downwardly disposed offsets interrupting the said ramp.

2. A chock of the character described comprising an elongated member of thin material forming a curved ramp and having a depending leg at one end thereof and downwardly disposed offsets interrupting said ramp and including resilient diverging sides adapted to flex under weight on the ramp to cause alteration in the curvature of said ramp.

HAROLD WISHARD FULTON.