(No Model.)

J. O. JOHNSON.

CHOCK BLOCK.

No. 340,880. Patented Apr. 27, 1886.

Fig. 1.

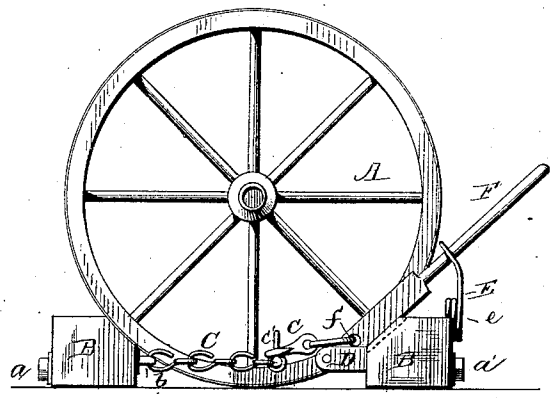


Fig. 2.

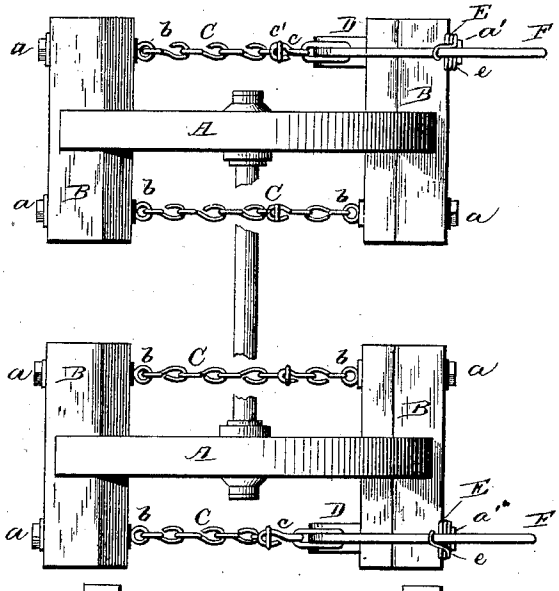
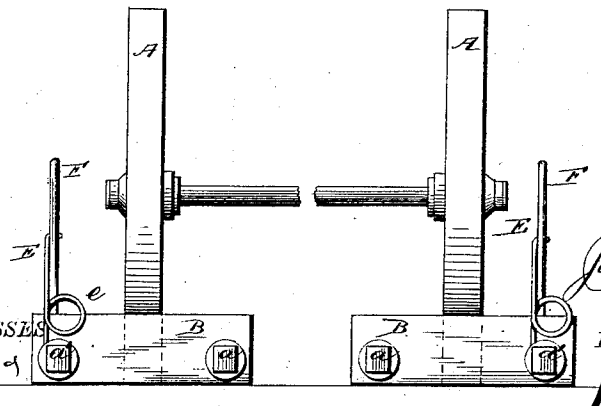


Fig. 3.



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UNITED STATES PATENT OFFICE.

JAMES O. JOHNSON, OF WOLCOTT, INDIANA.

CHOCK-BLOCK.

SPECIFICATION forming part of Letters Patent No. 340,880, dated April 27, 1886.

Application filed November 19, 1885. Serial No. 183,372. (No model.)

To all whom it may concern:

Be it known that I, JAMES O. JOHNSON, a citizen of the United States, residing at Wolcott, in the county of White and State of Indiana, have invented certain new and useful Improvements in Chock-Blocks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in chock-blocks, which are adapted to be placed under the rims of the wheels of a vehicle or portable engine, so as to prevent a front or rearward movement of the same; and my invention consists in the construction and combination of the parts, as will be hereinafter fully set forth, and specifically pointed out in the claim.

In the accompanying drawings, which illustrate my invention, Figure 1 is a side view of my improvement, showing the same applied to a wagon-wheel. Fig. 2 is a plan view, and Fig. 3 is an end view.

A represents the wheels of a wagon, portable engine, or other vehicle.

B represents the chock-blocks, which preferably consist of short beams, the upper inner corners of which are cut away at an angle, as shown in Figs. 1 and 2. These chock-blocks are each provided near their ends with bolts *a a*, which pass through the blocks, and are secured at one side thereto by means of nuts, the opposite ends of said bolts being formed into eyes *b*, to which chains C are secured.

D represents a bolt which is provided with a bifurcated end, said bifurcated end being located under the beveled portion of the chock-block, and said bolt with a bifurcated end is secured to the chock-block by a nut, *a'*, which is provided with a washer, under which is located one end of a spring-catch, E, said spring-catch being secured to the outer vertical side of the block B, and extends upwardly, where it is formed into a coil, as shown at *e*, the upper end being bent so as to engage with a lever, F, which is pivotally attached to the bifurcated bolt D.

The lever F, near the point where it is pivoted to the bifurcated bolt, is provided with a perforation, *f*, through which passes a link, which carries a hook, *c*, said hook being adapted to engage with the chain C.

The chain C, which is attached to the chock-block on the opposite end from the lever F, is provided with a hook, *c'*, which is also adapted to engage with the chain opposite thereto.

The block B, above the bifurcated bolt D, is recessed, so that the lever F may enter said recess when it engages with the spring-catch F, said recess preventing a lateral movement of the lever.

The operation of my invention is as follows: The blocks B B are placed in position against the rims of the wheels and the hooks *c'* are made fast to the opposite section of the chain. The lever F is then moved forward, and the hook *c*, connected thereto, is secured to the opposite chain, so that when the lever is moved so as to engage with the spring-catch the ends of the blocks will be brought together and placed firmly against the rims of the wheels, so as to hold said wheels firmly against a backward or forward movement.

I claim—

The combination, with the chock-blocks B B, beveled on their inner sides and connected at one end by an adjustable chain, of a lever pivoted at the other end of one of said blocks, a chain connected to the other end of the other chock-block and adjustably engaging the lever, and a spring-catch for locking said lever in a depressed position, substantially as set forth.

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

JAMES O. JOHNSON.

Witnesses:
CHARLES D. FINNEY,
G. A. HEMPHILL.