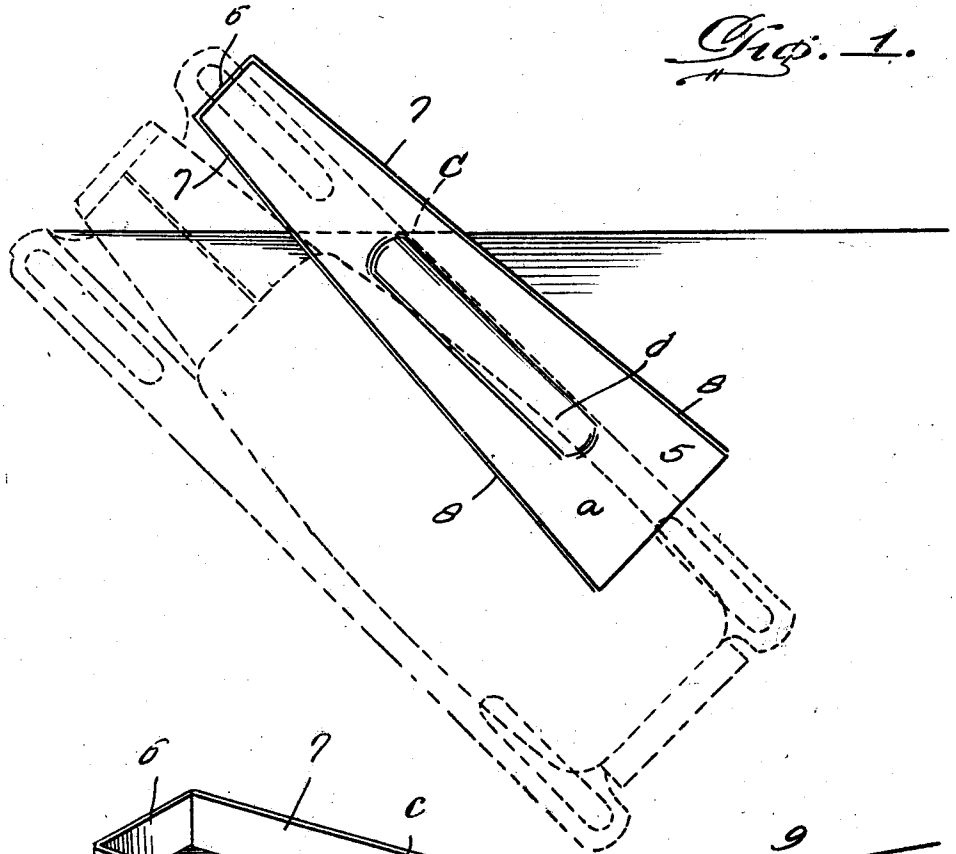
July 22, 1930. I. G. BENCH 1,771,203

AUTOMOBILE PARKING DEVICE

Filed April 16, 1928

Fig. 1.



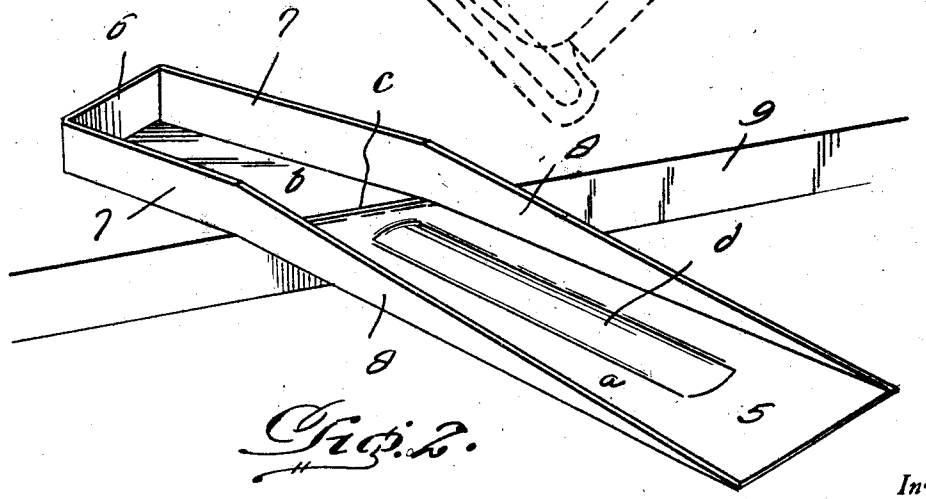


Fig. 2.

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AUTOMOBILE PARKING DEVICE

Application filed April 16, 1928. Serial No. 270,348.

The present invention relates to an automobile parking device and has for its prime object to provide devices which may be arranged along the curb of a street so as to enable a larger number of cars to park at an angle to the curb and at the same time leave as much street room as though the cars were parked parallel to the curb.

Another very important object of the invention resides in the provision of a device of this nature which is exceedingly simple in its construction, strong and durable, inexpensive to manufacture, thoroughly efficient and reliable and otherwise well adapted to the purpose for which it is described.

With the above and numerous other objects in view as will appear as the description proceeds, the invention resides in certain novel features of construction, as will be hereinafter more fully described and claimed.

In the drawing:

Figure 1 is a top plan view of a device embodying the features of my invention showing the same in proper association with the curb, and

Figure 2 is a perspective view thereof.

Referring to the drawing in detail it will be seen that the device comprises an elongated base 5 including an inclined portion *a* merging into a horizontal portion *b* at the upper end thereof along a diagonal line *c*. The inclined portion *a* of the base 5 is provided with a longitudinally extending depressed portion *d* which extends along the longitudinal median of said inclined portion *a*, starting a distance from the lower edge thereof and terminating a distance from the diagonal line *c*. The wheel seating in the depression *d* exerts a thrust on the base causing the angular line *c* to register with the corner of the curb whereby the device will not come out of alignment.

A stop flange 6 rises from the end of the horizontal portion *b* and has extensions 7 rising from the portion *b* along the side edges thereof and these extensions in turn merge in further extensions 8 along the side edges of the inclined portion *a* and rising therefrom and these extensions 8 have their upper edges inclining downwardly toward the lower end of the bottom 5.

These devices are mounted along the curb 9 as is indicated to advantage in the drawing, that is, with the portion *b* on the curb and the portion *a* inclining downwardly and outwardly into the street and the devices are placed at an angle to the curb. The automobile in parking will run the right front wheel along the base so that the automobile takes the position shown in dotted lines in Figure 1 when parked and of course it will be seen that the rear left hand wheel is much closer to the curb than is the case in ordinary angle parking thereby leaving considerable more street space for traffic.

The devices are exceedingly simple and therefore may be manufactured strong and durable at a low cost. Obviously the devices may be anchored in any suitable manner so as to prevent easy displacement.

It is thought that the construction, utility and advantages of the devices will now be clearly understood without more detailed description thereof. The present embodiment of the device has been disclosed in detail merely by way of example since in actual practice it will obtain the features of advantage enumerated as desirable in the statement of the invention and the above description. It will be apparent, however, that changes in the details of construction, and in the combination and arrangement of parts may be resorted to without departing from the spirit or scope of the invention as hereinafter claimed or sacrificing any of its advantages.

Having thus described my invention, what I claim as new is:

1. A device of the class described for engagement with a curb comprising an elongated base bent along a diagonal line to provide an inclined portion and an upper horizontal portion, said inclined portion being provided with a longitudinally extending depression.

2. A device of the class described for engagement with a curb comprising an elongated base bent along a diagonal line to provide an inclined portion and an upper hori-

zontal portion, a stop flange at the end of the horizontal portion rising therefrom and merging into extensions rising along the longitudinal sides of the horizontal portion and the said extensions merging into further extensions extending along and rising from the longitudinal side edges of the inclined portion.

In testimony whereof I affix my signature.

IREN G. BENCH.