

(No Model.)

I. H. HAYWARD.
WHEEL CHOCK.

No. 472,997.

Patented Apr. 19, 1892.

Fig 1

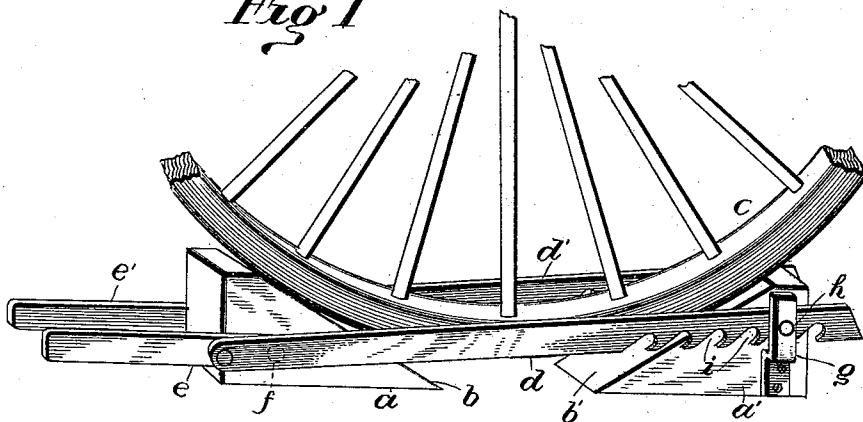
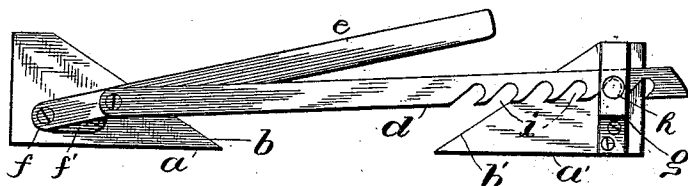


Fig 2



Witnesses
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UNITED STATES PATENT OFFICE.

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WHEEL-CHOCK.

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Application filed December 2, 1891. Serial No. 413,808. (No model.)

To all whom it may concern:

Be it known that I, ISAAC H. HAYWARD, a citizen of the United States, residing at Lawrence, in the county of Van Buren and State of Michigan, have invented certain new and useful Improvements in Wheel-Chocks; 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.

My invention has special reference to a chocking device for the traction-wheels of thrashing-machines, engines, &c., adapted to be wheeled about from place to place; and my object is to provide an adjustable arrangement that will be more effective, easily operated, and desirable.

With these ends in view my invention consists in certain peculiar features and combinations of parts, more fully described hereinafter, and pointed out in the claim.

In the accompanying drawings, Figure 1 represents a perspective view of my invention in which the locking-levers are shown thrown back and the wheels lifted clear of the ground; and Fig. 2, a side elevation showing the levers thrown forward, as in the releasing operation.

The reference-letters *a a'* denote a pair of wedge-shaped blocks provided with inclined surfaces *b b'*, adapted to receive the tire of a wheel *c*. These blocks are connected together by means of bars *d d'*, located upon opposite sides of the blocks and pivoted to a pair of second-class hand-levers *e e'*, which levers are fulcrumed on pins *f* on the sides of the block *a*. The free ends of the connecting-bars are provided with a series of

notches *i*. Metal plates *f' f'* upon opposite sides of this surround and strengthen the pins *f* and shield the block against wear from the levers. The opposite block *a'* is provided with a pair of vertical cleats *g*, having catches or pins *h*, adapted to enter the notches *i*.

The preferred construction of my device having been set forth, I will now proceed to describe its operation.

The blocks, which have been previously detached from each other, are placed upon opposite sides of the wheel. The connecting-rods are then dropped down in the cleats *g*, so that the pins *h* will enter corresponding notches on opposite sides of the block *a'*. The levers *e e'* are both thrown back, which operation draws the blocks nearer together, thereby lifting the wheels clear of the ground and forming a strong and solid seat.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a wheel-chock, the combination of a pair of blocks having sloping surfaces to receive a wheel, levers fulcrumed to one of said blocks, and connecting-bars pivoted to said levers above their fulcrum and having a series of notches in their ends which engage suitable pins on the block, whereby the chock may be made smaller or larger, in the manner and for the purpose set forth.

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

ISAAC H. HAYWARD.

Witnesses:

CHARLES ROCKWELL,
H. M. MARSHALL.