A. GAMMELIN.

VEHICLE CHOCK.

APPLICATION FILED MAY 11, 1912.

1,065,518. Patented June 24, 1913.

FIG 1

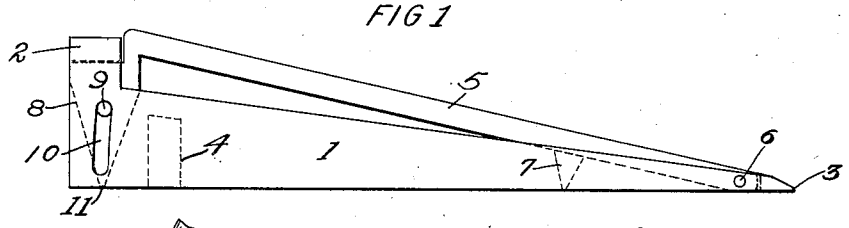


FIG. 2.

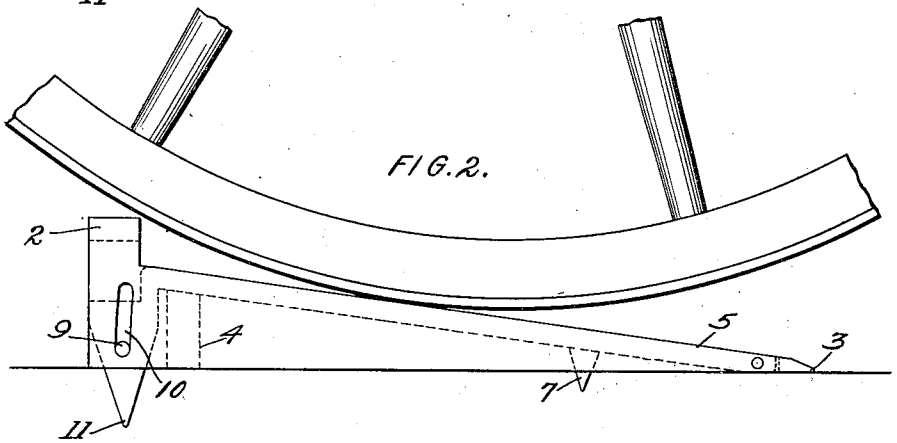


FIG. 3.

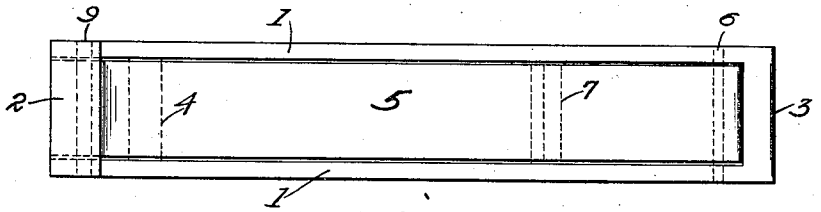
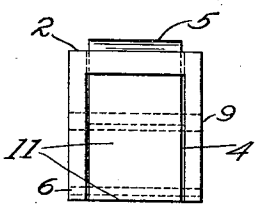


FIG. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

ADOLPH GAMMELIN, OF CLARK, SOUTH DAKOTA.

VEHICLE-CHOCK.

1,065,518. Specification of Letters Patent. Patented June 24, 1913.

Application filed May 11, 1912. Serial No. 696,621.

To all whom it may concern:

Be it known that I, ADOLPH GAMMELIN, a citizen of the United States, residing at Clark, in the county of Clark and State of South Dakota, have invented certain new and useful Improvements in Vehicle-Chocks, of which the following is a specification.

This invention relates to improvements in vehicle chocks and its object is to produce a device of this class that is simple in construction and positive in action.

With the foregoing and other objects in view the invention consists in the combination and arrangement of parts to be hereinafter fully described in the following specification, pointed out in the claim and illustrated in the accompanying drawing which forms a part of said specification and in which—

Figure 1 is a side elevation of my improved chock. Fig. 2 is a similar view of the same in use. Fig. 3 is a plan view of the device. Fig. 4 is an end view of the same.

Like reference characters indicate corresponding parts throughout the several views.

1 is the body of the chock of hollow formation and provided with a head 2 at one extremity formed integral therewith. From the head 2 the body of the device slopes at an angle of approximately 22 degrees to meet the base at its opposite extremity in a point 3.

4 is a rib secured to the base of the frame within the same and projected upwardly almost to the upper edge of the same.

5 is a finger one end of which is pivotally secured as at 6 within the frame 1 and the same is provided with a tooth 7 which projects downward and which is adapted to enter the ground, when the finger 5 is subjected to pressure, to serve as an anchor for the chock. The finger 5 is formed with an integral head 8 which is disposed within the head 2 and frame 1 of the chock and which is provided with a transverse pin 9 the extremities of which ride in vertical slots 10, 10 in either side of the frame 1; the lower end of the head 8 is pointed as at 11 and is adapted to enter the ground to serve as an anchor for the chock when under pressure.

In operation the chock is placed against the tire or rim of the vehicle and should the force of gravity be sufficient to cause the wheel to ride upon the finger 5 and depress the same as shown in Fig. 2 it will be positively brought to a stop when it comes in contact with the head 2, and the head 8 of the finger entering the ground as well as the tooth 7 of that finger will preclude any possibility of "creeping" on the part of the chock.

What is claimed is:—

In a vehicle chock, an inclined hollow frame formed with vertical slots, a head made integral with said frame, a finger pivotally disposed within said frame, a tooth carried by said finger, a head made integral with said finger and disposed within the aforesaid frame and frame-head and a pin carried by the said finger-head engaging the slotted portions of the said frame.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two subscribing witnesses.

ADOLPH GAMMELIN.

Witnesses:

G. C. GRIFFIN,

W. M. ARPIN.