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COLLAPSIBLE CHOCK FOR ROAD VEHICLE WHEELS

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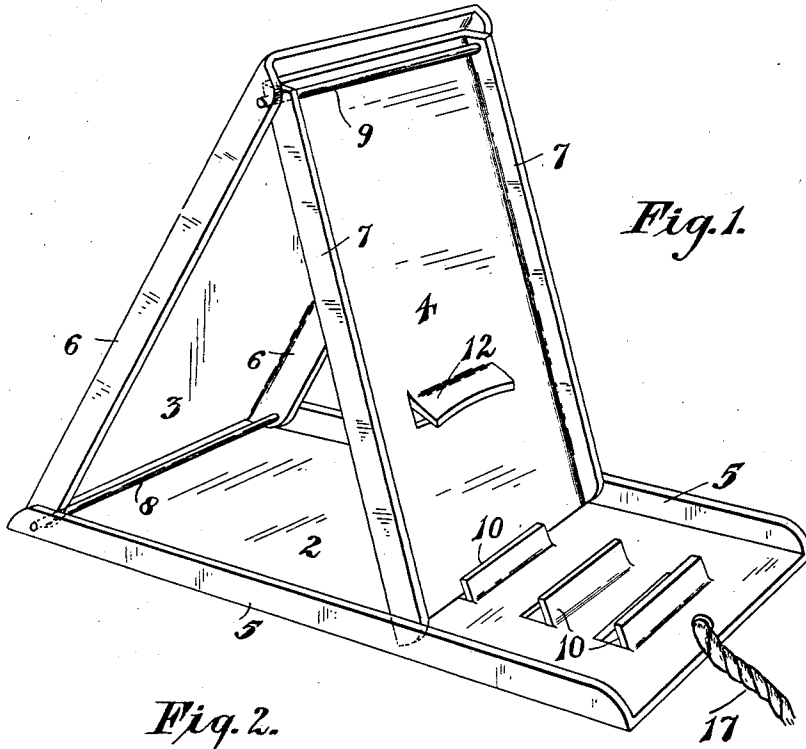


Fig. 2.

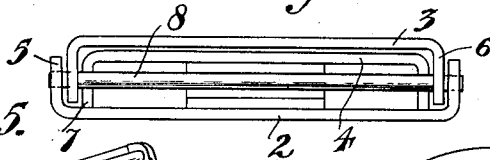
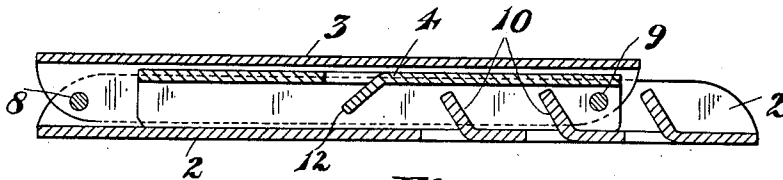
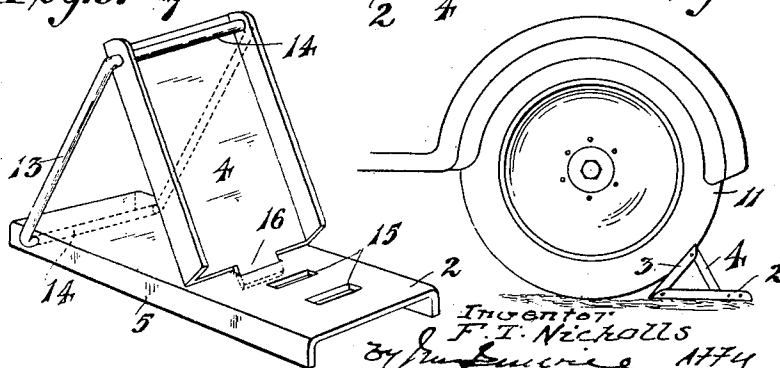


Fig. 5.



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UNITED STATES PATENT OFFICE

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COLLAPSIBLE CHOCK FOR ROAD-VEHICLE WHEELS

Application filed January 12, 1928, Serial No. 246,302, and in Australia June 13, 1927.

This invention relates to an improved collapsible device for chocking or wedging the wheels of motor cars and other road vehicles.

It is common practice for drivers of vehicles to use stones, bricks, blocks of wood and various other objects as wheel chocks for holding vehicles stationary upon inclined roadways or in cases of emergency. Oftentimes, these articles are not conveniently available and accidents have frequently occurred due to the undue risks which have been taken in the absence of chocks or to the unsuitability of the articles used for chocking the wheels.

The present invention aims to overcome such inconveniences and it provides a durable and cheaply constructed device which when extended forms an efficient and reliable wheel chock and when collapsed occupies small space enabling it to be conveniently carried in a motor-car or other vehicle.

In the accompanying drawings:—

Figure 1 is a perspective view showing the improved device in extended position ready for use.

Figure 2 is a sectional view of the device when collapsed or folded.

Figure 3 is an end view of Figure 2.

Figure 4 is a view showing the device in use against a motor-car wheel.

Figure 5 is a perspective view illustrating a modified form of device according to the invention.

The improved chocking device in the form illustrated in Figures 1 to 4 comprises three rectangular shaped plates 2, 3 and 4 all preferably formed of wrought iron and constructed with flanges 5, 6 and 7, respectively, along their longitudinal edges for strengthening purposes. The base or ground plate 2 at one end supports a transverse pivot pin 8, to which the bearing plate 3 is pivoted at its lower end. The upper end of said bearing plate 3 has a pivot pin 9 to which the strut plate 4 is pivoted.

The base plate 2 is constructed having a series of upstanding lugs 10 against one of which the lower end of the strut plate 4 may be engaged to hold the device in extended

position. By selection of the lug 10 against which the strut plate is engaged, the inclination of the bearing plate 3 may be conveniently varied, thus enabling the device to be effectively used for vehicle wheels of various diameters.

The bearing plate 3 is made slightly narrower in width than the base plate 2, and the strut plate 4 is also narrower in width than said bearing plate so that the plates will neatly fold together as shown in Figures 2 and 3 when the device is collapsed, thus occupying very small space for convenient storage in the vehicle.

In using the device, the plates are first pivotally extended to a triangular formation as shown and the lower end of the strut plate 4 is engaged against one of the lugs 10. The device is then fitted in chocking position against the vehicle wheel 11 as shown in Figure 4 with the base plate 2 upon the ground surface and the bearing plate 3 engaging the rim of the wheel.

In the modified form of device illustrated in Figure 5, the bearing plate 3 is dispensed with and a loop 13 of stout wire is used in lieu thereof. This loop has horizontal portions 14 which are passed through the flanges 5 and 7 and function as pivot pins to pivotally connect the base and strut plates 2 and 4. Instead of the lugs 10 which are provided in the first described form of the invention to hold the device in extended position, slots or holes 15 are formed in the base plate 2 and a lug 16 is provided on the lower end of the strut plate 4 to engage a selected one of said slots. Other approved means may, however, be used to hold the parts of the device in extended position.

The device may have a lug such as 12 on the strut plate to serve as a finger piece while extending the plates, and if desired, the bearing plate 3 may be of curved configuration to conform to the curvature of the wheel 11. A light chain or similar flexible connection 17—see Figure 1—may also be provided by means of which the device can be readily collapsed upon starting of the vehicle, and hauled back into the vehicle with-

out necessitating the driver vacating his seat.

What I do claim is:—

A chock, including a base plate having edge flanges, a bearing plate having edge flanges, said bearing plate being smaller than the said base plate, the bearing plate being pivoted at one end to one end of the base plate and a strut plate having edge flanges, said strut plate being smaller than the bearing plate and pivotally connected at one end to the end of the bearing plate remote from the base plate, the base plate having upturning lugs adapted to engage the end of the strut plate to arrange the bearing plate in chocking position a projection integral with said strut plate to form a handle for setting the strut plate in position, the said plates by reason of their relative size and pivotal relation being foldable to the thickness of the edge flanges of the base plate and to completely house the upturned lugs.

In testimony whereof I affix my signature.
FREDERICK TILDESLEY NICHOLLS.

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