(No Model.)

J. S. BLACK.

WHEEL CHOCK.

No. 354,010. Patented Dec. 7, 1886.

FIG. 1.

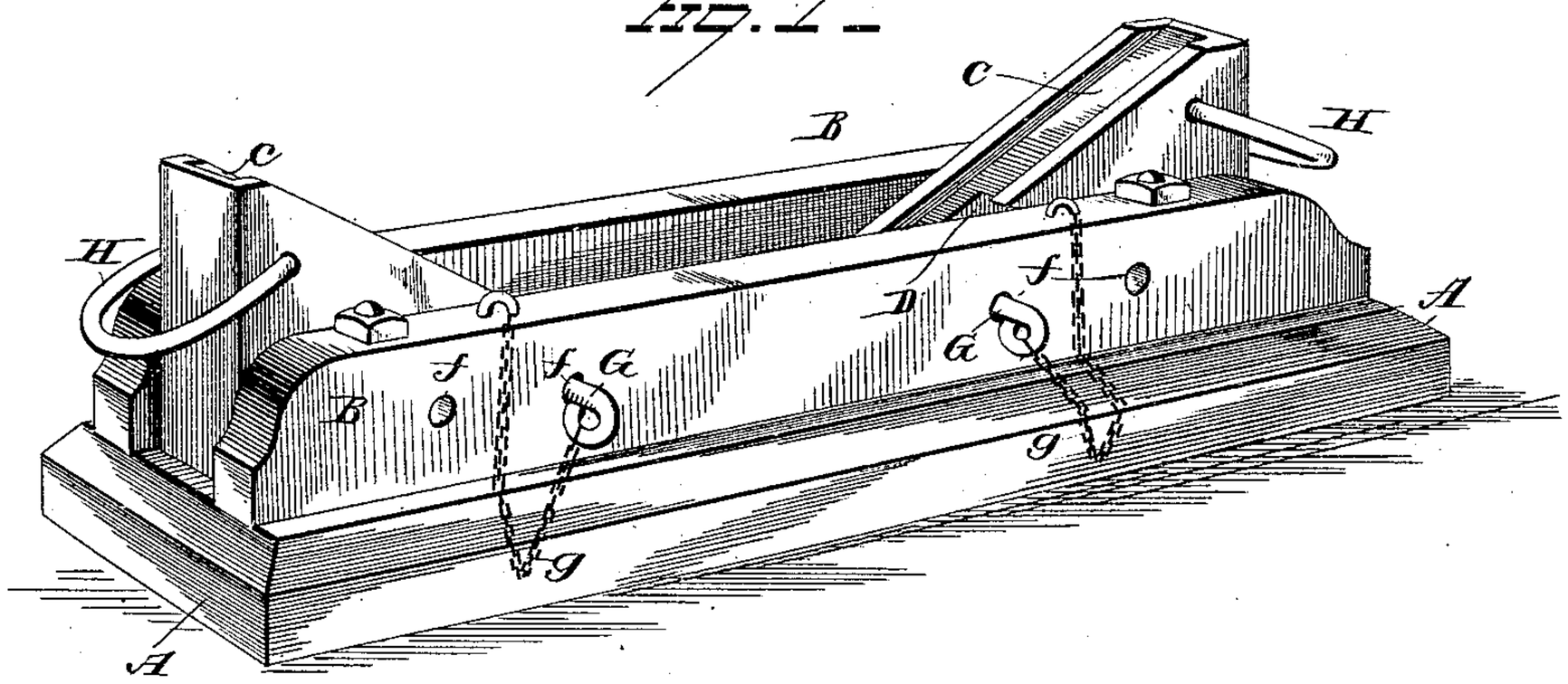
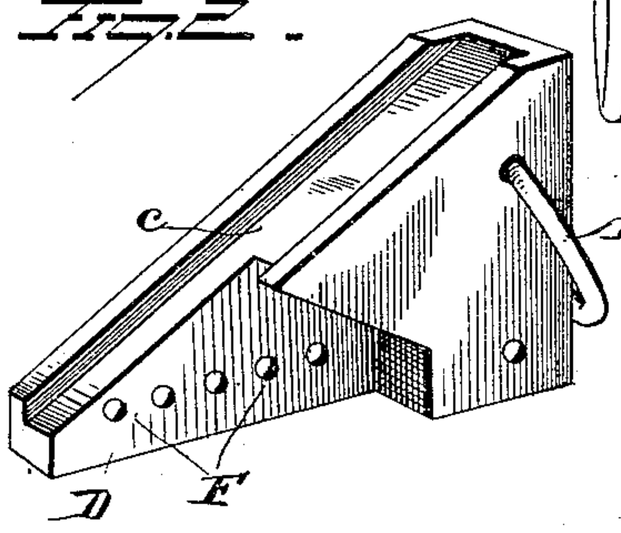


FIG. 2.



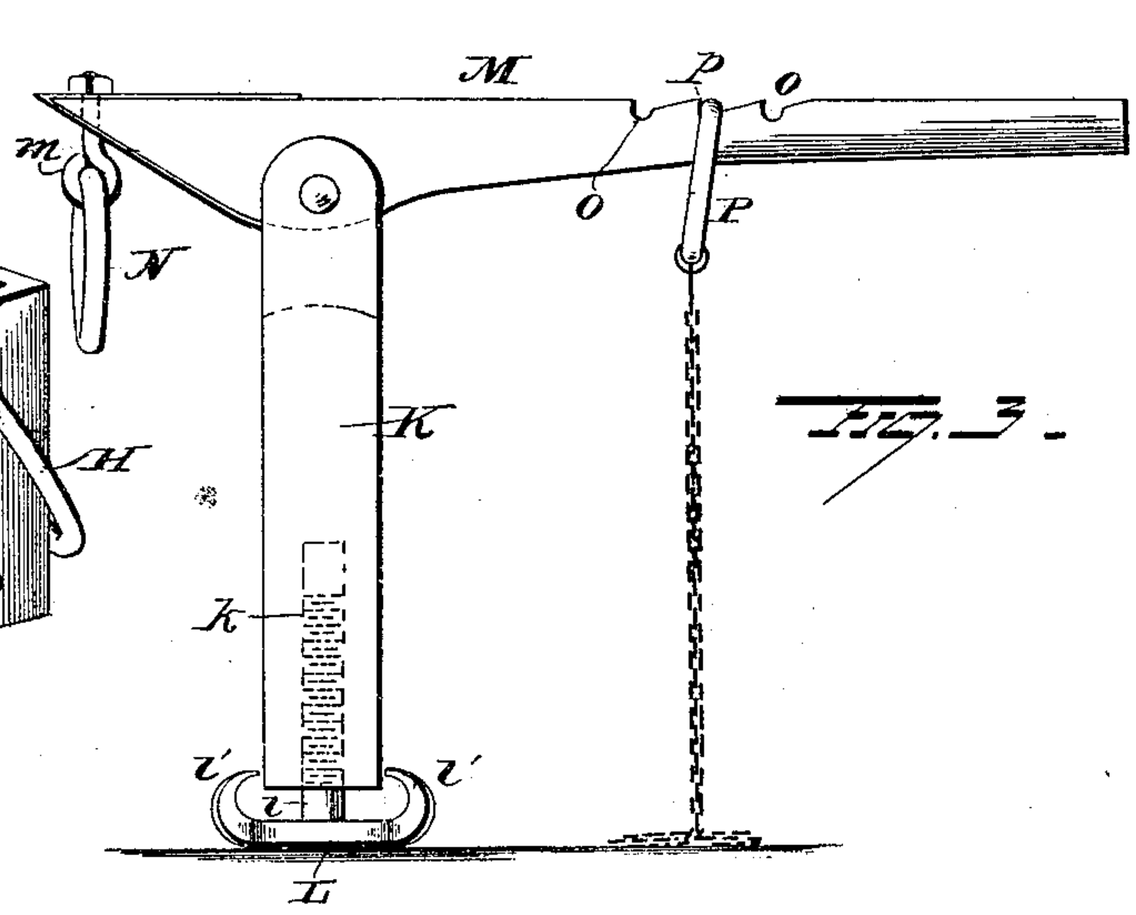


FIG. 3.

WITNESSES
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UNITED STATES PATENT OFFICE.

JOHN S. BLACK, OF SUMMER HILL, ILLINOIS.

WHEEL-CHOCK.

SPECIFICATION forming part of Letters Patent No. 354,010, dated December 7, 1886.

Application filed July 1, 1886. Serial No. 206,827. (No model.)

To all whom it may concern:

Be it known that I, JOHN S. BLACK, of Summer Hill, in the county of Pike and State of Illinois, 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 relates to an improvement in a device for chocking wheels.

It often happens that thrashing machines, wood-sawers, and other machines which are adapted to work at a standstill, and are also adapted to be transported from place to place on ground-wheels, are required to stand on ground that is not perfectly level, or the soil is in such a condition that one or more of the wheels on one side of the machine will sink deeper than those on the opposite side, thereby throwing the machine out of level and causing a considerable loss of time as well as annoyance in getting them into a proper position to work.

The object of my present invention is to provide a device by which the supporting wheel or wheels of a machine of the above-described character or of any similar character may be quickly elevated to its or their proper position and blocked in such position.

With these ends in view my invention consists in certain features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view of the leveler, showing the manner of blocking the wheel thereon. Fig. 2 is a detached view of a portion of the chock, and Fig. 3 is a view of a lifting-jack employed for elevating the wheel.

A represents a base composed of tough wood or metal, to the upper side of which are bolted a pair of guide-strips, B, forming a channel between them for the reception of the wheel of the machine to be leveled; or the strips B might be formed integral with the base, the groove between them being plowed out for the reception of the wheel. Within the groove or channel between the strips B a pair of chocks, C, are located, and have their upper faces formed slanting downwardly toward their adjacent ends, and their adjacent ends are cut away on the sides which lie next to each other, as shown at D, to admit of the said ends sliding past each other, and thereby elevating the vertex of the angle formed by their slanting sides. The upper or slanting sides of the chocks are provided with shallow channels *c*, adapted to receive the face of a ground-wheel, for example, which they are employed to raise and block.

The lower sides of the chocks rest throughout their length on the base A, and are adapted to slide freely thereon.

Each chock is further provided with a series of perforations, F, located at a suitable distance above their bases and adapted to register in turn, as the chocks are slid along on the base, with the perforations *f*, formed through the strips B. A pair of locking-pins, G, are secured to the guide-strips B or to the base by means of chains *g*, and are adapted to extend through the perforations *f* in the guide-strips and F in the chocks and secure the latter in the desired adjustments.

A pair of ring-handles, H, are secured to the outer ends of the chocks, for convenience in handling them.

In operation the wheel to be leveled is either pried up and the base A slid beneath it, one of the chocks or both having been removed, or the machine is moved sufficiently to roll the wheel onto the base between the guide strips B. It is then blocked in position by sliding the chocks toward each other until they engage the wheel, and locking them in position by the pins G. If, however, the wheel needs to be further elevated to bring it up to a level, it may be pried up and the chocks be slid toward each other into engagement with the wheel, their ends lapping past each other, and be locked in their advanced positions, as before.

To render the prying up of the wheel a matter of a few moments, capable of being accomplished by one man, I provide a lifting-jack of peculiar construction and adapted to be sold as an adjunct to the chock and leveling-jack. The lifting-jack consists of a standard, K, provided with a longitudinal perforation, *k*, female-threaded or having a threaded block or stationary nut secured within it. A base-plate,

L, is provided with an upwardly-extending standard, *l*, threaded and adapted to engage the female thread within the standard, and thereby adjust the plate L at any desired distance from the lower end of the standard, and hence determine the height of the standard. The base-plate L is further provided with hooked corners *l'*, conveniently formed by bending over plate projections, the purpose of which will hereinafter appear.

The upper end of the standard K is bifurcated, and a lever, M, is pivotally secured between its branches. To the short end of the lever M is secured, by a swivel, *m*, a ring, N, adapted to receive the end of the hub of a wheel. The long arm of the said lever is provided with a series of notches, O, located on its upper edge between the handle and the standard, and adapted to form seats for the cross-bar *p* of a loop, P, which loosely embraces the lever. To the lower end of the said loop P is secured a chain or its equivalent, which is adapted to be caught under one of the hooked corners of the base-plate to hold the lever in the desired adjustment when lifting the wheel. For example, a bit of the chain may be caught under one of the hooked corners of the base-plate and the loop P slipped near the standard to adjust the ring N to the hub. The handle of the lever may then be depressed, lifting the wheel, and the loop P may be slid outwardly from the standard into engagement with one of the notches O, and the lever be thereby locked in position while the chock is inserted beneath the wheel.

The shallow grooves in the upper faces of the chocks will tend to prevent the wheel from displacement by sliding off the sides of the chocks, and the chocks themselves will form a perfect block for the wheel, as well as a support.

I make no claim in this application to the lifting-jack herein shown and described, as the same forms the subject matter of an application filed by me October 20, 1886.

It is evident that slight changes might be resorted to in the form and arrangement of parts described without departing from the spirit and scope of my invention; hence I do not wish to limit myself strictly to the construction herein set forth; but,

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

1. The combination, with a base adapted to receive a wheel or other machine support on its face, of a pair of chocks adapted to slide toward each other on the base and on opposite sides of the machine-support, and means for locking the chocks in the desired adjustments, substantially as set forth.

2. The combination, with a base having a channel on its upper side adapted to receive the supporting-wheel, of a pair of chocks adapted to slide toward and lap past each other in the channel, and pins or their equivalent for locking the chocks in the desired adjustment, substantially as set forth.

3. The combination, with the base provided with the channel on its upper side, of a pair of grooved-faced wedge-shaped blocks adapted to be slid toward each other in the channel, for the purpose substantially as set forth.

4. The combination, with the base provided with the channel or groove on its upper side, of the grooved-faced inclined planes adapted to lap past each other, and thereby elevate the vertex of the angle formed by their slanting sides, substantially as set forth.

5. The combination, with the overlapping chocks provided with grooved faces and series of perforations, of locking-pins adapted to extend through the walls of the channel or groove in which the chocks slide and through the chocks, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JOHN S. BLACK.

Witnesses:
ELLIOTT BAKER,
JOHN COLLYER.