No. 719,353. PATENTED JAN. 27, 1903.

A. H. MINNEY.

SELF STARTING CHOCK FOR VEHICLES.

APPLICATION FILED FEB. 14, 1902.

NO MODEL.

FIG. 1.

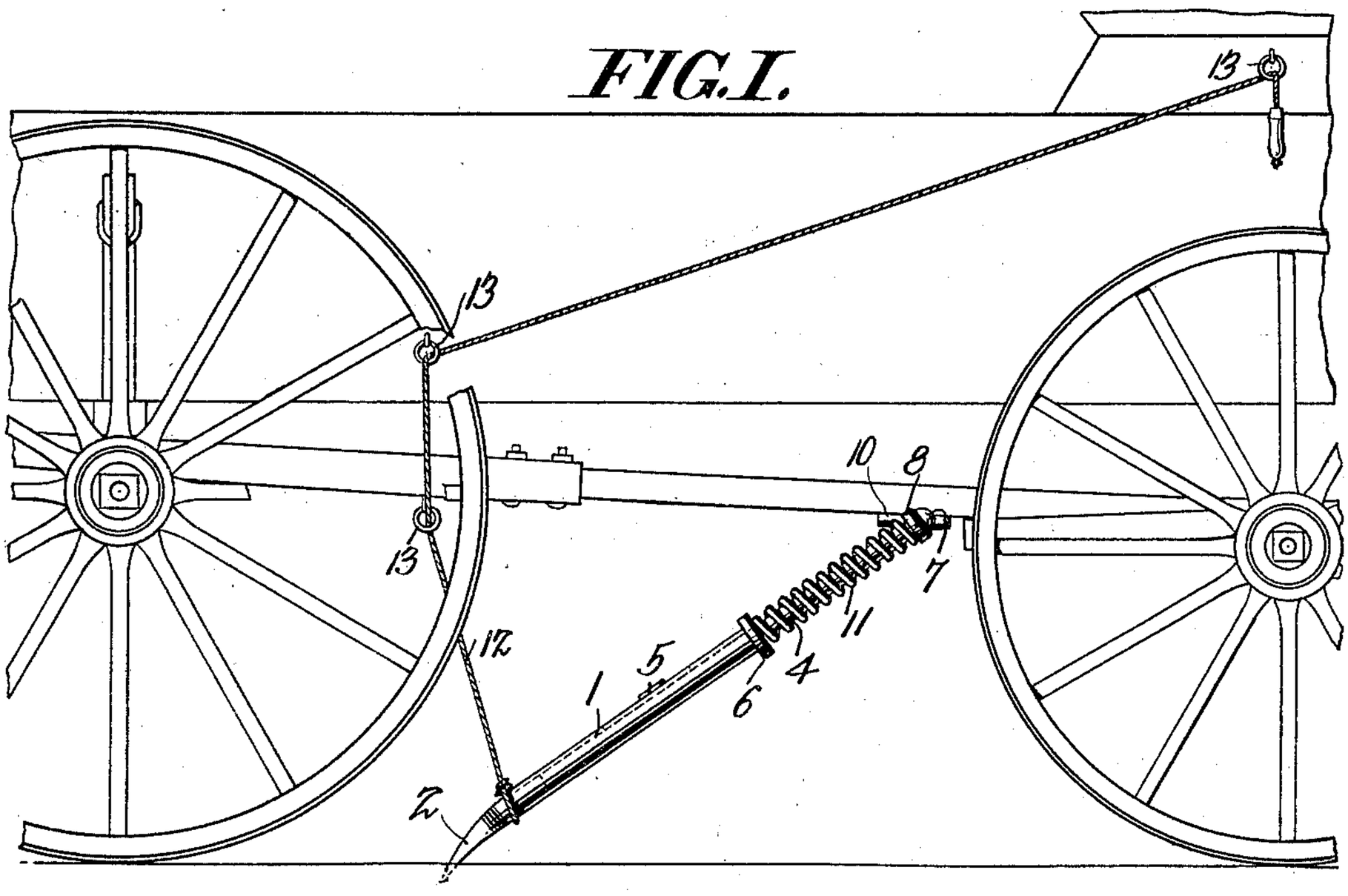


FIG. 2.

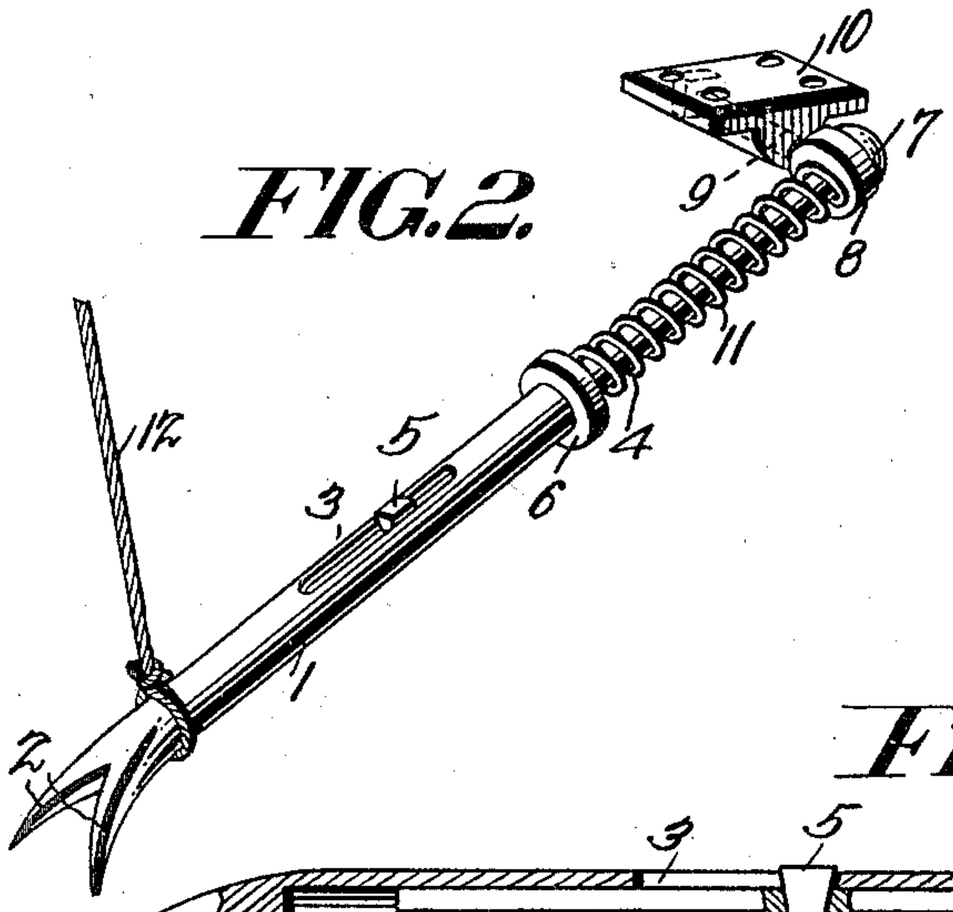


FIG. 4.

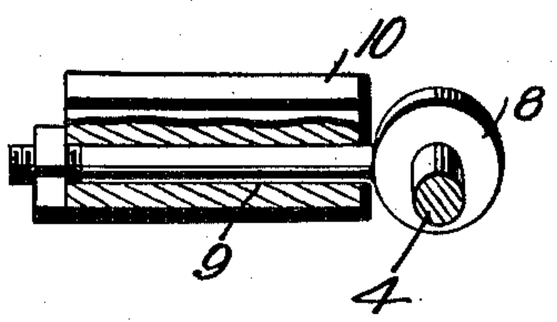


FIG. 3.

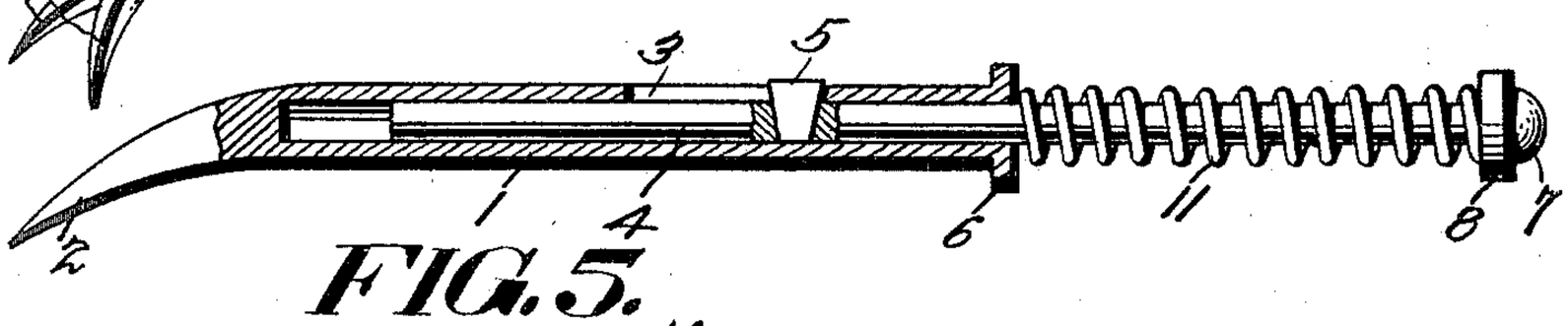
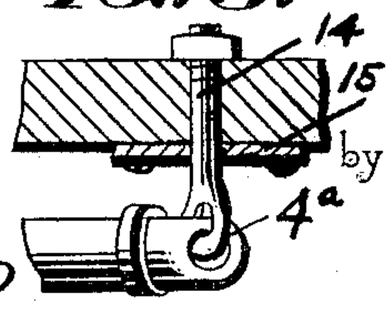


FIG. 5.



Witnesses
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UNITED STATES PATENT OFFICE.

ALBERT H. MINNEY, OF RUSSET, WEST VIRGINIA, ASSIGNOR OF ONE-HALF TO DWIGHT W. SHOCK, OF STATEN, WEST VIRGINIA.

SELF-STARTING CHOCK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 719,353, dated January 27, 1903.

Application filed February 14, 1902. Serial No. 94,093. (No model.)

To all whom it may concern:

Be it known that I, ALBERT H. MINNEY, a citizen of the United States, residing at Russet, in the county of Calhoun and State of West Virginia, have invented a new and useful Self-Starting Chock for Vehicles, of which the following is a specification.

My invention is an improved self-starting chock for vehicles, especially adapted for use when a vehicle is stopped during the ascent of an incline to rest the team and assist in starting the vehicle when the team is again started; and it consists in the peculiar construction and combination of devices hereinafter fully set forth and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a wagon provided with my improved self-starting chock. Fig. 2 is a detail perspective view of my improved self-starting chock. Fig. 3 is a longitudinal sectional view of the same. Fig. 4 is a detail transverse sectional view. Fig. 5 is a detail view showing a modification.

In the embodiment of my invention I provide a tube 1, which is provided at one end with devices to engage the earth or surface of a road, the said devices being here shown as prongs 2. The said tube is provided in one side with a longitudinal slot 3, which communicates with the bore of the tube. In the latter is an axially-movable bar 4, the said bar being of such length that one end thereof projects beyond the upper or inner end of the tube 1. A key 5 is here shown as operating in the slot 3 and fitted in a transverse opening in the rod 4, and thereby the latter is connected to the tube 1 and is adapted to slide longitudinally therein a distance nearly equal to the length of the slot 3. At the inner end of the tube 1 is a flanged head 6. The inner end of the bar 4 is provided with a head 7. The said bar 4 is passed through and engages the eye 8 of a bolt 9. The said bolt is journaled in a bearing-plate 10, which bearing-plate is adapted to be bolted to the under side of the wagon-reach, as here shown, or may be otherwise attached to any other appropriate part of the running-gear or body of the vehicle. It will be understood that the bolt 9 forms a pivot for the chock, which comprises the tube 1 and bar 4, and that hence the rear end of the chock may be raised or lowered.

A spring 11, which is here shown as a coiled extensile spring, is placed on that portion of the bar 4 which projects from the inner end of the tube 1. The ends of the said spring bear, respectively, against the eye 8 of the pivotal bolt 9 and the head at the inner end of the tube 1, so that the latter is normally moved outwardly or rearwardly on the bar 4. The strength of the spring 11 must be such that the same is adapted to sustain the vehicle when the chock is in operation.

An operating cord or chain 12 is attached to the tube 1, near the rear end thereof, passed through guides on the vehicle, which guides are here shown as rings 13, and extends to within convenient reach of the driver on the vehicle-seat. It will be understood that by means of this cord the chock may be raised or lowered. When the vehicle is in motion, the chock is raised and secured in an elevated position in any suitable manner, as by fastening the cord 12. In ascending an inclined road, when it becomes necessary to stop thereon in order to breathe or rest the horse or team the chock is lowered and caused to bear on the surface of the road and serves when the horse or team stops to chock the vehicle against backing, the pressure of the vehicle axially with relation to the chock causing the spring 11 to yield and the bar 4 to move rearwardly in the tube 1. Owing to the power of the spring the same when the horse or team is started materially assists in starting the vehicle in motion, hence to a great extent relieving the horse or team of the stress of the draft.

My improved self-starting chock is adapted for use on all classes of vehicles, and I do not limit myself in this particular.

In Fig. 5 of the drawings I show a modification in which I employ an eyebolt 14 to connect the bar 4 to the reach of the vehicle. The eye of the bolt is engaged by an eye 4^a, with which the bar is provided. A wear-plate 15 is shown secured on the lower side of the reach and provided with an opening through which and through the opening in the reach the eyebolt extends. Any other suitable means may be employed to pivot-

ally connect the bar to the reach or other suitable portion of the vehicle, and I do not desire to limit myself in this particular.

Having thus described my invention, I claim—

1. A self-starting chock comprising a lower tubular member having an earth-engaging device at its lower end and provided with a longitudinal slot, a rod slidable in the tubular member and provided with an aperture, a tapered key wedged in the aperture of the slidable rod and operating in the slot of the tubular member, an exterior coiled spring disposed on the rod and engaging the upper end of the tubular member, and means for hinging the rod to a vehicle, said means forming a stop for the upper end of the coiled spring, substantially as described.

2. A self-starting chock for vehicles comprising a bearing designed to be secured to the reach of a vehicle, a pivot disposed horizontally and arranged in the bearing and provided with an eye, a lower tubular earth-engaging member, a rod slidable in the earth-engaging member and in the eye of the pivot and provided with a head for engaging the same, an exterior coiled spring disposed on the rod and engaging the tubular member and the eye, and means for raising and lowering the chock, substantially as described.

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

ALBERT H. MINNEY.

Witnesses:
ARCHIE SHOCK,
WHITT STUMP.