Sept. 13, 1932. C. F. WALP 1,876,807

SKID

Filed Sept. 28, 1929 2 Sheets-Sheet 1

Fig. 1.

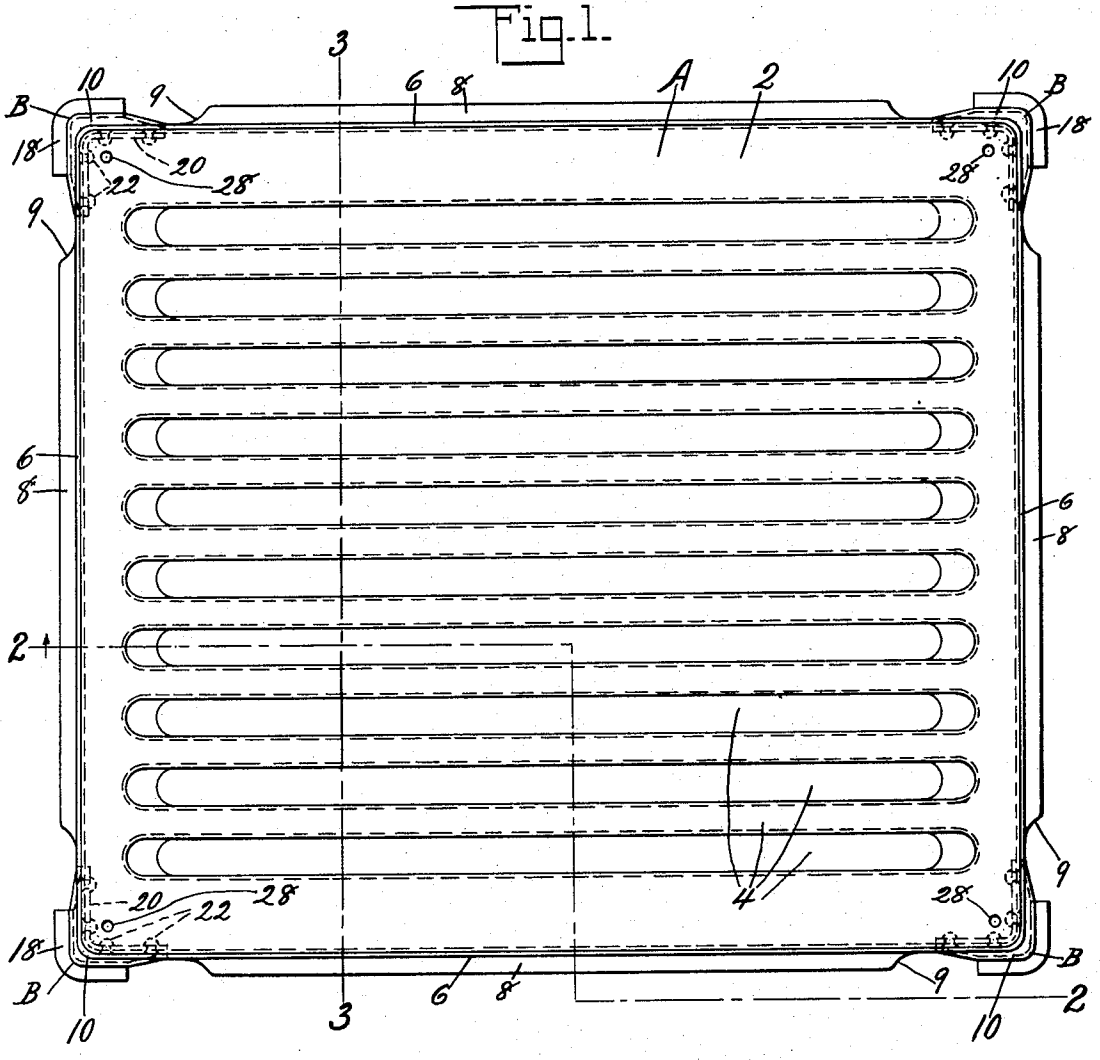
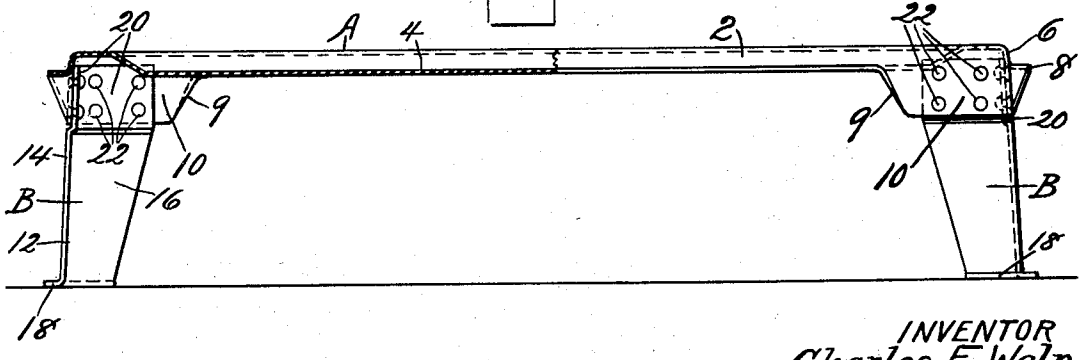


Fig. 2.



INVENTOR
Charles F. Walp
BY F. H. Gibbs
ATTORNEY

Sept. 13, 1932. C. F. WALP 1,876,807

SKID

Filed Sept. 28, 1929 2 Sheets-Sheet 2

Fig. 3.

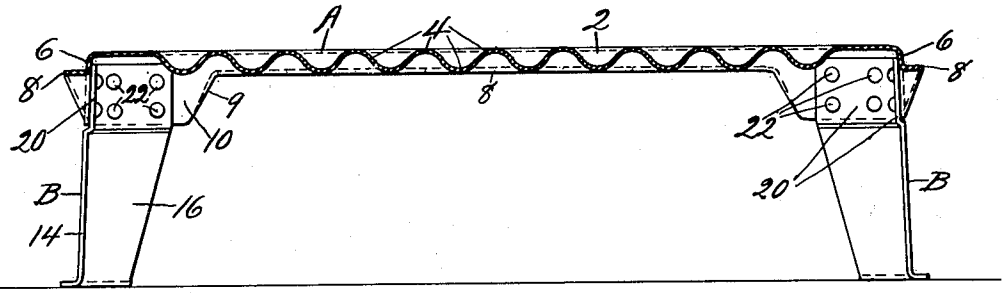


Fig. 6.

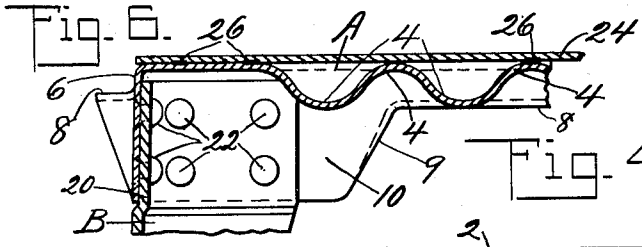
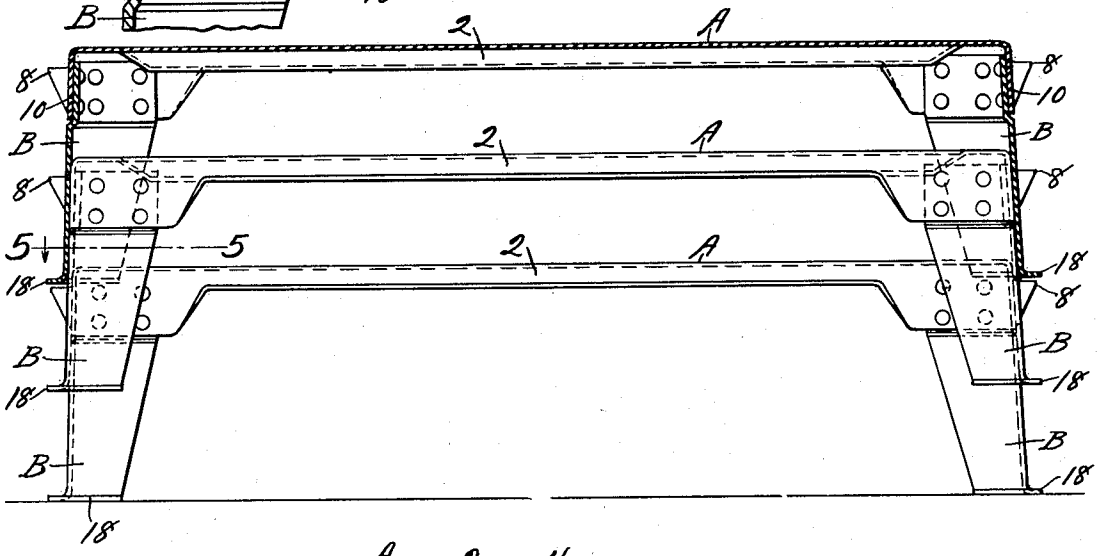


Fig. 4.



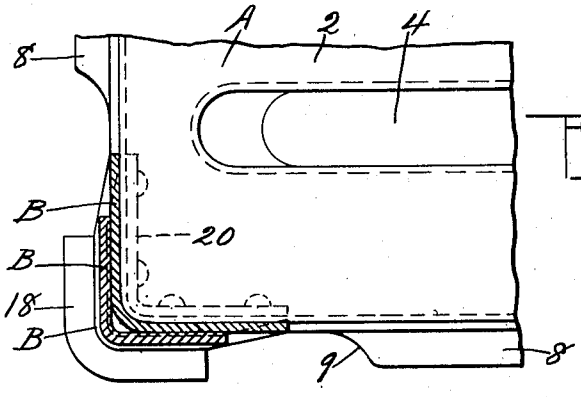


Fig. 5.

INVENTOR
Charles F. Walp
BY T. H. Gibbs
ATTORNEY

Patented Sept. 13, 1932 1,876,807

UNITED STATES PATENT OFFICE

CHARLES F. WALP, OF BERWICK, PENNSYLVANIA, ASSIGNOR TO AMERICAN CAR AND FOUNDRY COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY

SKID

Application filed September 28, 1929. Serial No. 395,864.

This invention relates generally to platforms and has particular reference to platforms known at the present time in the art as skids.

At the present time in warehouses, foundries, manufacturing plants generally, and in various other lines of business use is made of skids for transporting goods from place to place; the skid being adapted to rest upon a floor or other flat surface and being so constructed as to permit the insertion of a lift truck therebeneath, to be elevated whereby to clear the skid from its support.

One object of the present invention is to provide a skid of the above identified character.

Another object of this invention is the provision of a skid formed entirely of metal.

Still another object of the invention is the provision of a skid which is so formed that several thereof may be nested together or stacked.

A still further object of the invention is the provision of a skid of the character described which is easy and inexpensive to manufacture and strong and durable in operation.

Other objects and advantages of this invention will be apparent from the following description taken in conjunction with the accompanying drawings, in which:

Figure 1 is a top plan view of the skid;

Fig. 2 is a view partly in section of the skid shown in Fig. 1, the view being taken on the line 2—2, Fig. 1;

Fig. 3 is a sectional view on the line 3—3, Fig. 1;

Fig. 4 is an end view showing several skids nested or stacked, the upper skid being shown in section;

Fig. 5 is a sectional view on the line 5—5, Fig. 4; and

Fig. 6 is a detailed sectional view of a modified form of skid.

In the form of the invention shown in the drawings, the skid comprises generally a top or supporting surface A and the supporting legs B arranged at each corner of the top, thus providing a construction in which a truck may be inserted beneath the skid from either end or either side.

The top A is preferably formed of a single sheet of metal 2 pressed to the desired form which in the instance shown provides a plurality of corrugations 4, adjacently arranged and extending longitudinally of the top, but obviously the arrangement of the corrugations may be varied if desired. The corrugations 4 terminate within the limits of the sheet or, in other words, do not extend to the edges thereof, and the edges of the sheet are downwardly flanged as at 6 (see Figs. 2 and 3) and then outwardly flanged as at 8. The construction just described forms in effect an angle for stiffening the edges of the sheet as will be apparent.

The downturned flange 6 extends completely around the top 2 at its marginal edge but the outwardly extending flanges 8 terminate short of the ends of the respective sides and fade or merge into the downturned flange 6 as shown at 9 in Fig. 2, whereby to increase the depth of the downturned flange to define corner flanges 10 which serve as attaching portions for the legs B as now to be described. It will be apparent that the depth of the attaching flanges 10 is substantially equal to the total depth of the down turned flange 6 and the outwardly extending flange 8; thus providing wide or deep attaching portions for the legs B of the skid.

The legs B are each formed of an angle 12 comprising the sides 14 and 16 and the lower edge of each side is outwardly flanged to provide supporting feet 18. The upper end of each side 14 and 16 is offset as at 20 and the offset portion of each leg is arranged in contact with the attaching portions 10 of the top and is secured thereto by any suitable means such as the rivets 22. Obviously, if desired, these legs may be spot welded or otherwise attached to the top 2. Offsetting the upper end of the legs results in the formation of a stiffening rib 23 for each of the legs. which ribs 23, in addition to their stiffening function, define positioning elements for the top plate and to serve to support the top plate as the lower edges of the attaching portions 10 are adapted to rest thereon.

As shown clearly in Fig. 2, the legs B extend downwardly from the top A at a slight angle and this permits several skids to be nested; the legs of the respective nested skids, in effect, wedging with each other as shown clearly in both Figs. 4 and 5.

Fig. 6 discloses a modification of the skid shown in Fig. 1 and contemplates the provision of a flat top skid. If a flat top skid is desired all that is necessary to do is to apply a flat metal plate of suitable proportions to the top 2 as indicated at 24; this plate 24 being riveted or spot welded as shown at 26, or otherwise secured to the sheet 2.

The skid shown herein is adapted for general use but it is particularly adapted for use with the skid box shown, described and claimed in my co-pending application on skid box filed concurrently herewith. In the skid box described in said co-pending application means are provided for positioning the same on a skid; the said means comprising spring pressed pins which project from the box. Provision is made in the skid of the present invention for receiving the pins shown in the co-pending application and to that end the top 2 of the present skid is provided with an opening 28 arranged adjacent each corner and in which the pins of the skid box heretofore mentioned are received whereby to position the box properly on the skid of the present invention.

From the above description it is believed that the construction of the skid of the present invention will be fully apparent to those skilled in the art without further elaboration. It is believed apparent that those skilled in the art will recognize that the skid of the present invention has its top surface reinforced by stiffening members and the edge portions are also stiffened by the integral angle formed with the top 2 and in addition it is apparent that the corner portions are reinforced by providing the deep flanges at said corners to which the legs are attached. This skid further has the added advantage that a lift truck may be inserted beneath the skid from either side thereof.

The drawings herein disclose one embodiment of the invention but it is to be understood that the drawings are for illustrative purposes only and that various changes in the form and proportions of the device may be made within the scope of the appended claims without departing from the spirit of the invention.

What is claimed is:

1. A skid comprising a corrugated top plate having an angle along each edge thereof one leg of said angle being merged with the other leg thereof to provide attaching portions at each corner of the plate, and supporting legs secured to said attaching portions and extending obliquely downward therefrom whereby to permit a second skid to be nested with the first skid with the legs of the respective skids in wedging relation.

2. In a skid, a top plate having a flange along each edge thereof terminating in enlarged portions adjacent the ends of each side of said plate defining angle shaped attaching portions, and angle shaped legs secured to the said attaching portions and extending obliquely downward therefrom to permit a second skid to be nested with the first skid, the lower ends of the legs being flanged to form supporting surfaces.

In witness whereof I have hereunto set my hand.

CHARLES F. WALP.