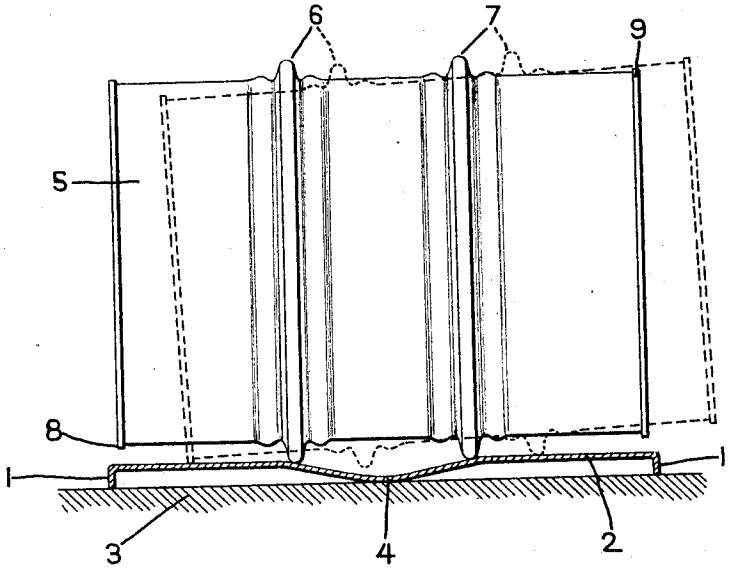
Oct. 29, 1929. P. L. GUMAER 1,733,662

BARREL SKID

Filed Nov. 22, 1927



Inventor
Pierre L. Gumaer

By his Attorney
P. J. Dearborn

Patented Oct. 29, 1929 1,733,662

UNITED STATES PATENT OFFICE

PIERRE L. GUMAER, OF HOUSTON, TEXAS, ASSIGNOR TO THE TEXAS COMPANY, OF NEW YORK, N. Y., A CORPORATION OF DELAWARE

BARREL SKID

Application filed November 22, 1927. Serial No. 235,038.

This invention relates to barrel skids and particularly to skids or guides for directing the travel of metal barrels, drums, or the like when they are rolled on their hoops.

The drawing illustrates a cross section of a skid embodying my invention with a barrel shown in two possible positions, one in solid lines and one in broken or dotted lines.

The barrel skid may be of any length, and inclined if desired. It may be made of any suitable material but is preferably formed of one or more sections of sheet metal. Each separate sheet or section has its side edges turned down to provide supports 1, 1 for the skid which is thereby elevated from the structure 3 upon which it is laid. In practice it is usually necessary to place a number of sections together, end to end, in order to provide a skid of sufficient length but it may obviously be made of a single elongated sheet if desired.

Each section is formed intermediate its side edges with a concave trough or guide-way 4 and tracks 2 which parallel the guide-way on opposite sides thereof and when a number of such sections are placed end to end a continuous elongated trough is formed.

Metal barrels and drums, such as 5, are usually formed intermediate their ends with spaced circumferential hoops or flanges such as those indicated at 6 and 7. When it is desired to move a barrel or drum of this type on the skid, it is placed on the runway in an approximately central position and with its axis at approximately right angles to the skid. The flanges are positioned within the guide-way and support the body of the barrel above the level of the skid. As the barrel or drum starts to roll down the skid it may have a tendency to roll either to one side or the other. For the purpose of illustration here, and with particular reference to the drawing, the movement of the barrel will be described as to the right or to the left as viewed on the drawing. The barrel illustrated in solid lines is shown centered on the skid, while the dotted lines show the same barrel when it has started to roll to the right. It will be seen that as soon as the barrel starts to roll to the right the left hoop 6 will cease to make contact on the skid and the contact at that moment will be made by the right hoop 7 and the left-hand chime 8 of the barrel which contacts with the left-hand track 2. Inasmuch as the diameter of the chime 8 is less than the diameter of the hoop 7 such contact will cause the barrel to gradually swerve to the left while rolling until both hoops again make contact with the skid. As the barrel continues to roll to the left of the center line of the skid, the right hoop 7 will cease to make contact with the trough and the contact will then be made by the left-hand hoop 6 and the right-hand chime 9, and the barrel will then swerve gradually to the right until both hoops again make contact with the skid. The barrel will continue to roll down the inclined skid, swerving slightly from one side to the other as does a wooden barrel on a parallel rail skid.

It will be noted that with this type of skid it is impossible for any part of the barrel, except the hoops 6 or 7 or the chimes 8 or 9, to make contact with the skid and consequently the paint on the body of the barrel cannot be marred. Furthermore, there can be no binding action of the hoops against the skid and a steel barrel or metal drum will roll freely on the skid when placed at a very slight angle of inclination, as compared to the angle necessary to keep a steel barrel rolling on a parallel rail type of skid.

Apparatus of preferred form and construction has been illustrated and described for the purpose of showing a way in which this invention may be used, but the inventive thought upon which the application is based, is broader than this illustrative embodiment thereof, and I therefore intend no limitations other than those imposed by the appended claims.

I claim:

1. A skid for barrels having spaced peripheral shoulders intermediate their chimes comprising a longitudinally disposed and substantially concave-shaped guide-way adapted to receive and support the barrel shoulders, and tracks paralleling said guide-way on opposite sides thereof.

2. A skid for barrels having spaced annular flanges about their mid-peripheries, compris-

ing a longitudinally disposed and substantially concave-shaped guide-way adapted to receive and support the barrel flanges, and tracks on each side of said guide-way adapted to contact with the chimes of any barrels which deviate from a straight course to swing such barrels back into position.

3. A skid for barrels having spaced annular shoulders about their mid-peripheries, comprising a runway, a substantially concave guide-way for receiving and supporting the barrel flanges disposed intermediate the sides of said runway, the depth of the guide-way being such that the chimes of the barrels only contact with the runway when the barrels deviate from a straight course, such contact serving to swing the barrels back to their normal positions.

4. A skid for barrels having a plurality of outstanding flanges about their mid-peripheries, comprising an elongated runway of greater width than the length of the barrels and formed with a longitudinally disposed concave guide-way intermediate the sides of the runway, the width of the guide-way being slightly greater than the distance between the flanges of the barrels and the maximum depth slightly less than the height of the flanges.

Witness my hand this 9th day of November, 1927.

PIERRE L. GUMAER.