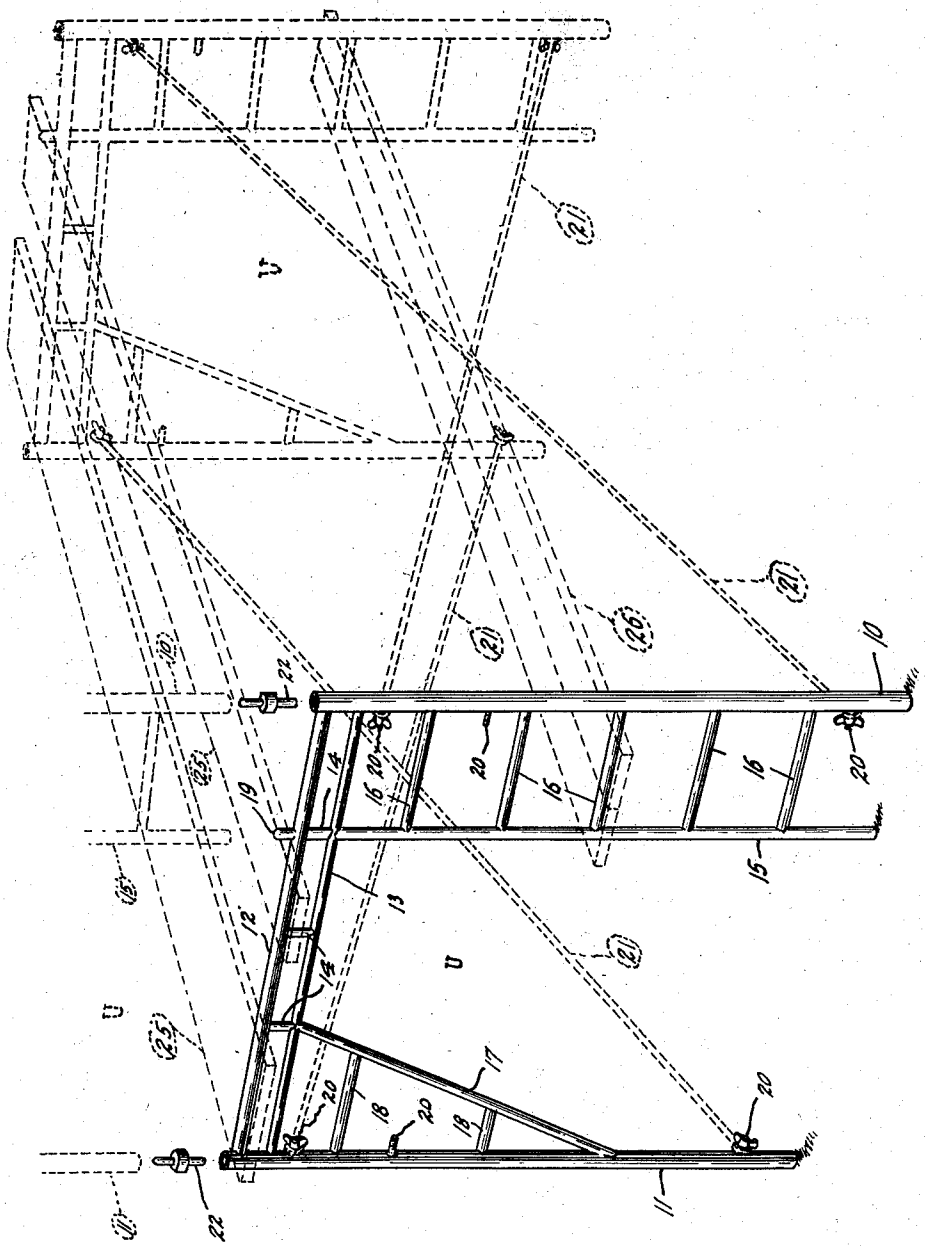
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SCAFFOLD UNIT

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SCAFFOLD UNIT

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It has been common practice during the past several years to produce scaffolding of indefinite height and length by using inverted U-shaped units which may be vertically stacked and horizontally connected by cross bracing so that planking may be supported on the horizontal elements of the U-shaped units to provide runways for workmen at successive heights in multiples of the vertical dimension of said units.

In many instances, the ultimate structure to be fabricated by the aid of such a scaffolding is of such character that operations must be performed at levels inconveniently reachable by workmen supported on runways which are spaced equal with the scaffold units, as, for instance, in the fabrication of ships.

The object of my present invention is to provide an improved scaffold unit of such character that general runways may be established at successive levels for the transportation of materials lengthwise of the scaffold and, at the same time, supplemental runways may be readily established at various intermediate levels immediately adjacent the ultimate structure which is to be fabricated, the arrangement being such that the workmen engaged in the fabrication work may readily adjust their working levels without interfering with the general runways for the transportation of materials.

The accompanying drawing illustrates an embodiment of my invention.

In the drawing U indicates a scaffold unit conveniently formed of metal tubing and comprising vertical legs 10, 11; horizontal beam 12 subtended by beam 13 connected to beam 12 by struts 14, 14, 14, to form a truss; vertical leg 15; horizontal beams or rungs 16, 16, 16, 16, 16 connecting legs 10 and 15; diagonal brace 17 extending from beam 13 to leg 11; horizontal braces 18, 18 between leg 11 and brace 17; a vertical pin 19 rising from beam 12 and conveniently aligned with leg 15 and sized to permit the lower end of another leg 15 to telescope thereover; and a plurality of threaded lugs 20, 20 carried by legs 10 and 11 to receive diagonal braces 21, 21 by which the units U may be connected in horizontal pairs so as to produce a scaffold of indefinite length.

Dowel pins 22, 22 fit in the upper ends of legs 10 and 11 to receive the lower ends of other legs 10 and 11 so that the units U may be stacked vertically to a desired height.

Planking 25 may be supported on beams 12 to form a general runway, legs 11 and 15 being spaced from each other enough to permit the ready passage of a wheel-barrow therebetween without interference by brace 17, beam 13 being placed high enough above the lower ends of legs 10, 11 and 15 to afford head room for the average workman.

Planking 26 may be supported at desired intermediate levels on rungs 16, or on beam 12 between pin 19 and 22 to supplement planking 25, and pin 19 insures against such misplacement of planking 25 as would interfere with workmen standing on planking 26 when at intermediate levels.

I claim as my invention:

1. An integral scaffold unit comprising a pair of vertical legs connected at one end by a horizontal beam, an intermediate leg spaced from one of said pair of legs an amount sufficient to afford traffic space therebetween and spaced from the other leg a lesser amount sufficient to afford standing room and connected to said other leg by a plurality of vertically-spaced horizontal rungs, and bracing means between one of the first-mentioned legs and the beam so placed as not to unduly restrict the said traffic space.

2. An integral scaffold unit comprising a pair of vertical legs connected at one end by a horizontal beam, an intermediate leg spaced from one of said pair of legs an amount sufficient to afford traffic space therebetween and spaced from the other leg a lesser amount sufficient to afford standing room and connected to said other leg by a plurality of vertically-spaced horizontal rungs, bracing means between one of the first-mentioned legs and the beam so placed as not to unduly restrict the said traffic space, and a pin projecting upwardly from the beam in the region of the intermediate leg.

3. An integral scaffold unit comprising a pair of tubular vertical legs and an intermediate vertical leg having an open lower end and positioned to afford traffic space between it and one of said tubular legs and to afford standing room between the planes of said two last-mentioned legs normal to the unit, a plurality of vertically-spaced horizontal rungs connecting the intermediate leg and the more closely adjacent tubular leg, a horizontal beam extending between the upper ends of said legs, bracing means between said beam and the leg more distantly spaced from the intermediate leg and so placed as not to unduly restrict the traffic space, means associated with the tubular legs by which they may be laterally interlocked with superimposed legs of a similar unit, and a pin projecting upwardly from the beam in position to receive the intermediate leg of a superimposed similar unit.

4. An integral scaffold unit comprising a pair of tubular vertical legs and an intermediate vertical leg positioned to afford traffic space between it and one of said tubular legs and to afford standing room between the planes of said two last-mentioned legs normal to the unit, a plurality of vertically-spaced horizontal rungs connecting the intermediate leg and the more closely adjacent tubular leg, a horizontal beam extending between the upper ends of said legs, bracing means between said beam and the leg more distantly spaced from the intermediate leg and so placed as not to unduly restrict the traffic space, and means associated with the tubular legs by which they may be laterally interlocked with superimposed legs of a similar unit.

5. An integral scaffold unit comprising a pair of vertical legs, a beam connecting the upper ends of said legs, a plurality of vertically-spaced fingers carried by one leg and projecting in the plane of said legs toward the other leg but falling short thereof a distance affording a traffic space between said last-mentioned leg and the adjacent ends of said fingers, bracing means between said last-mentioned leg and the beam so positioned as not to unduly restrict the traffic space, and means carried by said beam to restrict lateral shifting of planking placed on the beam over the traffic space to a position over the region of said vertically-spaced fingers.

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