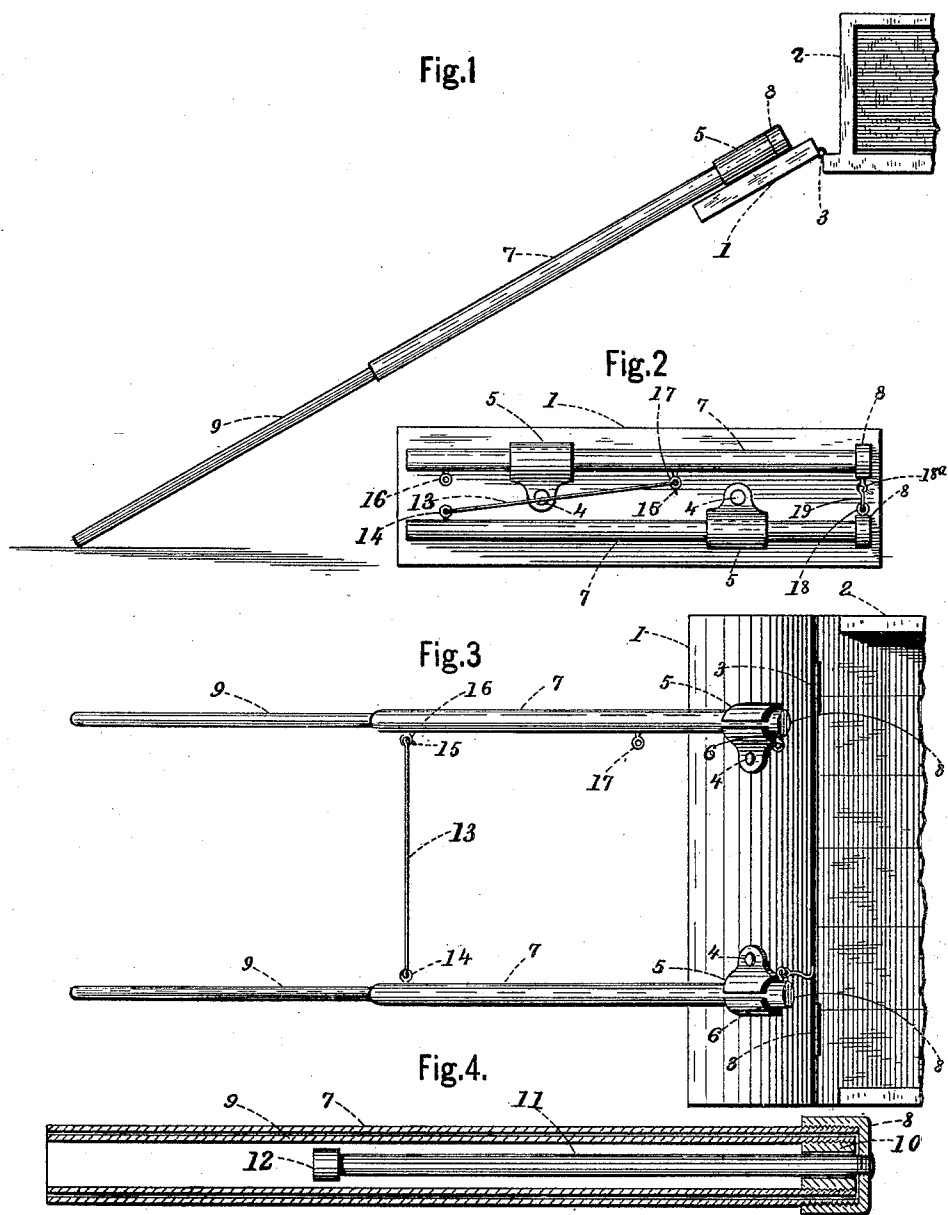


(No Model.)

L. J. CHASE.
ADJUSTABLE SKID.

No. 460,196

Patented Sept. 29, 1891.



Witnesses.

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UNITED STATES PATENT OFFICE.

LESTER J. CHASE, OF BUFFALO, NEW YORK.

ADJUSTABLE SKID.

SPECIFICATION forming part of Letters Patent No. 460,196, dated September 29, 1891.

Application filed July 1, 1891. Serial No. 398,141. (No model.)

To all whom it may concern:

Be it known that I, LESTER J. CHASE, a citizen of the United States, residing in Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Adjustable Skids, of which the following is a specification.

My invention relates to certain improvements in combined extension-skids and end-gates for wagons, and will be fully and clearly hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation showing the rear portion of a wagon with its end-gate turned backward and slightly downward and the skid attached thereto extended, so that its lower ends rest on the ground. Fig. 2 represents the inner side of the end-gate of a wagon, showing the extension-skid closed and in its proper position when put away and not required for use. Fig. 3 is a top plan view of the skid extended and in position for use. Fig. 4 is an enlarged longitudinal central section through one side of the skid, showing the extension portion telescoped within the other and the interior construction for preventing the two from being drawn apart.

In said drawings, 1 represents the end-gate of a wagon, which may be made in any well-known way, and is attached to the rear end 2 of a wagon in the usual manner by hinges 3. On the inner side of the end-gate 1 is pivoted, by pins or bolts 4, two holding-pieces 5, each of which is provided with circular openings forming slideways 6, into which the large tubular side pieces 7 of the skid are placed and slide longitudinally back and forth. To prevent them from dropping entirely out, the side pieces 7 are provided with an enlarged head-cap 8, secured thereon in the usual way. (See Fig. 4.) Within each of the large tubular frame-pieces 7 is a smaller tube 9, adapted to slide in or partly out of the large tubes. To prevent them from coming entirely out of the larger side frames 7, they are each provided with a plug 10, (see Fig. 4,) rigidly secured thereto, and through the plug 10, which has an opening through it, is passed a bolt 11, having a head 12, and the opposite end is rigidly secured in the head of the larger tube

7. This construction allows the tube 9 to slip out far enough to give the proper extension to the skid and still leave enough within to give the necessary transverse strength. The sides of the skids are kept the proper distance apart by means of a bar 13, secured by a loop or holding-ring 14 to one side of the skid, and at the opposite end of the bar 13 is a hook 15, which hooks into a ring or holding-piece 16, rigidly secured to the opposite side of the skid. (See Fig. 3.) When the skid is closed and put up, as in Fig. 2, the hook 15 is passed into the holding-ring 17, which prevents the sides from moving longitudinally, and the heads of the larger side pieces are also provided with loops or holding-rings 18 18^a, rigidly secured thereto, in one of which—18, for instance—is secured a hook 19, adapted to hook into the loop or ring 18^a for holding the larger frame-pieces and keeping them in line parallel with each other or substantially so.

In operating with this device the end-gate of the wagon is turned over and downward. The two side pieces are then turned into the position shown in Fig. 3, the pivoted holding-pieces 5 turning with them. They are then drawn forward until both heads 8 come against the pivoted holding-pieces 5 and stop them. The side pieces 9 are then drawn out and their ends placed upon the ground, as shown in Fig. 1.

This construction produces a strong skid, adapted to be closed and put out of the way in a small space, and is always at hand ready for use when required.

I claim as my invention—

1. In a skid for wagons, the combination, with the end-gate of a wagon, of two holding-pieces pivoted thereto, two sliding tubular side pieces provided with enlarged heads adapted to slide longitudinally in said holding-pieces, a hooked bar and eye-pieces for receiving the hook for keeping the side pieces parallel when drawn out, and extension side pieces inclosed within the tubular side pieces for extending the length of the skid when required, substantially as described.

2. In a skid for wagons, the combination, with the end-gate of a wagon, of two pivoted holding-pieces provided with slideways to re-

ceive two tubular side pieces provided with enlarged heads and adapted to slide easily back and forth in the slideways, two extension side pieces constructed to slide longitudinally back and forth in the tubular side pieces for extending the length of the skid, a means consisting of a headed bolt passing through a plug in the heads of the bars 9, secured to the pivoted holding-pieces for preventing the bars 9 from coming out of place, 10 and a hook and rings for keeping the sides parallel when drawn out and together when closed, substantially as described.

LESTER J. CHASE.

Witnesses:

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