(No Model.)

H. H. SLOUGH.

SAFE SKID.

No. 458,697. Patented Sept. 1, 1891.

Fig. 1.

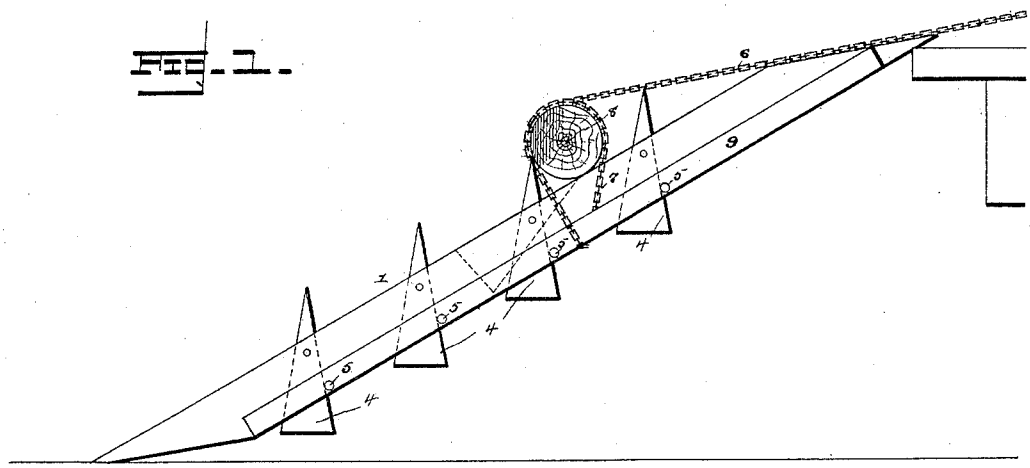
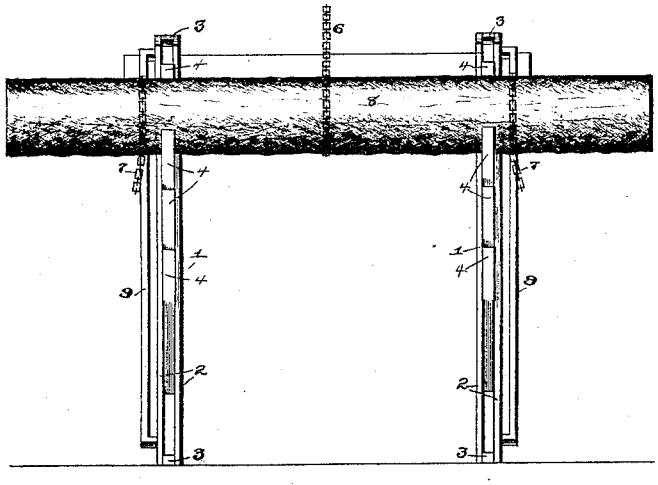


Fig. 2.



Witnesses

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HAMILTON H. SLOUGH, OF MARK CENTRE, OHIO.

SAFE SKID.

SPECIFICATION forming part of Letters Patent No. 458,697, dated September 1, 1891.

Application filed March 11, 1891. Serial No. 384,694. (No model.)

To all whom it may concern:

Be it known that I, HAMILTON H. SLOUGH, a citizen of the United States, residing at Mark Centre, in the county of Defiance and State of Ohio, have invented and produced a new and original Skid, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof.

The invention relates to improvements in skids.

The object of the present invention is to provide a simple and inexpensive skid adapted to be employed in loading vehicles, cars, and the like, and especially designed for loading logs and capable of permitting a forward rotation or movement of the log in ascending and of preventing a retrograde movement, thereby avoiding all injury caused by logs falling from skids.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a side elevation of a skid constructed in accordance with this invention. Fig. 2 is a plan view.

Referring to the accompanying drawings, 1 designates sides of a skid, each constructed of a pair of parallel scantlings or bars 2, arranged parallel and spaced at the ends by blocks 3 and having pivotally mounted between them triangular catches 4. The triangular catches 4 are adapted to be tilted forward or in the direction of the upper edge of the skid to permit the passage of a log in rolling up the skid, and these catches are adapted to engage stops 5, arranged below their pivotal points and adapted to prevent the upper ends of the catches swinging backward and permitting a retrograde rotation or motion. The ends of the sides are beveled and are adapted to rest upon the ground and a vehicle or car to be loaded, and logs are hauled up the skid by a central chain 6 or by similar means, and each log is further secured by side chains 7, which pass around the log 8 and around guide-bars 9, one of which is secured to each outer face of the sides of the skid.

It will be seen that the skid is simple and inexpensive in construction and is adapted to prevent logs and the like falling and injuring persons.

What I claim is—

In a skid, the combination of the sides composed of parallel bars, the catches pivoted between the bars and preventing a retrograde rotation of a log, the guide-bars secured to the outer faces of the sides, and the chains arranged on the guide-bars and adapted to encircle a log, substantially as described.

HAMILTON H. SLOUGH.

Witnesses:
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