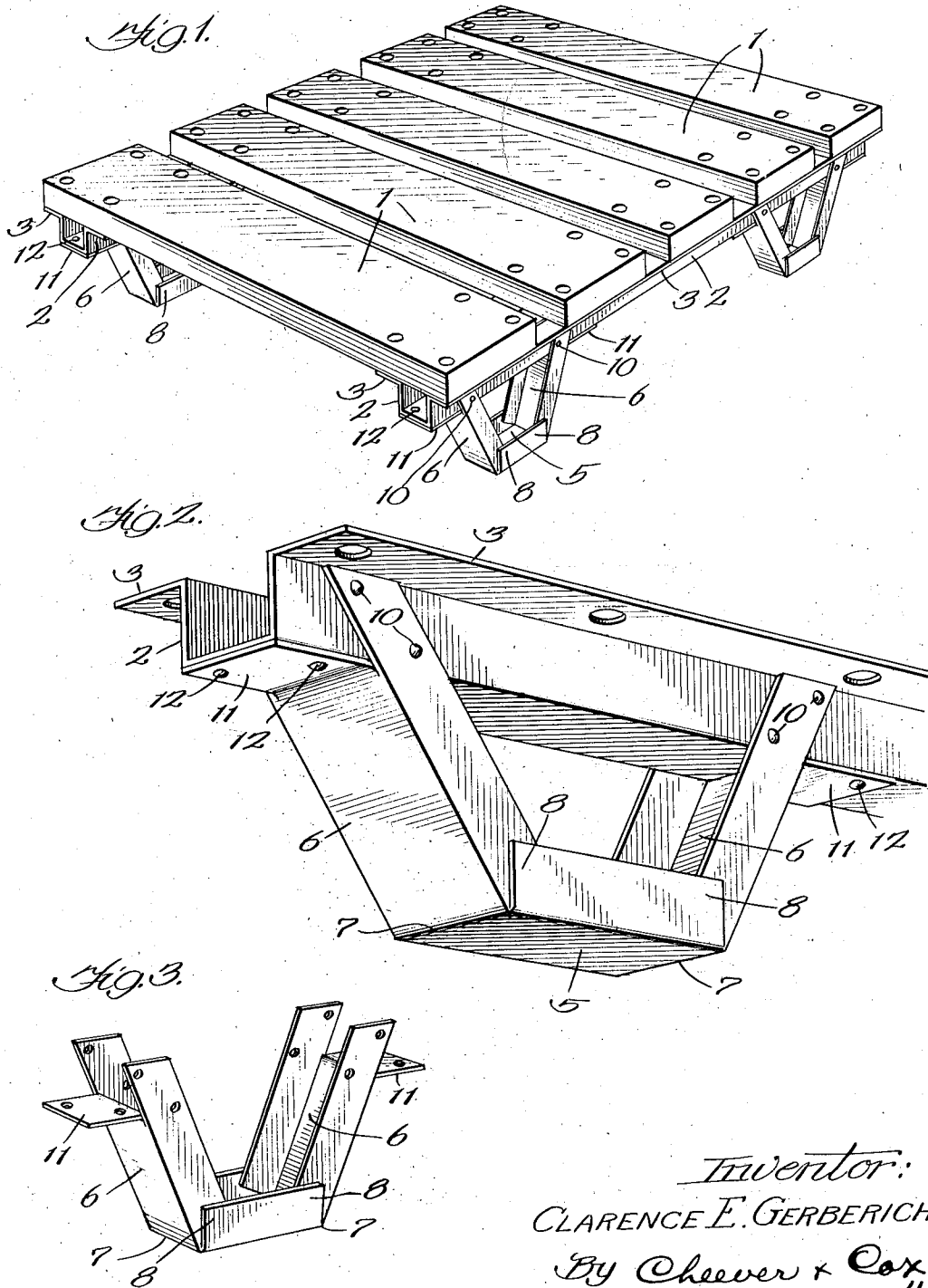


C. E. GERBERICH.
TRUCK SKID.
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1,331,704.



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UNITED STATES PATENT OFFICE.

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TRUCK-SKID.

1,331,704.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CLARENCE E. GERBERICH, a citizen of the United States, residing at Aurora, in the county of Kane and State of Illinois, have invented a certain new and useful Improvement in Truck-Skids, of which the following is a specification.

My invention relates to truck skids designed for transporting machinery parts, boxes and other objects in shops, warehouses, factories, etc. The object of the invention is to provide a skid which will combine simplicity and economy of manufacture with strength and durability. Another object is to provide a construction by which the skid may be dragged from place to place, if need be, without damaging the floor or platform over which it is dragged.

I obtain my objects by the construction illustrated in the accompanying drawings in which,

Figure 1 is a perspective view of a complete skid.

Fig. 2 is a perspective view looking from beneath showing more particularly the construction of the legs and the manner of attaching them to the floor beams.

Fig. 3 is a perspective view of a single leg detachable from the other elements of the combination.

Like numerals denote like parts throughout the several views.

The flooring of the truck may consist of planks 1, 1, of any suitable width and thickness. These planks are carried by floor beams 2, which, in the present instance are hollow and have marginal flanges 3, 3 extending outward at the top for supporting the planks. These flanges may be apertured at suitable intervals for receiving lag screws or other suitable devices for fastening the planks in place.

The floor beams are supported on one-piece legs formed of channel iron. The pieces of channel iron are so configured as to form a base 5 at the ends of which rise standards 6, 6. The standards extend both outward as well as upward, thus making a more or less rounded corner at the point 7, thus enabling the skid to be dragged over the floor or platform without offering much resistance and without doing any damage. This arrangement of the parts also produces a rigid construction, for the out-

ward slant of the standards serves to brace the legs longitudinally. The side flanges of the channel irons are cut at the ends of the base portion so that the cut flanges may overlap as shown at the points 8, 8 in the drawings.

At the upper end of the standards, the side flanges are severed from the central web and pass to the sides of the floor beams where they are fastened by means of rivets 10 or in any other suitable manner such as spot welding.

The severed portion 11 of the central web passes beneath and tangent to the bottom of the beam for supporting it. It is desirable to fasten this part to the beam by rivets 12 or by spot welding. It will be seen that by making the floor beams of approximately the same width as the channel irons and severing the flanges from the central web, as shown, the legs are held laterally relatively to the floor beams, without the aid of fastening devices. Also, the weight of the floor beam rests directly upon the web of the channel iron. Consequently, there is little strain on the fastening devices except when the truck is dragged, and this strain amounts to comparatively little.

It will be observed that, while the metal of the channel iron is cut, it is not cut away or wasted. In other words, there is little or no scrap produced, practically the entire length of the channel iron being utilized. As the side flanges form a more or less box-like structure, the truck not only has a finished appearance but reduces to a minimum the liability of damaging surrounding objects.

Having thus described my invention what I claim as new and desire to secure by Letters Patent, is:—

1. A skid having a leg formed of a piece of channel iron, the channel iron being bent to form a horizontal base and two standards rising therefrom, the outer surface of the channel iron being outward, so as to present a smooth unbroken surface for sliding upon the floor, and the flanges of the channel iron being cut at the ends of the base and overlapped at the cuts for reinforcing each other.

2. A skid having floor beams for supporting the floor, and legs fastened to the beams for supporting them, the leg consisting of channel irons bent to have a base portion and two standards rising from said base

portion, the width of the floor beams being substantially the same as the width of the channel irons and the upper ends of the standards having cuts separating the side
5 flanges from the central web, and the severed portions of the flanges passing up along the sides of the floor beams and being fastened thereto.

3. A skid having floor beams for supporting the floor, and legs fastened to the beams for supporting them, the leg consisting of
10 channel irons configured to provide a base portion and two standards rising from the ends of said base portion, the central web of the standards being severed at the top
15 from the side flanges, and the severed portion of the web being bent tangent to the bottom of the floor beam for supporting it.

4. A truck skid having floor beams and
20 supporting legs, the legs being of a single piece of channel iron bent to form a base and two standards rising from the ends of the base, the upper end of the standard hav-

ing the side flanges severed from the central web and the side flanges passing to the sides
25 of the beams and being fastened thereto and the central web passing to the bottom of the beam to support the same.

5. In a truck skid the combination with planking constituting the floor, floor beams
30 on which the planks rest, and legs consisting of single pieces of channel iron fabricated to form a base portion and standards extending upward and outward from the ends of the base portion, the side flanges at the
35 base portion being cut whereby they may overlap; the standards, at their upper ends having the side flanges severed from the central web and the side flanges passing to the sides of the beam for preventing lateral
40 displacement and the severed portion of the central web passing to the bottom of the beam for supporting it.

In witness whereof, I have hereunto subscribed my name.

CLARENCE E. GERBERICH.