W. L. BAXTER.

SKID FOR ELEVATING AND CONVEYING TRUCKS.

APPLICATION FILED MAY 19, 1919.

1,329,357. Patented Feb. 3, 1920.

Fig. 1.

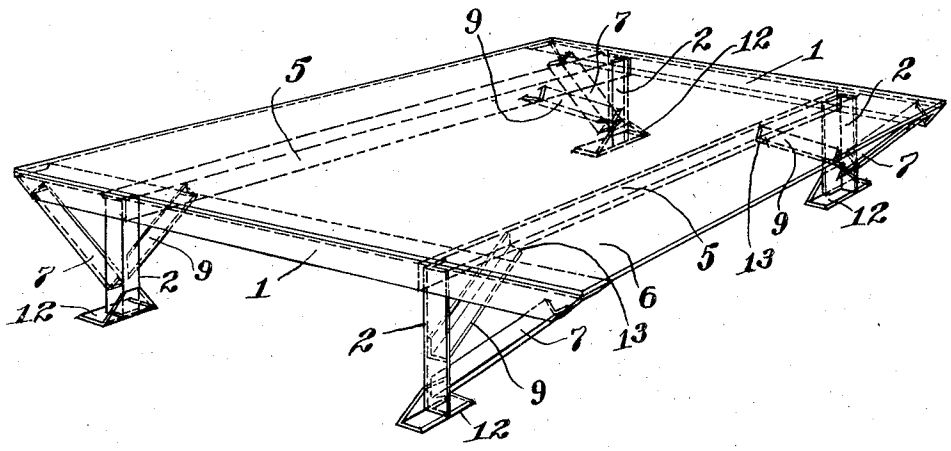
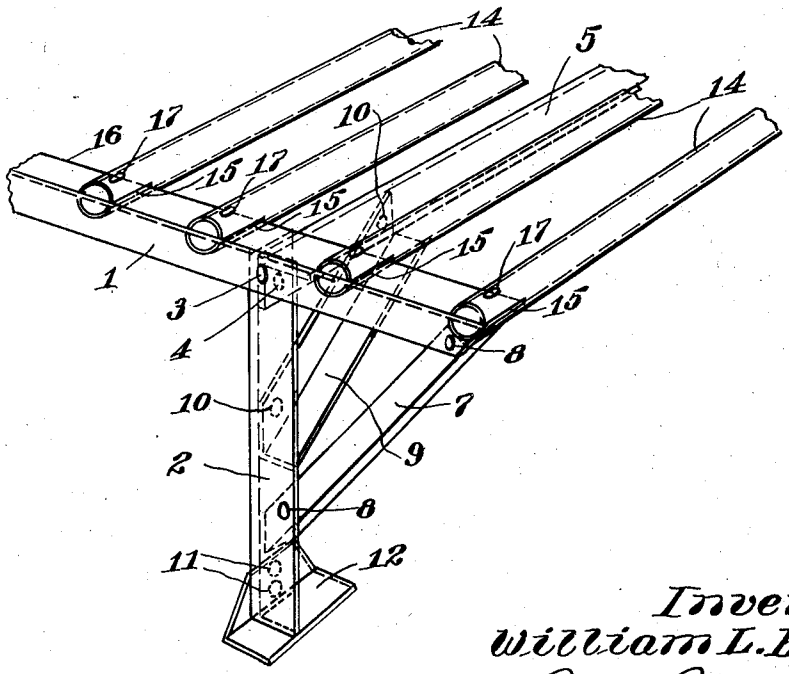


Fig. 2.



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UNITED STATES PATENT OFFICE.

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SKID FOR ELEVATING AND CONVEYING TRUCKS.

1,329,357. Specification of Letters Patent. Patented Feb. 3, 1920.

Application filed May 19, 1919. Serial No. 298,111.

To all whom it may concern:

Be it known that I, WILLIAM L. BAXTER, a citizen of the United States, and resident of Beverly, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Skids for Elevating and Conveying Trucks, of which the following is a specification.

This invention relates to a skid or platform and more particularly to a skid for use with an elevating and conveying truck. Platforms of this nature heretofore provided, have been constructed of wood and therefore objectionable by reason of their destructibility and further by reason of the fact that the elevating truck could not be pushed under the platform except from the ends. It often happens that a platform becomes heavily loaded in such a position that the truck cannot be pushed under it without skidding the platform around on the floor. This entails extra labor and is often difficult to accomplish. Further such platforms are subjected to great rack and strain and soon have to be replaced by new ones.

It is the object of this invention to provide a strong, durable platform, which is so constructed that the truck may be pushed under it not only from the ends but also from the sides and the platform thus moved away from its resting position without the necessity of first skidding it around on the floor to an accessible position. Another object of this invention is to provide a platform constructed from standard angle irons and iron pipe or metal sheets which will give a maximum of strength with a minimum weight of material. Other objects of the invention will appear as the description thereof progresses.

Referring to the drawings which illustrate certain embodiments of my invention:—

Figure 1 is a perspective view of my improved platform provided with a sheet metal covering; and

Fig. 2 is a perspective detail view of one corner of a modified platform, illustrating the manner of attaching the supports.

My improved platform comprises two transverse members 1 near the ends of which vertical supports or legs 2 are secured by rivets 3 or other suitable means. Also connected to the upper ends of the legs 2 by rivets 4 and connecting the members 1, are longitudinal members 5. The transverse members 1 and the longitudinal members 5 form a support for the cover or platform 6 which may be constructed of flat iron sheets or corrugated sheet metal and attached to the members 1 and 5 in any suitable manner as by rivets or bolts. To stiffen the legs 2 and prevent them from buckling under, when the platform is loaded, the legs are connected to the transverse members 1 by braces 7 extending from a point adjacent the bottom of the legs diagonally outwardly to the ends of the transverse members 1. These braces may be secured to the legs 2 and members 1 in any suitable manner as by rivets 8. The legs 2 are further connected to the longitudinal members 5 by braces 9 which are secured to the legs 2 and members 5 by rivets 10. Secured to the lower ends of the legs 2 by rivets 11 are shoes or bearing plates 12.

The transverse members 1 serve as bearing members under which the elevating truck engages when pushed under the platform from the ends. Inasmuch as the braces 7 extend outwardly from the legs to the ends of members 1 a clear space is left between the legs 2 at each end of the platform for the insertion of the truck. When the truck is pushed under the platform from the sides, the longitudinal members 5 serve as bearing members to engage the truck, and as the braces 9 are short there is sufficient room between their inner ends 13 where they join members 5 to permit the insertion of the truck without interference.

It is to be further noted that by my improved construction the legs 2 are attached to the members 1 some distance from the ends of members 1 and thus the load rests more directly over the legs, enabling me to use lighter weight material for members 1. I have shown the frame members of the platform constructed from angle irons, as this form of material is most readily adapted to this purpose and gives great strength with a reasonably small weight.

In Fig. 2 I have shown an enlarged detail view of one corner of my improved platform, showing the manner in which the various members are secured together. This figure also shows a modified form of cov ering for the platform, which comprises tubes or pipes 14, slotted at the ends as shown at 15 for insertion over the horizontal

flange 16 of the transverse members 1. These tubes or pipes 14 are secured to the members 1 by rivets 17 or the like.

The covering of tubes 14 is especially advantageous where the goods to be trucked are bulky or boxed, as the tubes present small bearing surfaces thus enabling the load to be easily slid on or off the platform.

My improved platform is very strongly constructed to resist rough usage and yet light enough to be readily handled. It is so designed that the elevating truck may be pushed under it both from the ends and sides, and provides a most efficient and cheap means for enabling goods to be rapidly trucked.

I claim:

1. A truck platform comprising a frame of transverse and longitudinal members, upright supports secured to certain of said members, the ends of said transverse members extending outwardly beyond said longitudinal members, and outwardly extending braces connecting said supports to said ends.

2. A truck platform comprising a frame of transverse and longitudinal members, upright supports secured to certain of said members, outwardly extending braces connecting said supports with the ends of said transverse members, and inwardly extending braces connecting said supports with said longitudinal members.

3. A truck platform comprising a frame of transverse and longitudinal members, upright supports secured to said transverse members, outwardly extending braces connecting said supports with the ends of said transverse members, inwardly extending braces connecting said supports with said longitudinal members, and a covering secured to said frame.

4. A truck platform comprising a frame of transverse and longitudinal members, upright supports secured to said transverse members, outwardly extending braces connecting said supports with the ends of said transverse members, inwardly extending braces connecting said supports with said longitudinal members, said frame and supports and braces being constructed from angle iron, and a covering secured to said frame.

5. A truck platform comprising a frame of transverse and longitudinal members, upright supports secured to said transverse members, shoes attached to the lower ends of said supports, outwardly extending braces connecting said supports with the ends of said transverse members, and inwardly extending braces connecting said supports with said longitudinal members.

6. A truck platform comprising a frame of transverse and longitudinal members, downwardly extending supports secured to said members, outwardly extending braces connecting said supports with the ends of said transverse members, inwardly extending braces connecting said supports with said longitudinal members, and a plurality of tubes connecting said transverse members and forming a platform surface.

7. A truck platform comprising a frame of transverse and longitudinal angle iron members, downwardly extending supports secured to certain of said members, the ends of said transverse members extending outwardly beyond said longitudinal members, outwardly extending braces connecting said supports with said ends, inwardly extending braces connecting said supports with said longitudinal members, and a plurality of tubes provided with slotted ends for insertion over the horizontal flange of said transverse members and connecting said transverse members to form a platform surface.

Signed by me at Salem, Massachusetts, this 29th day of April, 1919.

WILLIAM L. BAXTER.