No. 711,677. Patented Oct. 21, 1902.

E. B. RICHARDSON.

SKID.

(Application filed Jan. 2, 1902.)

(No Model.)

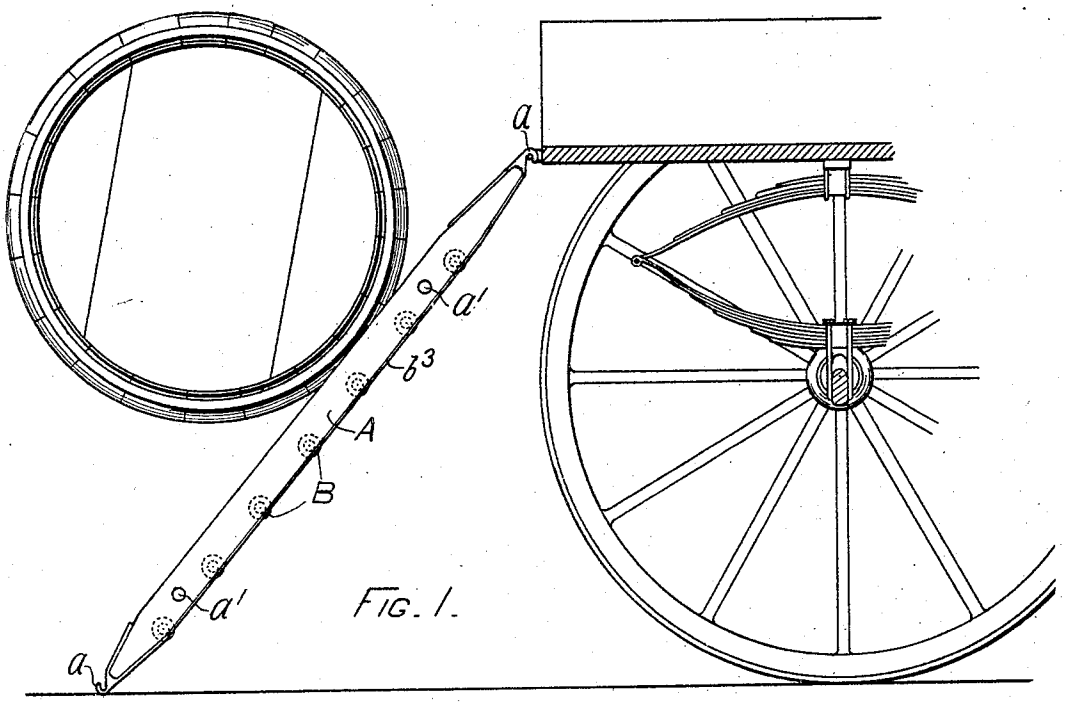


FIG. 1.

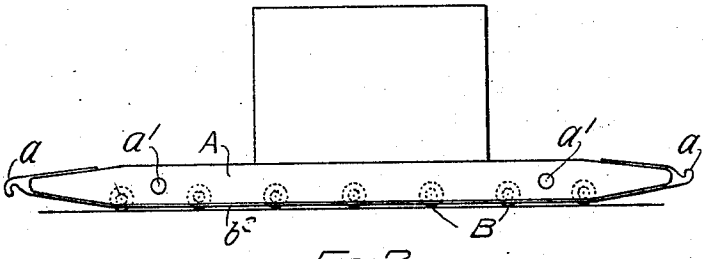


FIG. 2.

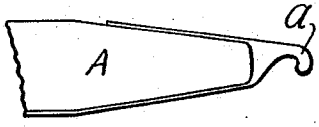


FIG. 6.

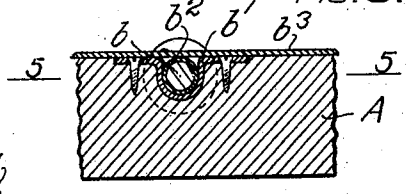


FIG. 4.

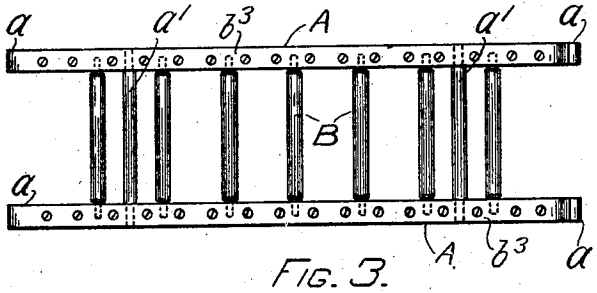


FIG. 3.

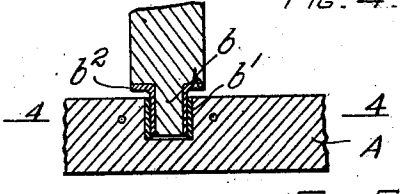


FIG. 5.

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EDWARD B. RICHARDSON, OF BROOKLINE, MASSACHUSETTS.

SKID.

SPECIFICATION forming part of Letters Patent No. 711,677, dated October 21, 1902.

Application filed January 2, 1902. Serial No. 88,121. (No model.)

To all whom it may concern:

Be it known that I, EDWARD B. RICHARDSON, of Brookline, in the county of Norfolk and State of Massachusetts, have invented a new and useful Skid, of which the following is a specification, reference being had to the accompanying drawings, forming a part hereof.

My invention is a reversible skid, one side of which is the ordinary inclined way for barrels and other articles which can be rolled up that inclined way, while the other side is an inclined roller-way for boxes and other articles which rest on one side only when moved up that inclined way, and which is reversible not only either side up, but either end up—that is, has means of attachment to the vehicle at both ends—so that in loading barrels one end will be attached to the vehicle having the smooth side of the skid uppermost, while in loading boxes the other end will be attached having the roller-way of the skid uppermost. My skid is also useful when boxes, bales, or other articles are to be moved about a wareroom, the rollers of the skid then resting on the floor and the boxes or the like resting on the upper side of the skid, so that the skid and its load may be pushed or pulled over the floor.

In the drawings, Figure 1 is a side elevation illustrating my skid used in the ordinary way for loading barrels onto a truck. Fig. 2 is a side elevation with the rollers of my skid on the floor. Fig. 3 is a plan of my skid with the rollers uppermost. Figs. 4 and 5 are sectional details illustrating one convenient construction. These figures are on a larger scale, and Fig. 4 is a section on line 4 4 of Fig. 5, while Fig. 5 is a section on line 5 5 of Fig. 4; and Fig. 6 is an elevation showing the preferred form of hook.

My skid consists of two stout side pieces A, provided with hooks a at both ends and held together by cross-pieces a', as usual; but in addition rollers B are journaled in the side pieces A, projecting slightly beyond one side of the frame A^a, but with the opposite side of that frame well beyond the surfaces of the rollers B, as plainly shown in Figs. 1 and 2. I prefer to form metal boxes b' in one side of the side pieces A and to use metal sleeves b^2 on the journals b, as shown in Figs. 4 and 5. The preferred form of hook is shown in Fig. 6; but the substance of the matter is that one of the hooks must face one way and the other the other way, so that the skid may be reversed not only as to its sides, but also as to its ends. The metal strips b^3 serve to hold the journals of rollers B in their boxes.

What I claim as my invention is—

The skid above described made up of two side pieces tapered at their ends united by cross-pieces, with rollers projecting beyond one side of the side pieces and with hooks at the ends of the frame thus formed to adapt the skid for use either side up and either end up, as above explained.

EDWARD B. RICHARDSON.

Witnesses:

C. B. MAYNADIER,

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