W. E. WINE.

SKID.

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1,359,138.

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Fig. 1.

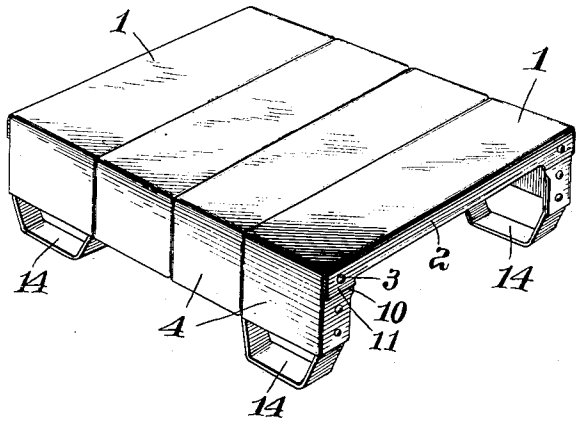


Fig. 4.

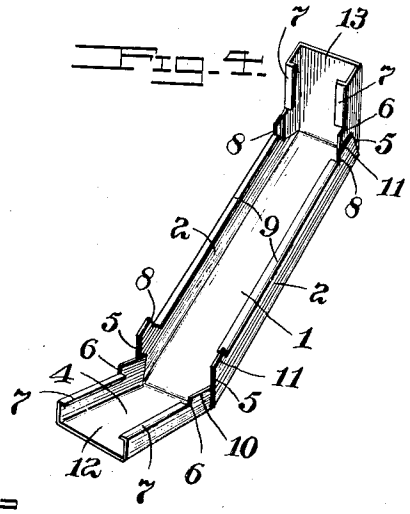
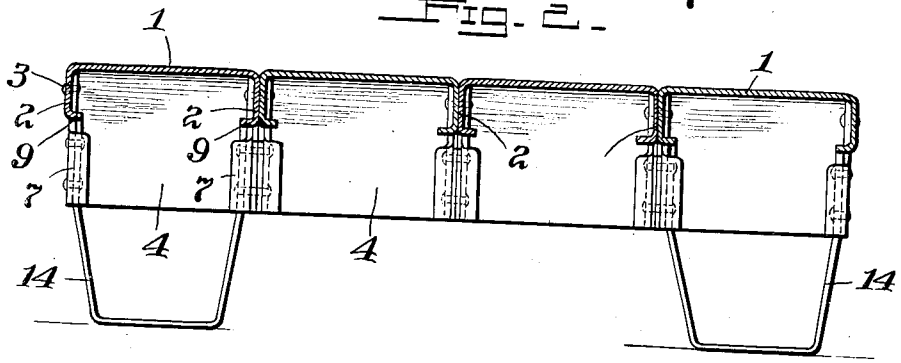


Fig. 2.



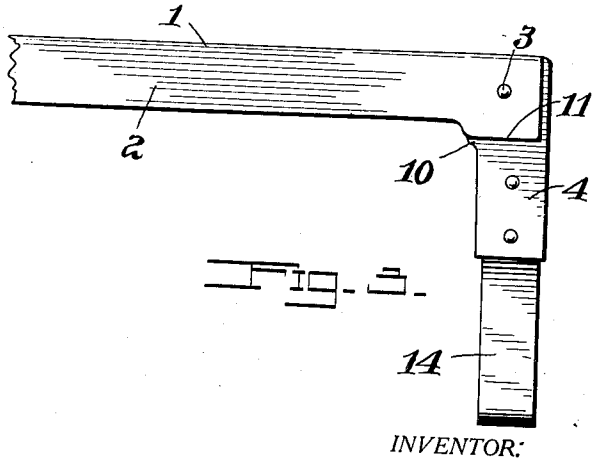


Fig. 3.

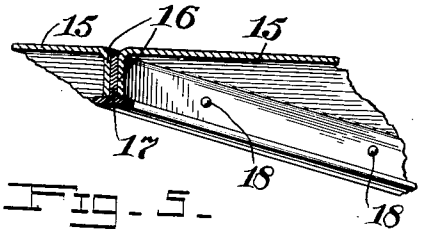


Fig. 5.

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To all whom it may concern:

Be it known that I, WILLIAM E. WINE, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Skids, of which the following is a specification.

My invention relates to a new and useful improvement in skids and has for an object to provide a skid that is relatively cheap to manufacture, it being made up of a plurality of standard channel irons which are to be cut and bent in the manner hereafter described, and to which is secured a plurality of feet which may also be of standard form and easily procured in the open market.

Another object of my invention is to provide a metal skid formed of a number of standard channel sections each having their webs and flanges so arranged and positioned that a maximum of strength is obtained.

Still another object of my invention is to provide a skid formed from a plurality of sections that may be quickly and readily assembled so that the labor cost will be relatively small.

Still another object of my invention is to provide a metal skid formed of a plurality of sections riveted together and with their flanges bent or in the modified form with a T-bar disposed between the flanges so that a smooth surface will be provided for the truck that is placed under the skid.

As is well known skids are used in great numbers in factories, freight stations, foundries and other places where material is to be moved, the advantages of using skids being that a number of them may be loaded in the different departments and thereafter a small motor or hand truck may be run up to and under a skid, slightly elevated, and the skid and load then carried to the point of destination.

In factories and foundries where castings or other heavy loads are to be moved it is necessary to have the skids of relative great strength, as they are subjected to much hard usage.

With the objects heretofore mentioned and other objects in view, my invention consists in certain new and novel construction and arrangement of parts as will be hereinafter more fully described and pointed out in the claims.

In the drawings:

Figure 1 is a perspective of the preferred form of my improved skid;

Fig. 2 is a longitudinal sectional view thereof;

Fig. 3 is a fragmentary end elevation;

Fig. 4 is a perspective of an inverted channel section showing the manner of bending the same and cutting before assembling; and

Fig. 5 is a fragmentary perspective of a slightly modified form.

Referring now to the drawings, it will be seen that my improved skid is formed of a plurality of standard channel irons or sections 1, which are disposed with their flanges 2 extending downwardly and the adjacent flanges being tightly secured by the rivets 3 or any other suitable fastening means.

Skids of any length may be made by using the desired number of channel sections 1, and in the present embodiment I have shown the skid formed from four sections.

The skid may be of any width, and to form the sides the flanges 2 are first cut and the webs bent downwardly as will be now more fully described.

As each section is cut and bent in the same manner a detailed description of one will suffice for them all.

Referring now in particular to Fig. 4, it will be seen that the flanges of the channel iron are first cut as at 5, which cuts are relatively near the opposite ends of the iron, and a short distance outwardly from these cuts 5 the flanges 2 are again slightly cut as at 6, the remaining outward portion of the flanges then being bent inwardly as shown at 7.

Also at a relatively short distance inwardly from the cuts 5 are the further slight cuts 8 permitting the remaining portion of the flanges 2 to be bent inwardly as shown at 9.

From this it will be seen that near each end of the section are the portions 10 and 11 which remain in an upward and unbent condition.

After the section has been so cut and the flanges bent the end portions 12 and 13 are to be forced upwardly as at 4 until the portion 11 of each flange overlaps the portion 10.

After each section has thus been formed a plurality of them are placed in position as shown in Figs. 1 and 2, and rivets 3 passed through the portions 10 and 11 of the adjacent flanges of the section and further rivets may be disposed throughout the length of the flanges if necessary.

At the four corners of the skid and securely riveted to the flanges are the legs 14, which may be of any desired height, the object being to elevate the skid slightly from the ground so that a truck may be run under the same. Although I have only shown four feet it will be understood that skids of greater size might have six feet rather than four.

In Fig. 5 a slightly modified form is shown, in this instance the skid being made up in like manner of a plurality of channel irons 15, their flanges 16 extending downwardly, but instead of having their flanges flared inwardly as shown at 9 in Fig. 4, an inverted T-bar 17 is disposed between the adjacent flanges to provide the bearing surface for the truck and rivets 18 are then used to secure the flanges and T-bars in their set position. In this instance the cuts 6 and 8 are of course not necessary, but it is understood that the cuts 5 will be made so that the end portions of the flanges may overlap and the end portions extend downwardly in the same manner as the preferred form.

In other words the modified form is made up of a plurality of channel irons having cuts near their outer ends in the flanges so that the end portions may be bent downwardly as shown in the preferred form, but instead of then bending the flanges slightly inwardly an inverted T-bar is used between the adjacent flanges to provide the bearing surface for the truck.

By either bending the flanges or using the T-bar as shown in the modified form a smoother and better bearing surface is presented to the truck than would be the case if the flanges were not bent or the T-bar not used.

From the foregoing it will be seen that I have produced a skid which may be quickly and readily made from standard channel iron, a T-bar in some instances and a plurality of legs, the entire operations on the skid necessitating but a minimum amount of labor. Furthermore skids of any width may be made and of any substantial length, the length depending upon the multiples of the channels used.

Furthermore, by constructing the skid in the manner above described one of relatively great strength is obtained and one that will withstand the hard usage to which it is put.

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

1. A skid comprising a plurality of metal beams their adjacent flanges secured to each other, means other than the vertical edges of the flanges adapted to contact with a carrying member, and a plurality of feet secured to the skid for supporting the same.

2. A skid comprising a plurality of channel sections having their adjacent flanges rigidly held in their set positions, members extending parallel with the upper surface of the skid adapted to form a contacting surface, and a plurality of feet secured to the skid for supporting the same.

3. A skid comprising a plurality of metal sections having their adjacent flanges downwardly disposed and the said adjacent flanges secured to each other the lower portion of the flange inwardly disposed and means secured to the skid for supporting the same.

4. A skid comprising a plurality of channel sections, the flanges of the sections being cut near their ends and the webs bent downwardly thereby causing the flanges to lap said adjacent flanges secured to each other, downwardly extending flanges at the ends of the skid being bent parallel with the sides of the skid, and means secured to the skid for supporting the same.

5. A skid comprising a plurality of channel sections, each section having its flanges cut near its ends and the web bent downwardly causing the cut portion of the flanges to overlap, means for holding the sections together and contacting members other than the straight edges of the flanges on the inner side and under surface of the skid.

6. A skid comprising a plurality of angular sections, each section having its flanges cut near its ends and the web bent downwardly causing the cut portion of the flanges to overlap, the lower portion of the flanges being flared inwardly on their under portion and adjacent flanges of the sections secured to each other.

7. A skid formed from a plurality of metal sections each section having its flanges cut near its ends and its web and flanges bent downwardly causing the cut portion of the flanges to overlap, the adjacently disposed flanges of the sections rigidly secured together, and the downwardly bent portions of the webs forming the sides of the skid and the flanges of the outermost sections forming the front and rear faces of the skid.

8. A skid formed of a plurality of channel sections, each section having its flanges cut near their ends and a portion of the

flanges bent inwardly, and the portions of the flanges between the end portions also bent inwardly.

9. A skid formed of a plurality of channel sections, each section having its flanges cut near the end of the section, the flanges being further cut for a slight distance on both sides of the first mentioned cuts and the flanges bent inwardly along their entire length from the last mentioned cuts, and all the sections rigidly secured to form a composite skid.

In testimony whereof I affix my signature.

WILLIAM E. WINE.