A. G. BEHRENS AND S. H. LONGACRE.

LOADING SKID FOR TRUCKS.

APPLICATION FILED JUNE 30, 1919.

1,357,607. Patented Nov. 2, 1920.

2 SHEETS—SHEET 1.

Fig. 2.

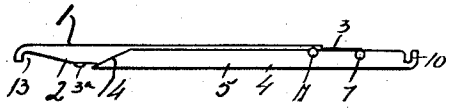


Fig. 1

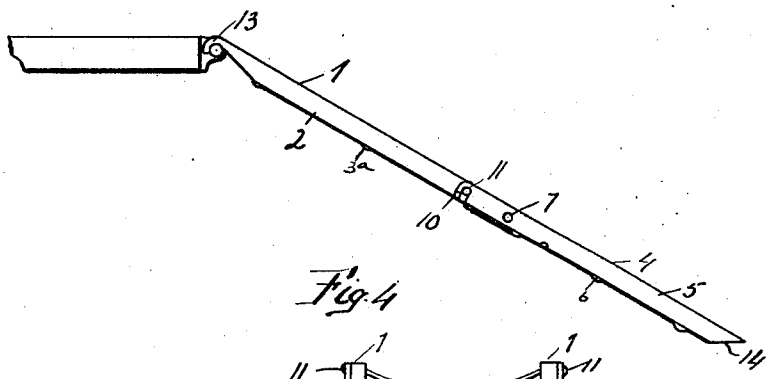


Fig. 4

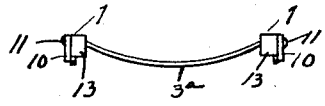
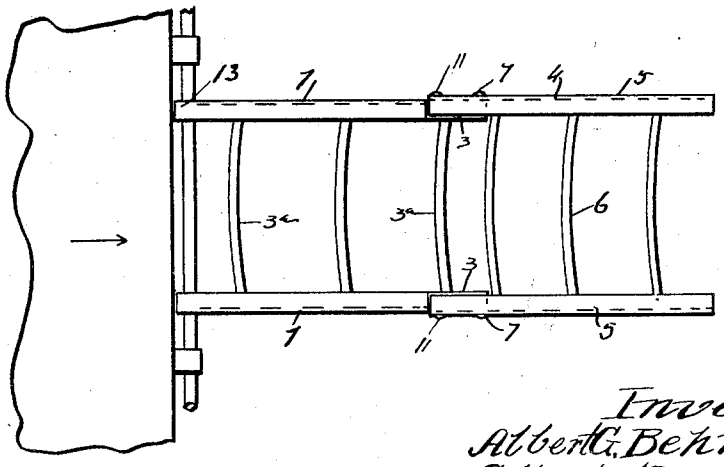


Fig. 3.



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2 SHEETS—SHEET 2.

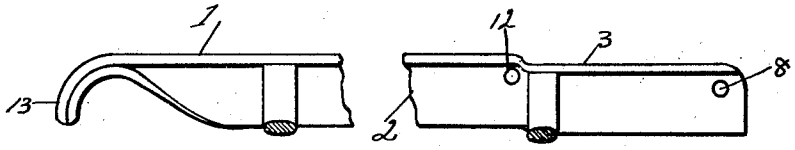


Fig. 5.

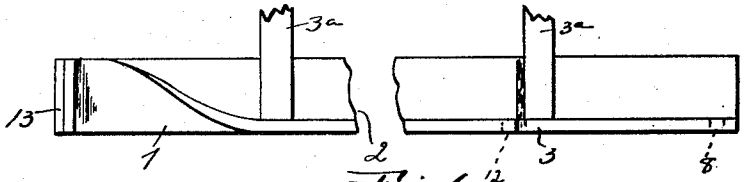


Fig. 6.

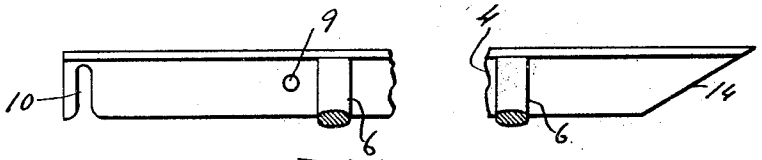


Fig. 7.

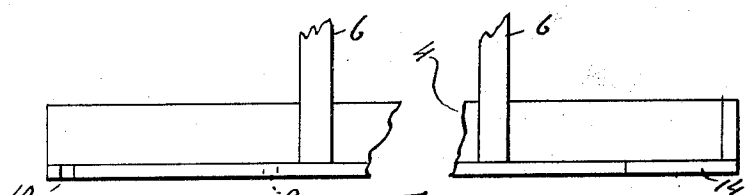


Fig. 8.

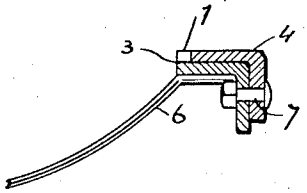


Fig. 9.

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UNITED STATES PATENT OFFICE.

ALBERT G. BEHRENS AND SAMUEL HERBERT LONGACRE, OF CAMDEN, NEW JERSEY.

LOADING-SKID FOR TRUCKS.

1,357,607. Specification of Letters Patent. Patented Nov. 2, 1920.

Application filed June 30, 1919. Serial No. 307,523.

To all whom it may concern:

Be it known that we, ALBERT G. BEHRENS and SAMUEL HERBERT LONGACRE, citizens of the United States, residing at Camden, in the county of Camden and State of New Jersey, have invented new and useful Improvements in Loading-Skids for Trucks, of which the following is a specification.

Our invention relates to a new and useful improvement in loading skid for trucks, and has for its object to provide an exceedingly, simple and effective device of this description which when not in use may be folded to approximately half its length, yet when intended for use will be rigid and durable capable of sustaining heavy strains.

Another object of our invention is to so design a skid that it may be made entirely of metal the major portions thereof being made from angle irons.

With these ends in view, this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains, may understand how to make and use the same, we will describe its construction in detail, referring by numerals to the accompanying drawings forming a part of this application, in which:—

Figure 1, is a side elevation of our improved skid showing it in position relative to the tail rod of a truck.

Fig. 2, is a side view showing the skid in its folded position.

Fig. 3, is a plan view of Fig. 1.

Fig. 4, is a view looking in the direction of the arrow in Fig. 3.

Fig. 5, is an enlarged central section of the upper member of the skid.

Fig. 6, is a bottom plan view of Fig. 5.

Fig. 7, is a central section of the lower member of the skid.

Fig. 8, is a bottom plan of Fig. 7, and

Fig. 9, is an enlarged section at the line 9—9 of Fig. 3.

In carrying out our invention as here embodied, 1 represents the upper member of the skid the side bars 2 of which consist of angle irons having a portion of their upper surfaces depressed as indicated at 3 for the purpose hereafter explained.

The side bars 2 are rigidly and permanently secured together by the curved brace rods 3 the ends of which latter are welded or otherwise permanently attached to the underside of said side bars.

4 represents the lower member of this skid which is composed of the side bars 5 secured together by the curved brace rods 6 in the same manner as that described in connection with the upper member 2.

The upper and lower members of the skid are pivoted together by the bolts 7 passing through the holes 8 in the upper member and the holes 9 in the lower member, the lower member being of greater width than the upper member so as to overlap the latter as clearly shown in Fig. 9.

The side bars of the lower member extend beyond the pivoting bolts 7 and are adapted to lie within the depressions 3 of the upper member when the skid is adjusted for use so that the upper surfaces of the side bars of the lower member will lie flush with the upper surfaces of the side bars of the upper member thus producing an unobstructed slideway for loading and unloading, and these extensions have formed upon the ends thereof the hooks 10 for engagement with the studs 11 secured in the holes 12 of the upper member.

Upon the upper ends of the side bars of the upper member are formed hooks 13 and in order that these hooks may be of sufficient strength to withstand the strain to which they are to be subjected they are reinforced by the side flanges of the bars 2 being turned in upon the end surfaces of said hooks as clearly shown in Figs. 5 and 6 and as this is the point at which the greatest strain, wear or tear comes upon the skid the same is therefore provided for.

The lower ends of the side bars of the lower member are preferably cut at an angle as indicated at 14 in order that they may have a proper seating upon the ground when the skid is in use.

From the foregoing description it will be seen that our improved skid is constructed entirely of metal of such form as to give it a great strength relative to the weight thereof and yet to permit it to be folded into approximately half its length for storage upon the truck when not in use.

Of course we do not wish to be limited to the exact details of construction as herein shown as these may be varied within the limits of the appended claims without departing from the spirit of our invention.

Having thus fully described our invention, what we claim as new and useful is:—

1. In a skid of the character described, an upper member consisting of two side bars, each bar being composed of an L-shaped angle iron, curved brace rods securing said side bars together, a depression formed in the top flange of each side bar, a lower member also consisting of two side bars L-shaped in cross section, curved brace rods securing the side bars of the lower member, pivots for hinging the upper and lower members together, extensions formed with the side bars of the lower member and projecting beyond the pivots and adapted to lie within the depressions in the side bars of the upper member when the skid is unfolded for use, hooks formed upon the extensions, and studs projecting from the sides of the side bars of the upper member with which said hooks are adapted to engage.

2. In a skid of the character described, an upper member comprising two side bars, each bar being L-shaped in cross section providing horizontal vertical flanges, each side bar of said member having depressions formed upon its upper surface, means for connecting these side bars together, studs projecting from the depending flanges of the side bars, a lower member also comprising two side bars, each of which is L-shaped in cross section, the side bars of this lower member being so secured together by brace rods and so spaced that the depending flanges of the side bars of the lower member will overlap the flanges of the side bars of the upper member, means for hinging the two members together so that a portion of the side bars of the lower member will extend beyond the hinging point, said extending portions having hooks formed thereon for engagement with the studs connecting the side bars of the upper member.

3. In a skid of the character described, an upper member consisting of permanently connected angle iron side bars, depressions formed in said side bars, a lower member also consisting of permanently connected angle iron side bars, pivots for connecting the upper and lower members so that they may fold upon each other, extensions formed with the side bars of the lower member for passing into the depressions in the side bars of the upper member, and reinforced hooks formed upon the upper ends of the side bars of the upper member.

4. In a skid of the character described, an upper and lower member each composed of two side bars L shaped in cross section and curved rods securing said side bars together, means for hinging said parts together so that a portion of the side bars of the lower member will overlap and inclose a portion of the side bars of the upper member.

5. In a skid of the character described, an upper and lower member each composed of two side bars L shaped in cross section and curved rods securing said side bars together, means for hinging said parts together so that a portion of the side bars of the lower member will overlap and inclose a portion of the side bars of the upper member, studs carried by the side bars of the upper member, and hooks carried by the overlapping portions of the side bars of the lower member for engaging with said stud.

6. In a skid of the character described, an upper and lower member each composed of two side bars L shaped in cross section and curved rods securing said side bars together, means for hinging said parts together so that a portion of the side bars of the lower member will overlap and inclose a portion of the side bars of the upper member, studs carried by the side bars of the upper member, hooks carried by the overlapping portions of the side bars of the lower member for engaging with said stud, the lower ends of the side bars of the lower member being cutaway so as to form an angle for contact with the ground.

In testimony whereof, we have hereunto affixed our signatures.

ALBERT G. BEHRENS.
S. HERBERT LONGACRE.