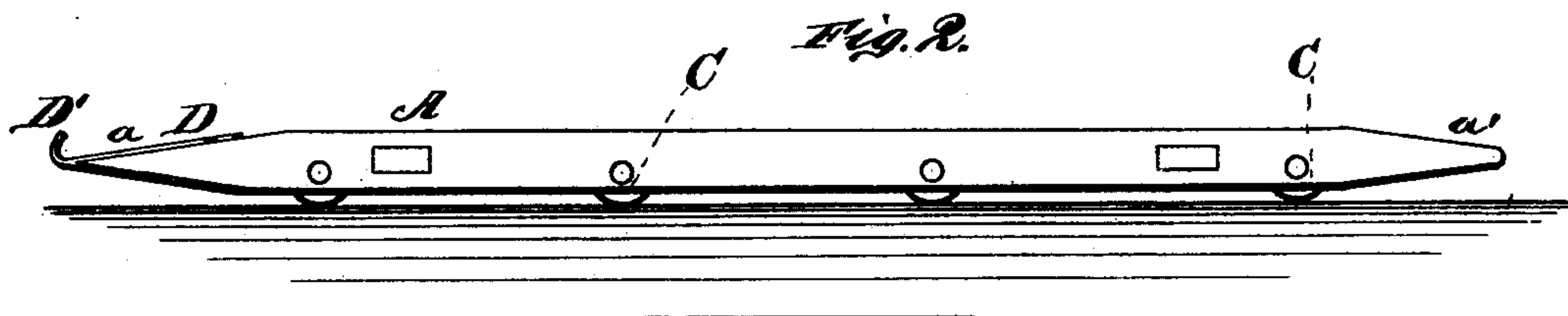
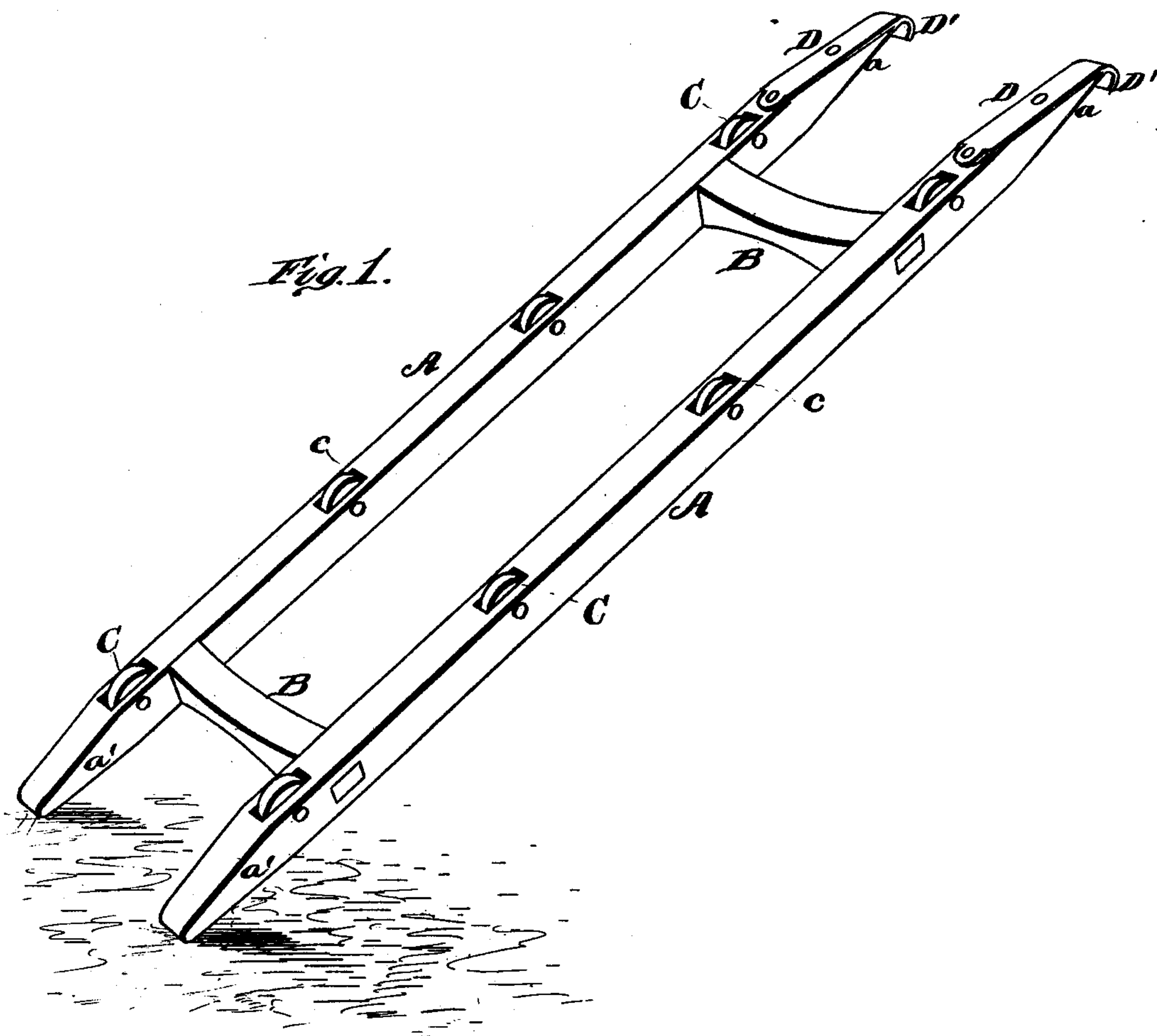


A. DAY.

SKIDS FOR HANDLING BOXES.

No. 189,706.

Patented April 17, 1877.



WITNESSES

Robert Bennett
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ALFRED DAY, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN SKIDS FOR HANDLING BOXES.

Specification forming part of Letters Patent No. **189,706**, dated April 17, 1877; application filed March 10, 1877.

To all whom it may concern:

Be it known that I, ALFRED DAY, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and valuable Improvement in Skids for Handling Boxes; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a perspective view of my skid, and Fig. 2 is a side view of the same.

This invention relates to skids for handling boxes, &c.; and it consists in the construction and arrangement of the parts hereinafter described.

In the accompanying drawings, A A designate the two longitudinal bars of my skid, which are doubly beveled to form points at their upper ends *a a*, and also at their lower ends *a' a'*. Said bars are connected by cross-pieces B B near their respective ends. They are also recessed on one side of said skid at several points, *c*. In said recesses (which correspond in the two bars) rollers C are journaled. Said rollers extend partly outside of said bars. Ends *a* are provided with metal caps D, which have hooks D' formed on their

tips. Said hooks extend in a direction opposite to the side from which said rollers project, and are adapted to catch upon the rear end of a wagon. Said skid then forms an inclined plane, as shown in Fig. 1, and said rollers facilitate the transmission of boxes, &c., down said inclined plane to the ground. Said skid may also be used as a truck for moving boxes into and about a store, by laying it flat, with the rollers underneath, as shown in Fig. 2. The hooks D' then afford convenient means of drawing it. The entire middle part of said skid is open, which makes it light and convenient to handle, while its strength is sufficient to answer all requirements.

What I claim as new, and desire to secure by Letters Patent, is—

A skid consisting of recessed longitudinal bars A A and cross-bars B B, in combination with rollers C, partly let into the recesses of said bars A, and caps D, having hooks D' on the side opposite to said rollers, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ALFRED DAY.

Witnesses:

EDWARD W. WEBB,
SAML. T. HARRIS.