

T. LORING.

COMBINED TRUCK AND SKID.

No. 193,374.

Patented July 24, 1877.

Fig. 1.

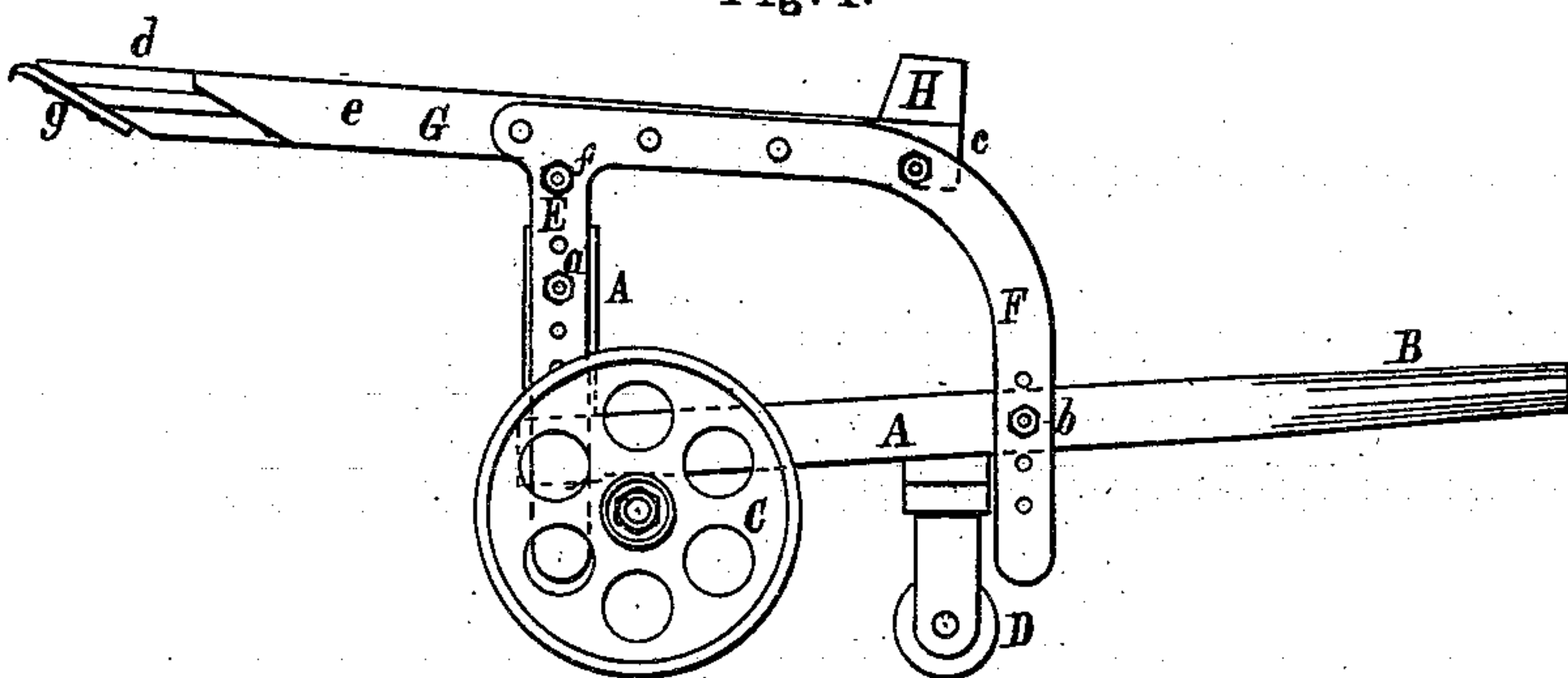


Fig. 2.

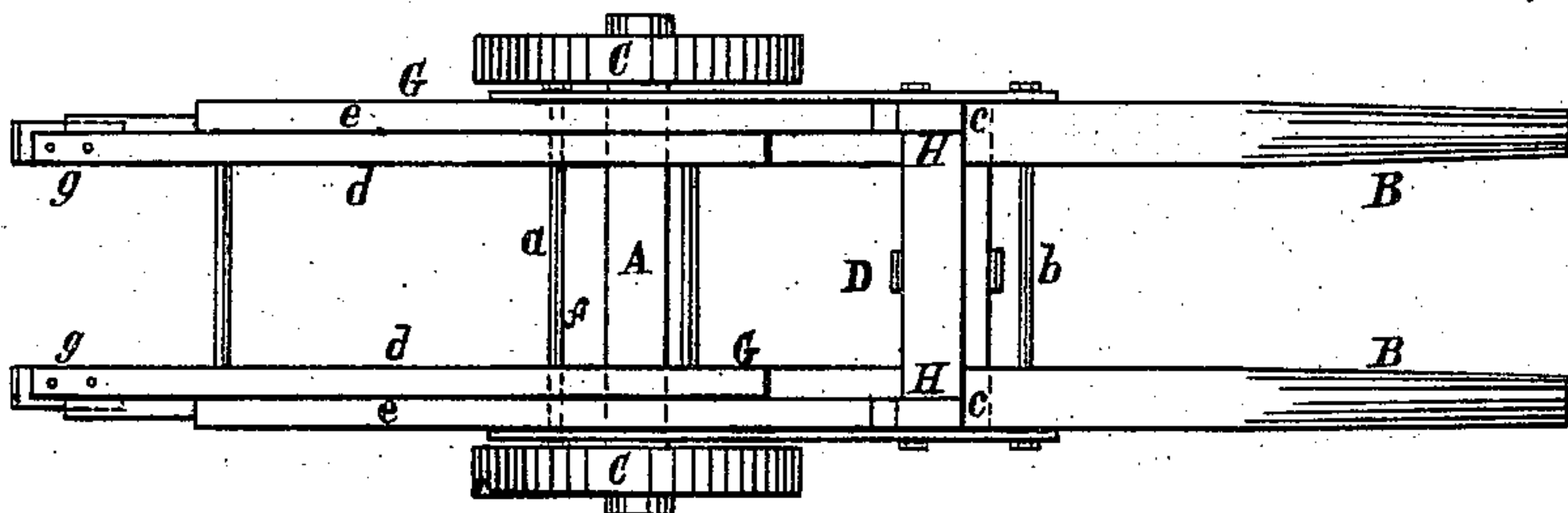


Fig. 3.

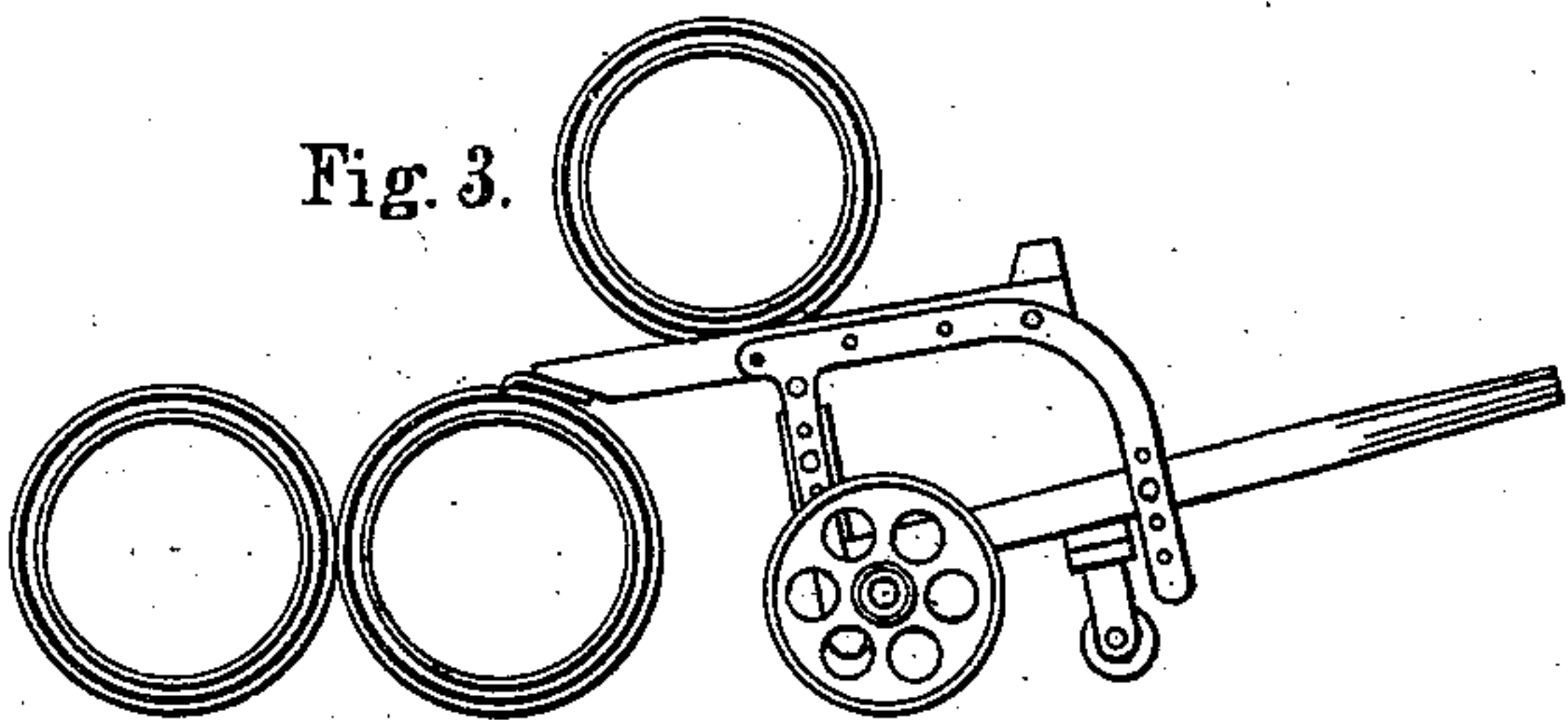
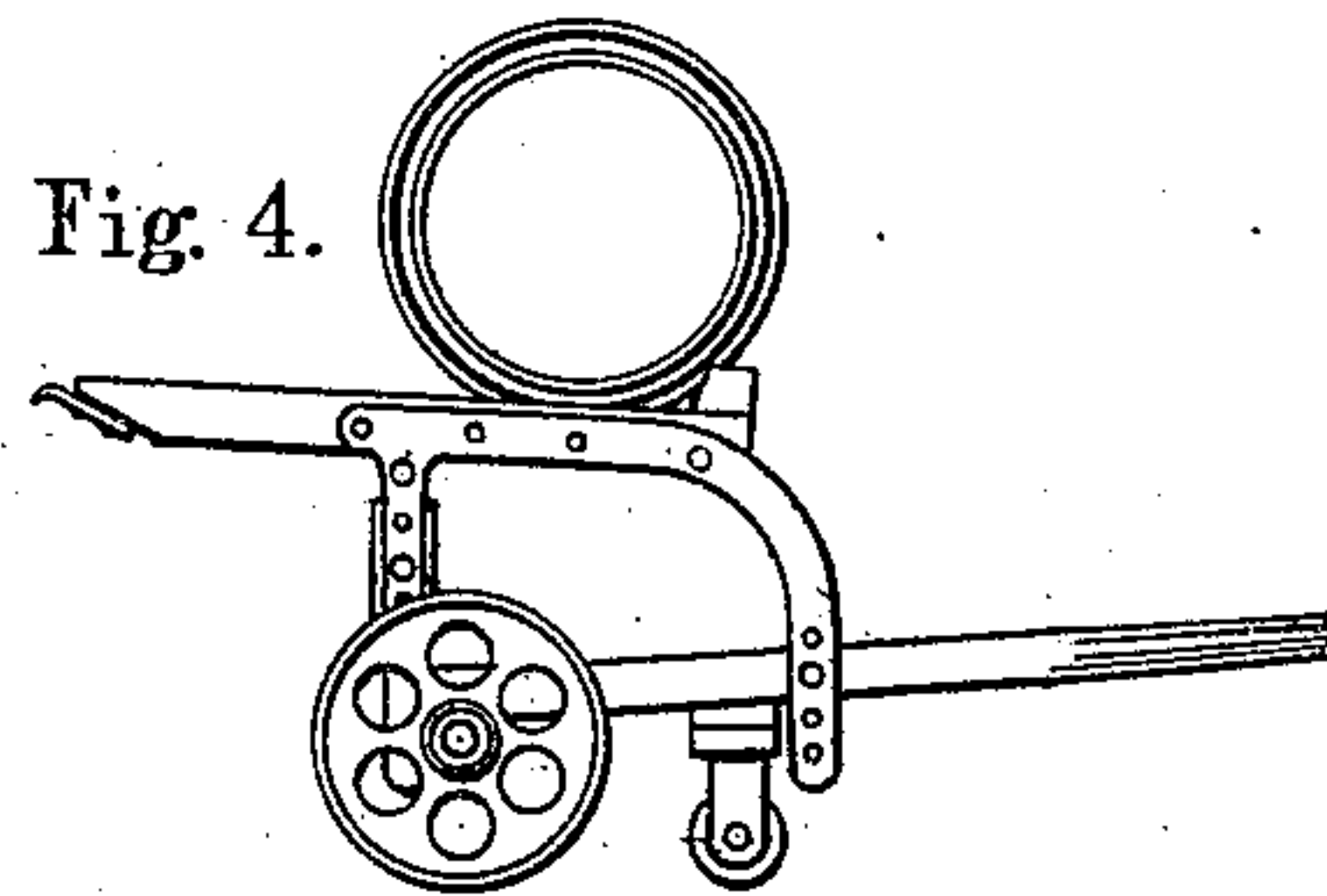


Fig. 4.



Attest:

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UNITED STATES PATENT OFFICE.

THACHER LORING, OF BROOKLINE, MASSACHUSETTS.

IMPROVEMENT IN COMBINED TRUCK AND SKID.

Specification forming part of Letters Patent No. 193,374, dated July 24, 1877; application filed May 31, 1877.

To all whom it may concern :

Be it known that I, THACHER LORING, of Brookline, in the county of Norfolk and State of Massachusetts, have invented a new and useful Improvement in Combined Truck and Skid, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

My invention consists in a truck having a raised and projecting platform or a pair of skids, the whole so constructed as to be adjusted for different heights, inclination, and extension of the platform or skids, the especial purpose of the device being the rapid and economic carrying and piling of hogsheads, barrels, boxes, bales, &c.

In the drawings, Figure 1 shows a side elevation of an apparatus involving my invention, and Fig. 2 a plan view of the same. Figs. 3 and 4 are smaller drawings, illustrating the use of the device.

A, B, and C are the frame, handles, and wheels of a truck, which has also the caster-wheel D. Raised at some distance above the frame of the truck, and held by means of the supports E and F, are the skids G, properly stayed by cross-rods and bars, as shown.

The skids are adjusted at different heights by fastening the supports E and F in a higher or lower position by means of the bolts *a* and *b*. The inclination of the skids at any height may also be changed by raising or lowering the ends *c*, and fixed by bolting the supports F in the position required.

One or more stops, H, are placed at the ends *c*, for the hogshead, barrel, &c., to rest against as it rolls down the incline plane of the skids.

The skids G are made in two parts, so that the one part, *d*, may slide on or within the other, *e*, the object being to lengthen the skids when required.

The parts are held in fixed position, with reference to each other, by the bolt *f*. On the outer ends, *g*, of the part *d* are the hooked projections or hold-fasts *g*, to hold firmly on the article on which this end of the skids may rest.

The utility and great economy in the use of my invention will appear when the work is considered for which it is especially adapted

and has been invented. It commonly happens that where hogsheads and barrels are stored they must be piled two or more tiers high. The same being full much labor has been required to raise them to or from the second and higher tiers, and especially is it expensive to so pile full hogsheads. They are generally taken from off an elevator, which has raised them to the floor where they are to be stored, then rolled to the place of piling, when the labor of piling commences.

Now, in the use of my invention the platform or skids are set at the height and inclination on the truck required for any one tier, and fixed firmly by the bolts *a* and *b*. The hogshead, &c., are then transferred directly to the raised platform or skids from the elevator, the latter thus doing all the lifting. The truck is then wheeled to the place of piling, and tipped by raising the handles B, so that the ends *g* of the skids will rest on one of the lower tier already piled, and thereupon the hogshead or other article will roll or slide into its place, as illustrated in Figs. 3 and 4. The inclination of skids G is so adjusted, and the stops H so placed, that the tipping will require but little power.

The sharp projections or hold-fasts *g* will prevent the truck from running backward, and do away with the necessity of delay in triggling the wheels.

The adjustment of height and length of skids adapt the device for piling large or small articles, as well as for tiers of different heights.

I claim as my invention—

1. The combination of the truck A B C, raised platform or skids G, having the stops H, and projections or hold-fasts *g*, substantially as and for the purpose hereinbefore set forth.

2. The combination of the truck A B C, skids G, having the stops H and hold-fasts *g*, and being adjustable by means of the supports E and F as to height and inclination, and as to length by having one part, *d*, thereof slide on or within the other, *e*, substantially as hereinbefore described.

THACHER LORING.

Witnesses:

HENRY WELLER BRICHER,
EDW. DUMMER.