No. 892,621. PATENTED JULY 7, 1908.

J. B. RATLIFF.

WAGON SKID HOLDER.

APPLICATION FILED SEPT. 17, 1907.

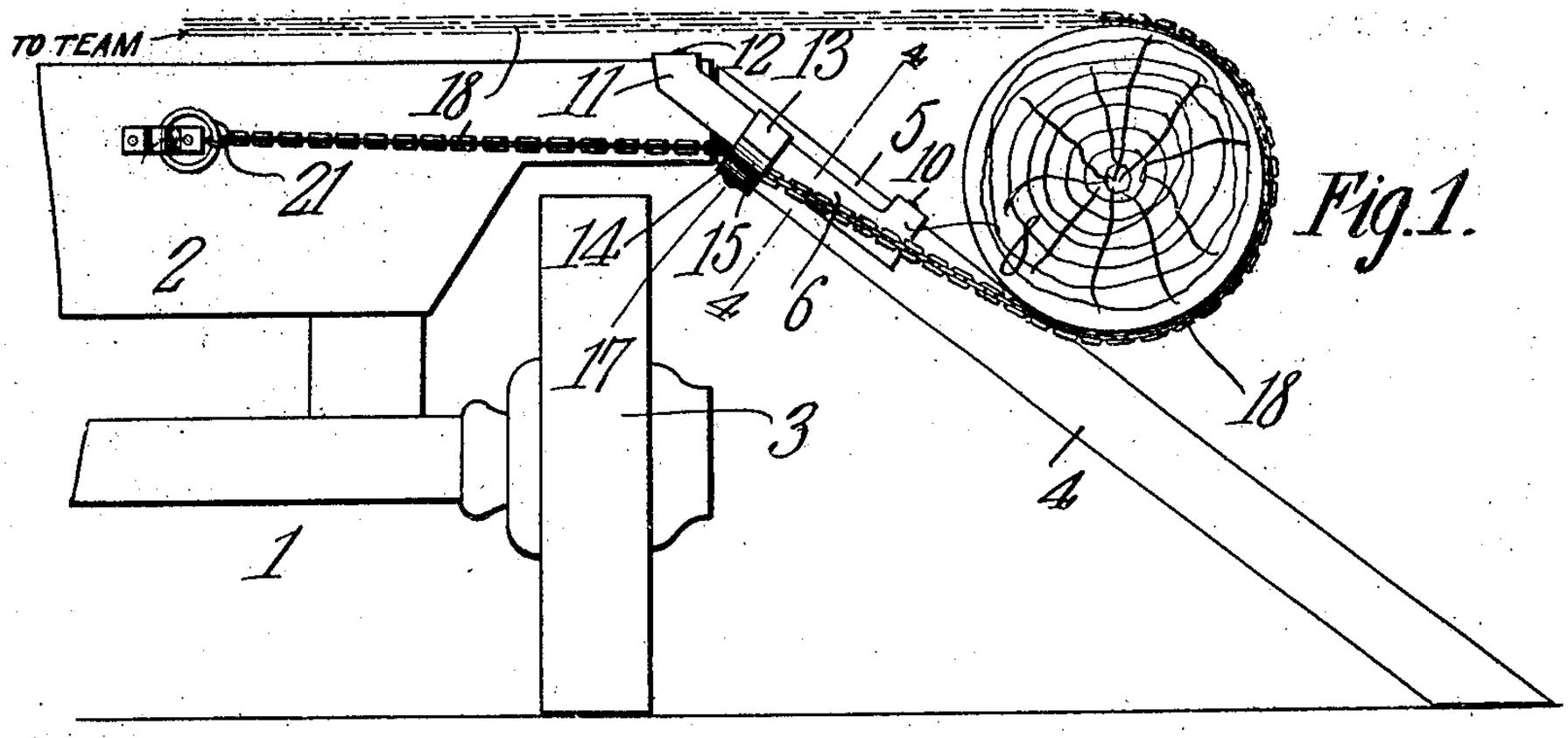

Fig. 1.

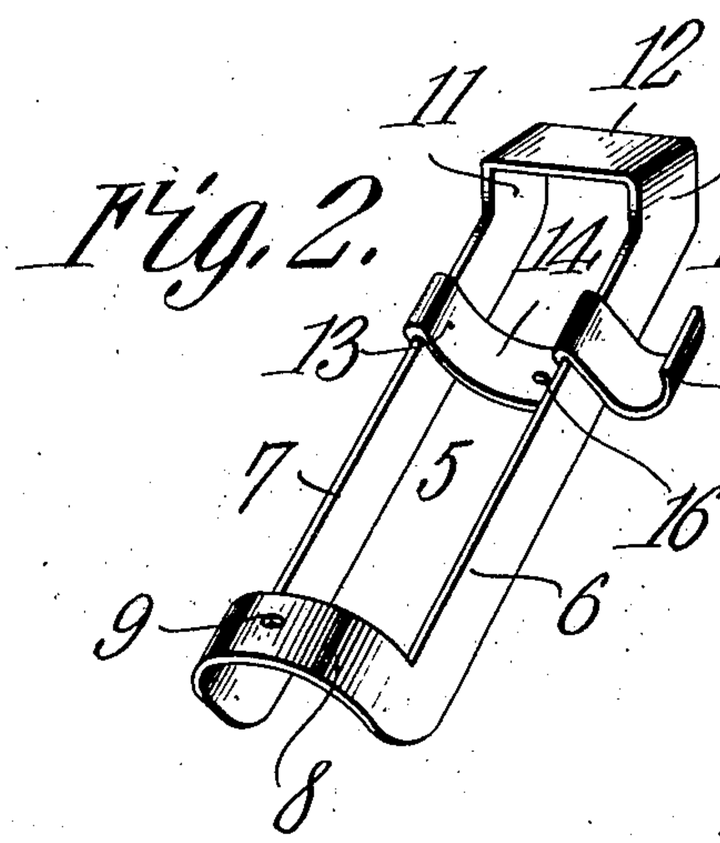

Fig. 2.

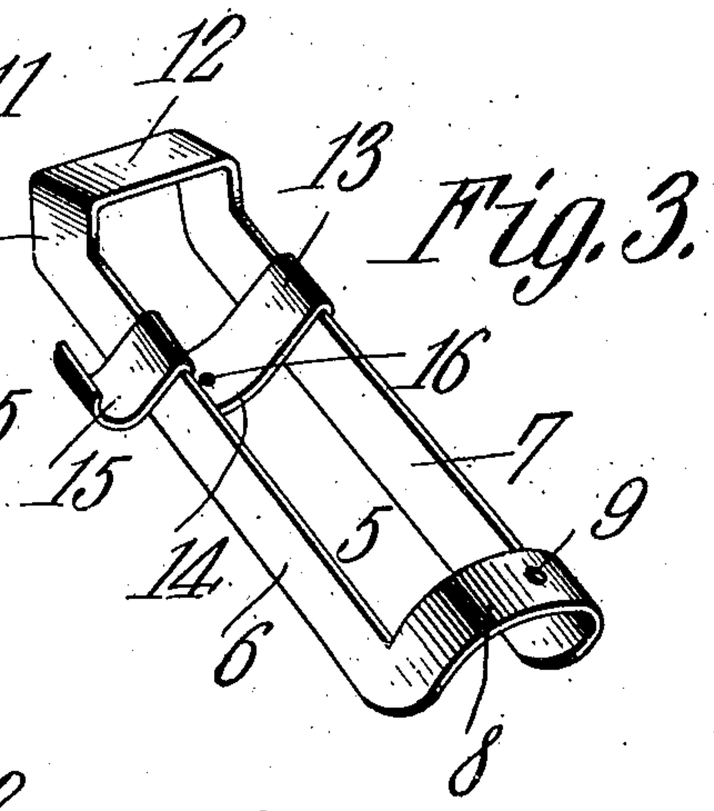

Fig. 3.

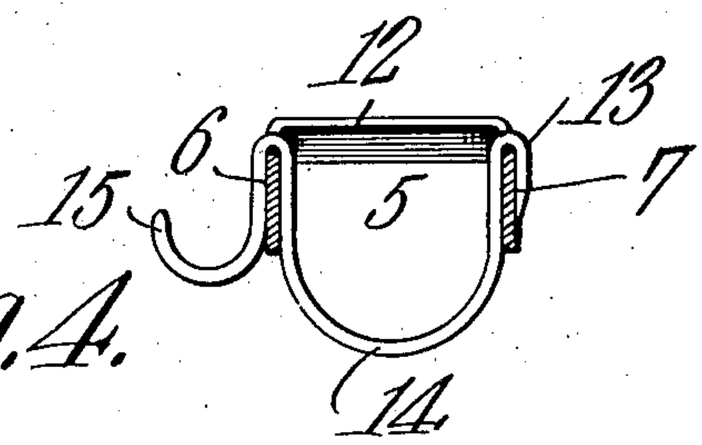

Fig. 4.

Witnesses

E. F. Adams

H. D. Hollingsworth

John B. Ratliff, Inventor.

By C. A. Snow & Co.

Attorneys

UNITED STATES PATENT OFFICE.

JOHN B. RATLIFF, OF DREW, MISSISSIPPI.

WAGON-SKID HOLDER.

No. 892,621. Specification of Letters Patent. Patented July 7, 1908.

Application filed September 17, 1907. Serial No. 393,263.

To all whom it may concern:

Be it known that I, JOHN B. RATLIFF, a citizen of the United States, residing at Drew, in the county of Sunflower and State of Mississippi, have invented a new and useful Wagon-Skid Holder, of which the following is a specification.

This invention relates to a device for holding skids in place against wagon bolsters or the body to prevent their displacement while loading the vehicle.

The object of the invention is to construct a metal frame of such size, shape and strength as will hold an attached skid close to the vehicle so that articles may be loaded thereon. The upper end of the metal frame projects beyond the skid to form a support which rests firmly on the wagon, and to means in connection with the skids for loading logs on the wagon, the power being derived from horses or other means.

This invention is designed particularly for log wagons, where skids are placed against the bolsters and logs rolled up the skid onto the wagon bolsters, or beams projecting from them.

In the accompanying drawing:—Figure 1 is an end view of one side of a log wagon with a skid in place and supported by the improved device. Figs. 2 and 3 are perspective views of two skid holders one having a hook on one side and the hook of the other oppositely placed. Fig. 4 is a cross section on the line 4—4 Fig. 1 of the skid holder.

Similar numerals of reference are used on all the figures to represent the same parts.

The numeral 1 indicates a log wagon of a simple ordinary type, having bolsters 2 fixed above the axles and projecting over the wheels 3 as usual.

A pair of skids 4 extend from the ground to the ends of bolsters 2 at an easy angle, the skids forming a track or way for raising logs from the ground to the wagon. To retain the skids in position against the bolster, strong metal frames 5 are constructed in which the upper ends of the skids are placed and held there by suitable means.

Each frame 5 comprises two parallel side strips 6 and 7 which rest against the sides of the skid with their lower ends turning upwardly to join and form an arch 8 curving over the skid. An opening 9 is made in the top of the arch to receive a nail or fastening screw 10. The opposite or upper end of the frame, as before stated, extends beyond the end of the skid almost to the top of the bolster, when in place, where it is bent vertically at 11 and the two sides joined by a flat plate 12 which overlies and rests upon the end of the bolster 2.

Where the under side of the skid, the end of which is cut at an angle to fit closely against the bolster, meets the lower end of said bolster, a strap 13 is secured to the frame 5 and stands perpendicular to it. Between the inner sides of the strips 6 and 7 the strap 13 is of approximately semicircular form as at 14 below the bottom edges of said strips, their ends being bent over the top edges of the frame 5, clamping them tightly thereto and fastened by screws, rivets or other means. One end of the strap is curved outwardly to form a hook or other support 15 for a purpose hereinafter described. Through the bottom of the curved portion 14 of the strap is a small hole 16 designed to receive a nail or screw 17 to assist in retaining the frame on the skid.

A chain 18 of suitable length is securely connected to each bolster of the vehicle, by any sure means such for instance as that shown in the drawing, which consists of a ring 20, fast to the one end of said chain and swingingly attached to the vehicle by a holder 21. The chains 18 pass from their holders 21, each over the hook 15 on the outer side of its respective metal skid frame to the ground. If a log be now brought to the feet of the skids, the chains having been so placed that the log will roll over them, the chains will be carried around the outside of the log, over the wagon and each chain hitched to a team of horses or other draft animals, or to other draft means. The chains are now drawn, causing the log to roll up the skids onto the wagon, which may be provided with means for preventing the log rolling off the opposite side.

The portions 8 and 14 of the frame 5 are here described and shown as curved, but if desired they may be of other form, such as rectangular, when a skid of other shape is employed.

Further description of the invention is not deemed necessary, but attention is called to the fact that skids are used in pairs and for this reason the frames are made in pairs to bring the hook on the outside in each case so that the chain can be more readily placed within or removed from said hook.

It will be noted by referring to Fig. 1 that

the weight of the skid is received by the strap 13 which in turn pulls downward on the arms 6 and 7, thereby causing the arch 8 to press downward on the skid in proportion to the pressure exerted thereby upon the strap 13. It will be apparent therefore that the greater the load carried by the skid the more binding will be the action of the same upon the frame 5.

Having thus described the invention what is claimed is:—

1. A skid holder comprising a frame having end portions disposed to extend over a support and a skid respectively, and an intermediate device carried by the frame and disposed to extend under and support a skid, one of said end portions being disposed to bind upon the skid thereunder in proportion to the pressure exerted by the skid upon the intermediate device.

2. A wagon skid holder comprising a frame adapted to embrace one end of a skid and having a projection on one side, and a flexible draft connection attached to the vehicle, passing over said projection and extending along the skid to the ground.

3. A wagon skid holder comprising a frame adapted to embrace one end of a skid and extending beyond said end, a hook outstanding from one side of said frame, and a flexible draft connection adapted to be attached in fixed position and extending over said hook to the ground.

4. A wagon skid holder comprising a frame formed of two parallel side strips turned up at one end and forming a curved rest for a skid and having an opening therein, the opposite ends also turned up and connected by a flat plate and a strap midway between the ends forming a loop below said strips their ends turned over the strips and one of them formed into a hook.

5. The combination with a vehicle and a skid; of a holder comprising a frame having one end portion disposed to straddle the skid and its other end portion disposed to engage the vehicle, and means upon the frame and between the ends thereof for extending under and supporting the skid, and an outstanding guide upon the frame for the reception of flexible hoisting means.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JOHN B. RATLIFF.

Witnesses:
D. H. CROWDER,
FRED GRITTMANN.