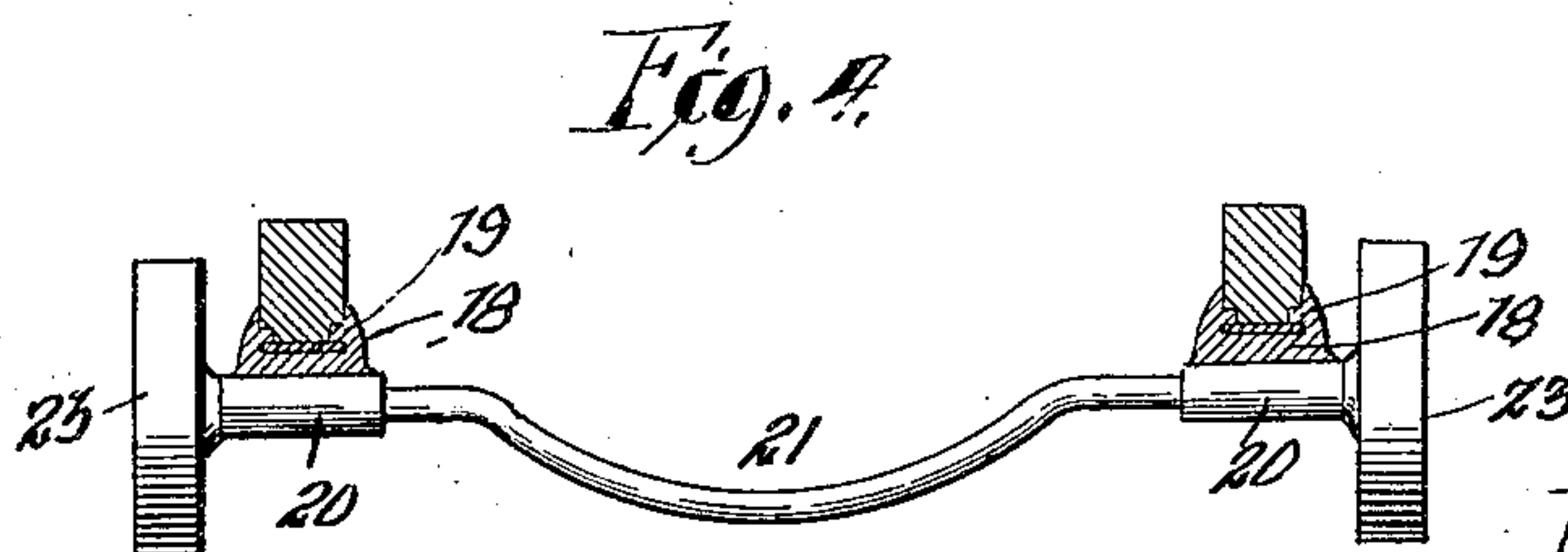
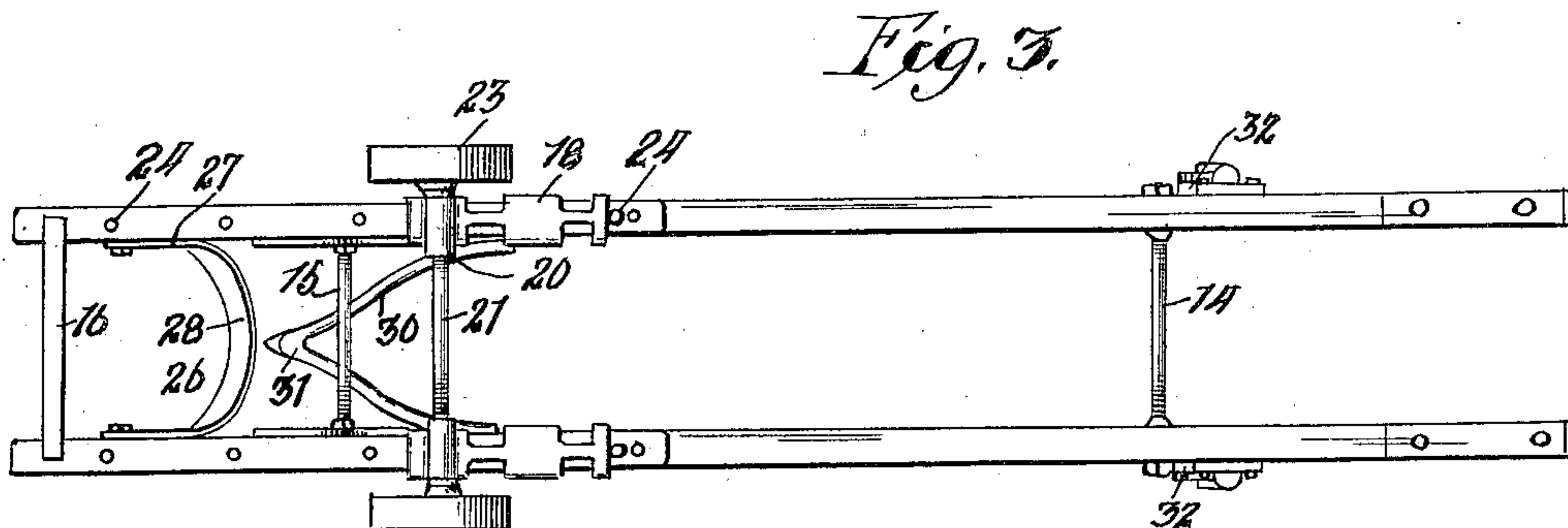
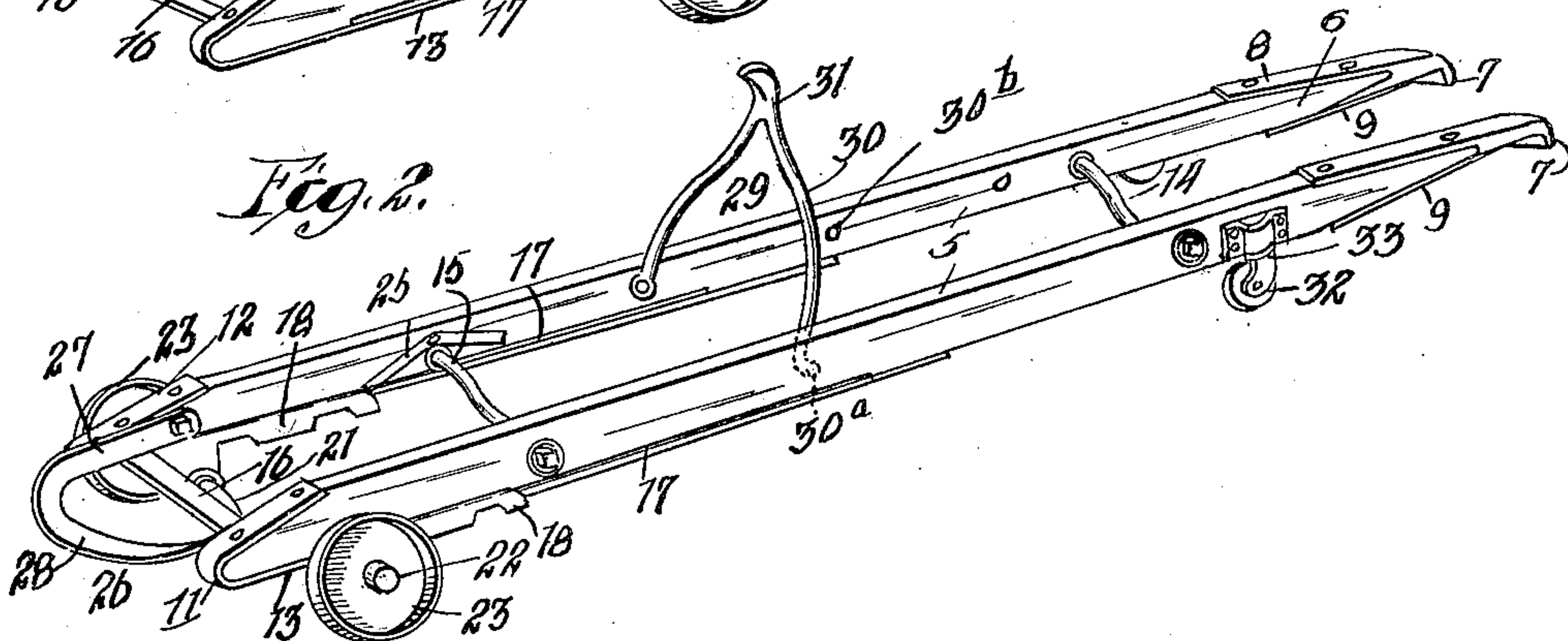
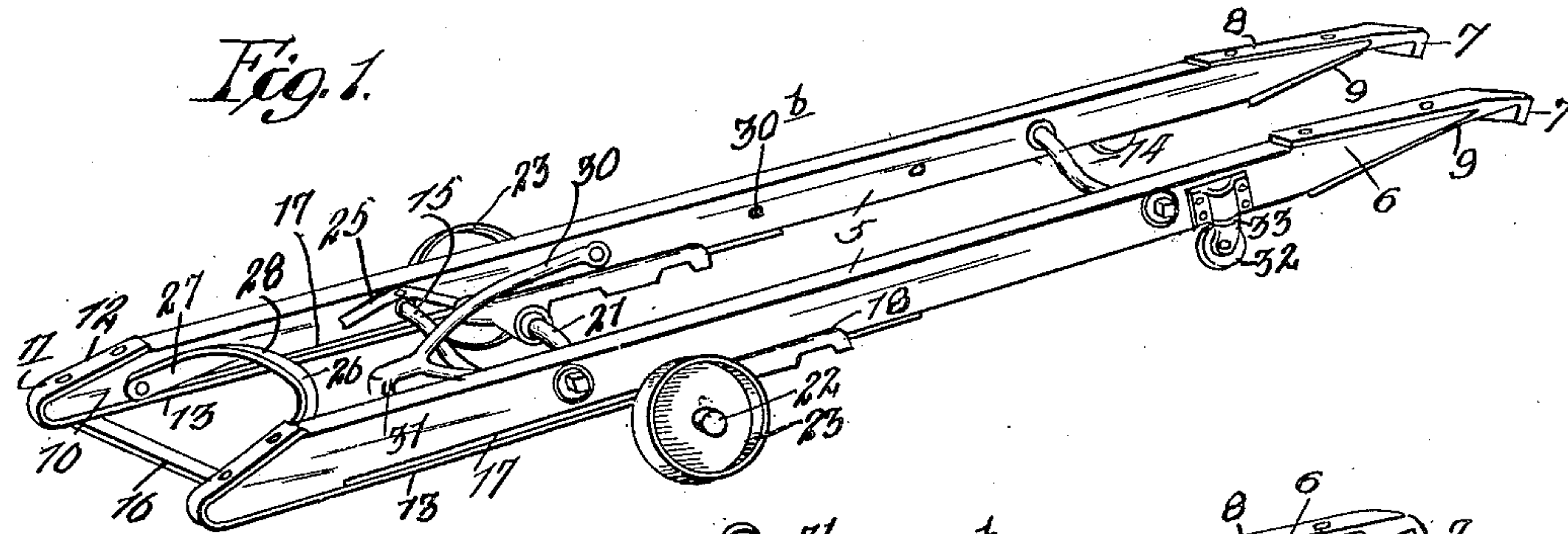


R. M. PEARCE.
COMBINED SKID AND TRUCK.
APPLICATION FILED OCT. 6, 1908.

922,029.

Patented May 18, 1909.



Witnesses:
J. P. Bond

Perceon W. Banning

Inventor:
Robert M. Pearce
By *Banning & Banning*
Attys.

UNITED STATES PATENT OFFICE.

ROBERT M. PEARCE, OF ROCK ISLAND, ILLINOIS, ASSIGNOR OF ONE-HALF TO FREDERICK W. YOUNG, OF ROCK ISLAND, ILLINOIS.

COMBINED SKID AND TRUCK.

No. 922,029.

Specification of Letters Patent.

Patented May 18, 1909.

Application filed October 6, 1908. Serial No. 456,463.

To all whom it may concern:

Be it known that I, ROBERT M. PEARCE, a citizen of the United States, residing at Rock Island, in the county of Rock Island and State of Illinois, have invented certain new and useful Improvements in Combined Skids and Trucks, of which the following is a specification.

This invention relates to a structure or device in the form of a skid which, by simple readjustment of the parts can be transformed into a truck; thereby embodying in a single structure the functions of two devices which are ordinarily used in conjunction with one another. Those portions of the device which are intended exclusively to perform their functions when the device is adjusted as a truck, are so positioned and located that they may be turned back so as not to interfere with the passage of barrels or bales along the structure when being used as a skid.

The invention consists of the features of construction and combination of parts hereinafter described and claimed.

In the drawings Figure 1 is a perspective view showing the device in form to serve as a skid; Fig. 2 a similar view showing the parts in position to transform the device into a truck; Fig. 3 a bottom plan view of the device adjusted as a skid; and Fig. 4 a cross sectional elevation showing the formation of the roller shaft and guideways.

The structure comprises side rails 5 which are preferably formed of wood and are of the necessary length to serve as a skid under proper conditions. The side rails are tapered at their upper ends 6, and each of such tapered ends has secured thereto a hook 7 adapted to engage with the tail board of a wagon, which hooks are provided with forwardly extending upper and lower shank plates 8 and 9 respectively, which diverge from one another to a suitable degree to embrace the tapered ends of the rails. This arrangement serves to reinforce the rails at their tapered ends. The front ends 10 of the rails are beveled or inclined as shown, and are sheathed and protected by strap iron sections 11 bent or hooked to conform to the configuration of the ends of the rails, and comprising upper end sections 12 inclined to conform with the incline of the

end of the rail, and straight rearwardly extending lower sections 13 which rest upon and are secured to the under faces of the side rails. The side rails are connected together by an upper cross brace 14, and a lower cross brace 15, both of downwardly bowed formation, which cross braces are supplemented by a cross bar 16 which extends across the structure near the lower end thereof and is secured to the under faces of the parallel side rails. The portions of the structure hitherto described constitute a complete skid which skid structure serves as a support for the several elements and devices which are required to transform the skid into a truck.

Each of the side rails has formed in its lower, inner and outer edges a groove or channel 17, which channels, in conjunction with the lower sections 13 of the reinforcing strap, form guideways for a slidably mounted pair of slide plates 18, each of which is provided with inwardly extending fingers 19 which enter the guideways and permit the slide plates to be moved back and forth along the rails to different positions of adjustment. Each of the slide plates has formed on its under side, at its forward end, a socket sleeve 20, through which socket sleeves is entered a bowed shaft 21, the ends 22 of which project outwardly beyond the socket sleeves and have journaled thereon a pair of wheels 23. At opposite ends of the guideways are a pair of stops 24 which serve to limit the movement of the slide plates. When the slide plates are moved to their lowermost position, as shown in Fig. 2, the wheels will be brought into position to enable the device to serve as a truck, and when moved back to their rearmost position the wheels will be lifted above the ground level to permit the device to be used as a skid. In order to maintain the wheels in either of these positions of adjustment a pair of double-ended dogs 25 are provided, which are pivoted to the inner faces of the side rails in suitable position to engage either end of the slide plates. In other words, when the slide plates are moved to their forward or advanced position the rear ends of the slide plates will be engaged by the forward ends of the dogs, as shown in Fig. 2; and when the slide plates are moved to their rearmost position the

rear ends of the dogs will engage the forward ends of the slide plates, as shown in Fig. 1. The dogs are of elbow shape and are so pivoted that either end can be raised or lowered to engage the slide plates, and the ends of the dogs are of slightly concave formation to better adapt them for such engagement.

At the lower or forward end of the device is an end scoop 26 comprising side arms 27 which are pivoted to the inner faces of the side rails, which arms are connected by means of a bowed cross piece 28, giving to the end scoop a formation similar to that usually found in trucks. At the rear of the end scoop is a bracket 29 of inverted Y shape and having side arms 30 which terminate in trunnions 30^a which are adapted to be sprung into a selected pair of a series of holes 30^b formed in the inner faces of the side rails, thereby permitting adjustment of the bracket. The bracket is provided with a hooked head 31 adapted to engage the chime of a barrel. Near the rear ends of the side rails are located a pair of casters 32 which, as shown, are rotatably mounted in a pair of sockets 33, which are secured to the under edges of the side rails.

When it is desired or necessary to use the structure as a skid the end scoop is thrown back in the position shown in Fig. 1, in which position it lies below the level of the side rails so that it will afford no interference to the passage of a barrel or other package over the skid. In like manner the Y shaped bracket is thrown down into the position shown in Fig. 1 until it rests upon the cross brace 15, in which position it lies below the line of travel over the skid. The wheels are drawn back toward the center of the structure and are held in retracted position by means of the dogs 25 which engage the slide plates after they have been moved to their retracted position. Thus adjusted, the device may be successfully used as a skid without interference from those portions of the device intended to adapt it for use as a truck.

When it is desired to use the device as a truck the end scoop is thrown down into its forwardly projecting position, as shown in Fig. 2, in which position it rests upon and is supported by the cross bar 16 and forwardly projects between the ends of the side rails occupying the position usually occupied by an end scoop in trucks of the ordinary character. In like manner the wheels are run forward to the extent of their travel by lifting the dogs 25 out of engagement with the slide plates and sliding the shaft forward along the guideways. After thus adjusting the shaft the dogs can be dropped to engage the opposite ends of the slide plates and the wheels thus maintained in position to enable the device to be used as

a truck. With the Y bracket thrown back into the position shown in Fig. 2, a barrel or similar object is capable of being easily transported upon the structure which is adjusted for use as a truck. It will thus be seen that the device is readily adjustable to serve, either as a truck or a skid and that in either capacity the device is adapted to perform its functions equally as well as trucks and skids intended to perform but a single function.

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

1. In a combined truck and skid, the combination of side rails provided with guideways on their under sides, a cross shaft slidably mounted with respect to the guideways, wheels pivoted to the shaft, and double-ended dogs for holding the shaft in different positions of adjustment, substantially as described.

2. In a combined truck and skid, the combination of side rails provided with guideways on their under side, slide plates slidably mounted within the guideways, a cross shaft carried by the slide plates, wheels pivoted to the ends of the shaft, and double-ended dogs adapted to engage either end of the slide plates when the latter are in different positions of adjustment for holding the shaft in different positions of adjustment, substantially as described.

3. In a combined truck and skid, the combination of side rails provided with guideways on their under side, slide plates slidably mounted within the guideways, a cross shaft carried by the slide plates, wheels pivoted to the ends of the shaft, means for holding the shaft in different positions of adjustment, and an inverted Y bracket pivoted to the side rails and provided with a hook adapted when raised to engage the chime of a barrel, and adapted when lowered to lie below the upper surface of the side rails, substantially as described.

4. In a combined truck and skid, the combination of side rails provided on their under side with guideways, slide plates slidably mounted in the guideways, a cross shaft carried by the slide plates, wheels pivoted to the ends of the shaft, pivoted dogs adapted to engage the ends of the slide plates for holding the same in different positions of adjustment, and an end scoop secured to the side rails and adapted to be turned back to lie below the plane of the upper surface of the side rails, substantially as described.

5. In a combined truck and skid, the combination of side rails provided on their under side with guideways, slide plates slidably mounted in the guideways, a cross shaft carried by the slide plates, wheels pivoted to the ends of the shaft, pivoted dogs adapted to engage the ends of the slide plates for holding the same in different positions of

adjustment, an end scoop secured to the side rails and adapted to be turned back to lie below the plane of the upper surface of the side rails, and an inverted Y bracket pivoted
5 to the side rails and provided in its head end with a hook adapted when raised to engage the chime of a barrel and adapted when low-

ered to lie below the upper surface of the side rails, substantially as described.

ROBERT M. PEARCE.

Witnesses:

HARRY WULLENWABER,
E. GRAHAM.