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S. M. CHASE.  
DECK FOR TRUCKS.  
APPLICATION FILED MAY 26, 1910.

Patented Apr. 18, 1911.

2 SHEETS—SHEET 1.

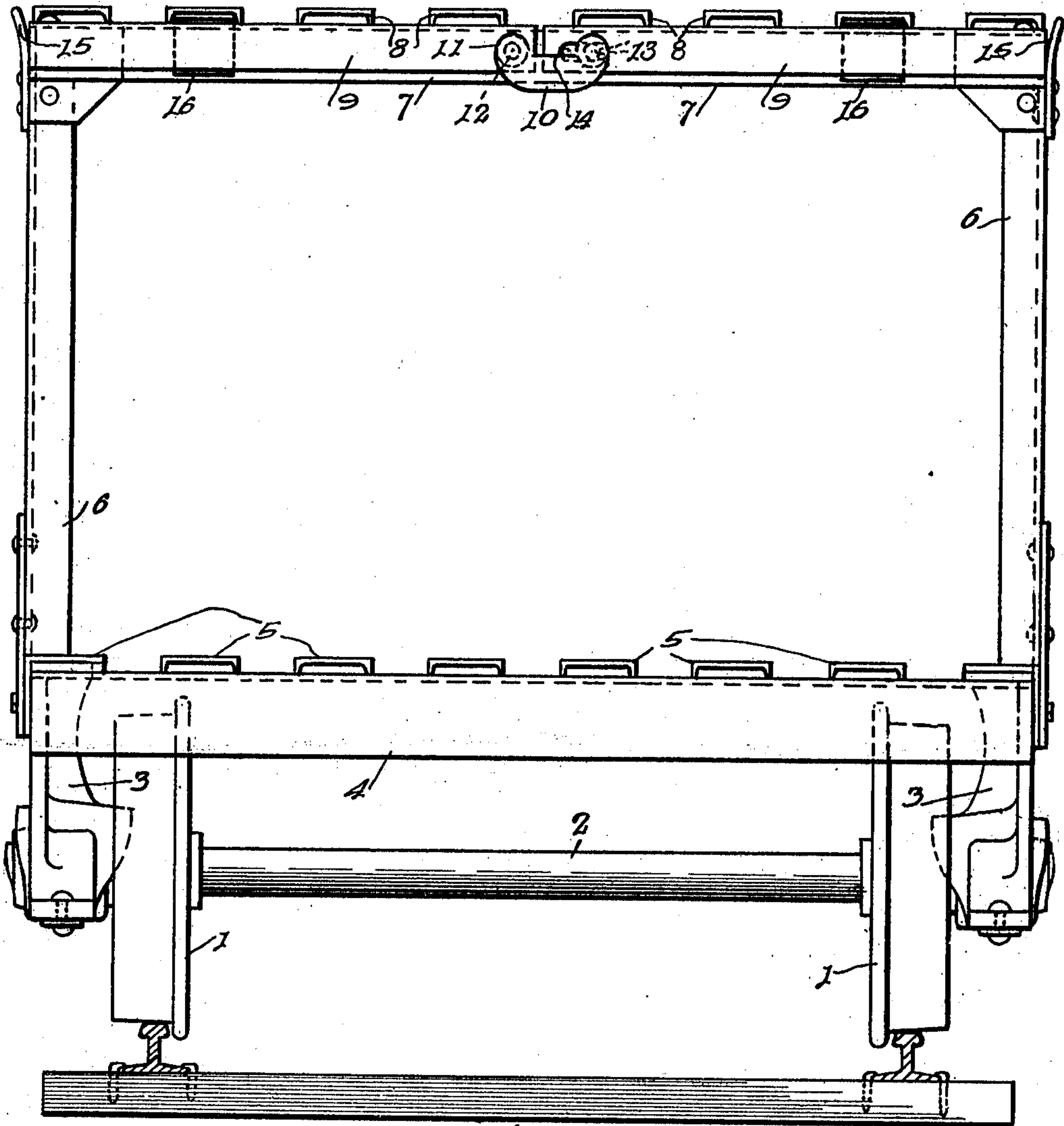


Fig. 1.

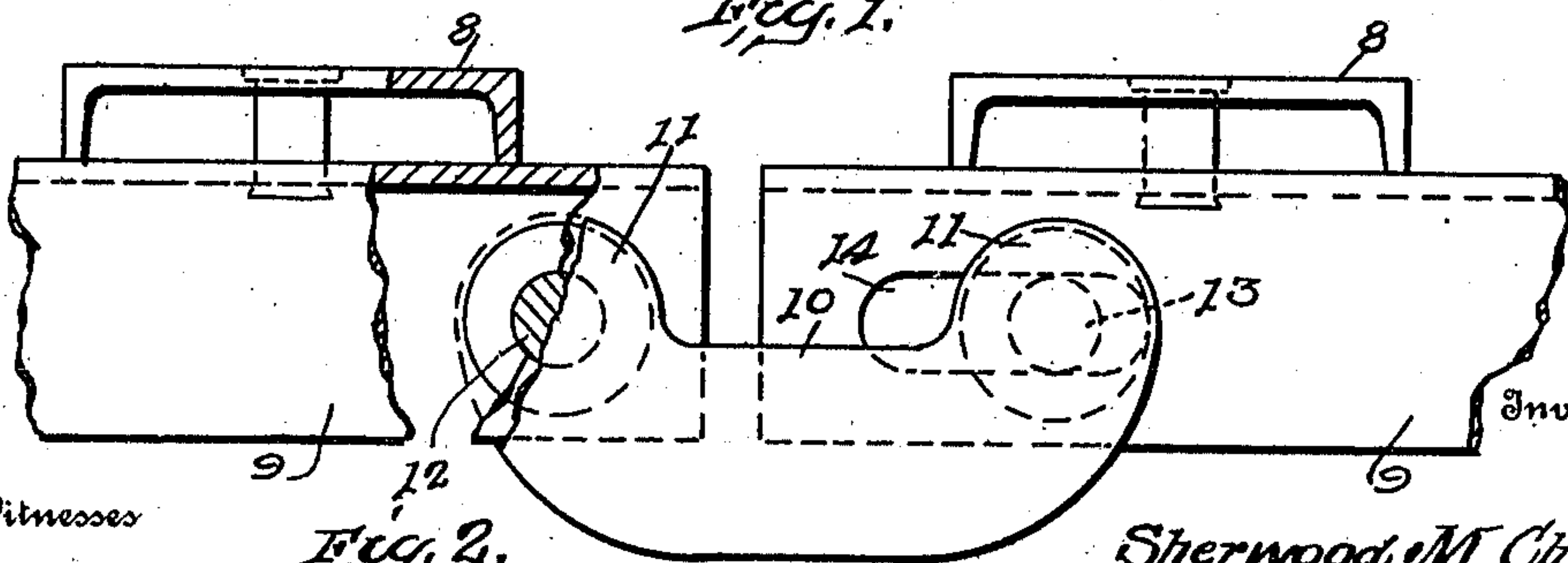


Fig. 2.

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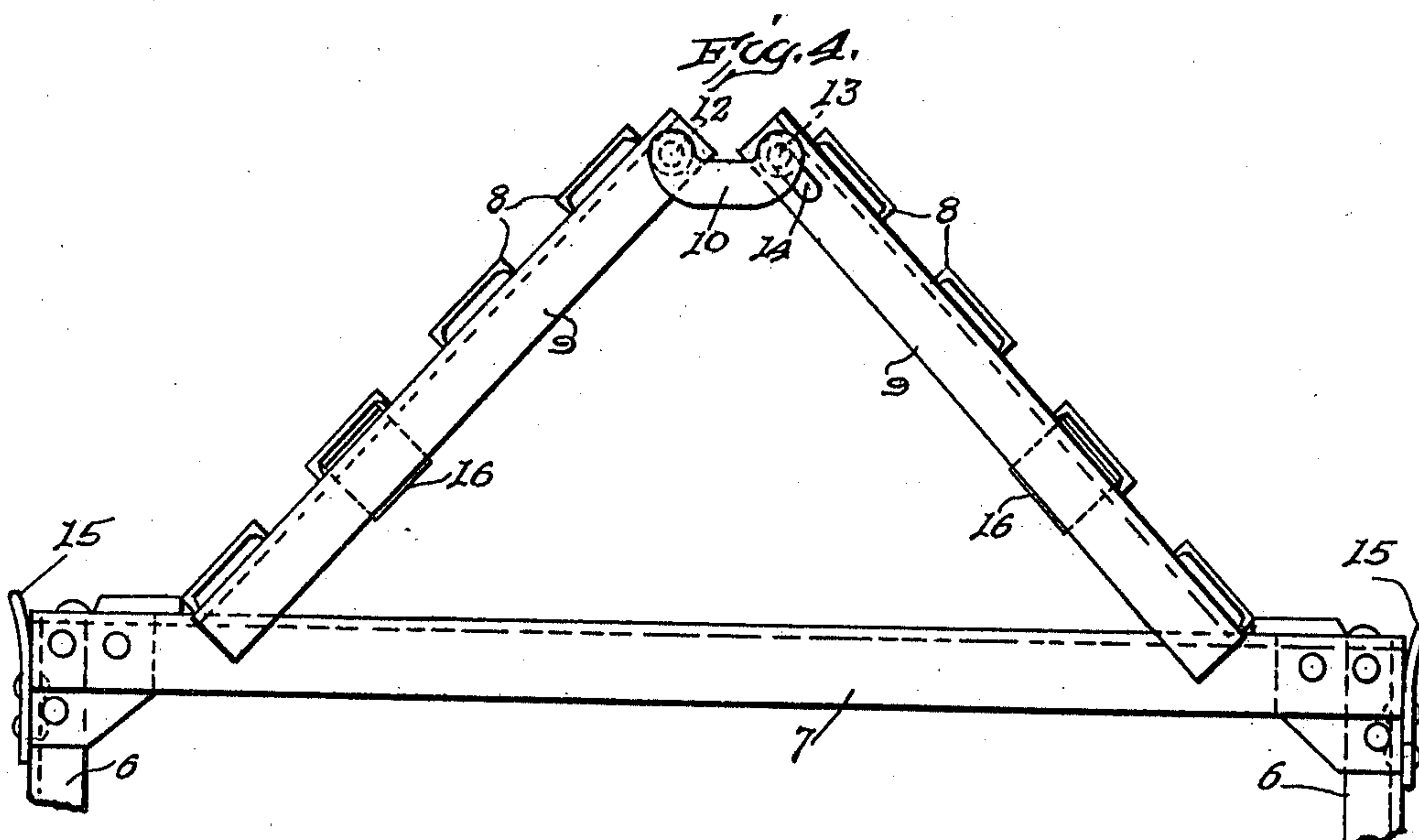
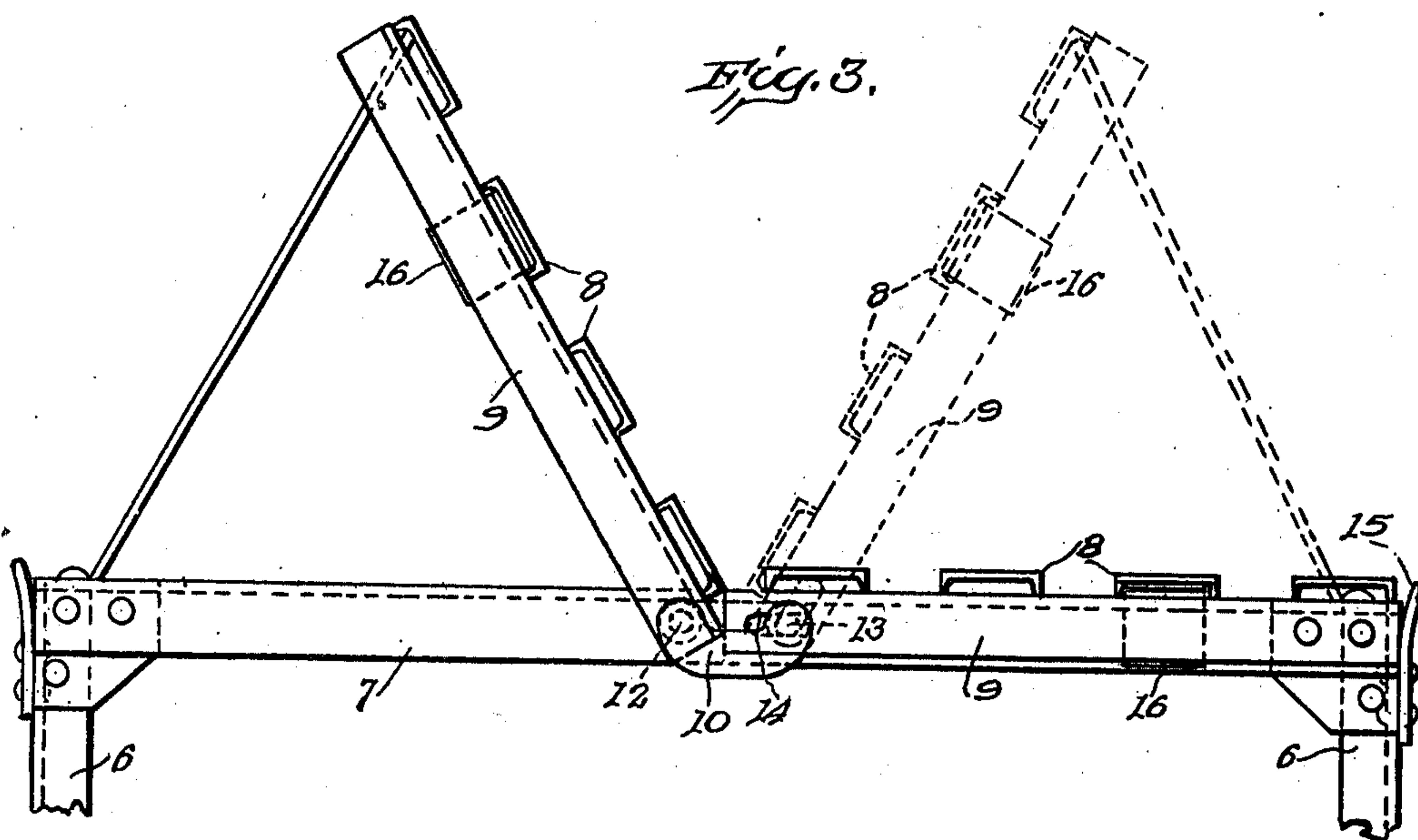
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2 SHEETS-SHEET 2.



Inventor

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Witnesses

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# UNITED STATES PATENT OFFICE.

SHERWOOD M. CHASE, OF COLUMBUS, OHIO, ASSIGNOR TO THE CHASE FOUNDRY AND MANUFACTURING COMPANY, OF COLUMBUS, OHIO, A CORPORATION OF OHIO.

## DECK FOR TRUCKS.

990,110.

Specification of Letters Patent.

Patented Apr. 18, 1911.

Application filed May 26, 1910. Serial No. 563,585.

*To all whom it may concern:*

Be it known that I, SHERWOOD M. CHASE, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Decks for Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to decks for trucks and is designed more particularly for use as the upper deck of a brick truck, but is capable of use with trucks of various kinds.

15 The object of the invention is to provide a deck comprising a plurality of sections, each of which may be supported in different positions relative to the other sections thereof and relative to the supporting member of the truck, thereby enabling the sections of the truck to be supported in such a position, or positions, that they will not interfere with the workmen in loading and unloading the lower deck of the truck.

25 It is also an object of the invention to provide a hinge for connecting the adjacent edges of the sections of the deck in such a manner as to permit the sections to be moved into different positions as above described.

30 In the accompanying drawings, Figure 1 is an end elevation of a truck having a deck embodying my invention; Fig. 2 is a detail view, partly in section, showing the hinge by means of which the deck sections are connected; Fig. 3 is an end elevation of a portion of the truck showing one section of the deck elevated; and Fig. 4 is a similar view showing the adjacent portions of two sections of the deck elevated.

35 In these drawings I have illustrated one embodiment of my invention and have shown the same as applied to a truck comprising track wheels 1 mounted on an axle 2, the outer ends or journal portions of which are mounted in bearings carried by brackets 3, upon which is mounted the lower deck of the truck which comprises a main frame 4, preferably rectangular in shape and having an upper or supporting surface of longitudinally arranged strips 5 spaced some distance apart and secured to the frame 4. Standards 6 extend upward from the lower deck 4 and are preferably arranged in pairs, the upper ends of the standards of each pair being connected by trans-

verse bars 7, the standards and the transverse connecting bar forming a support for the upper deck. The number of these supports may be determined by the length of the truck, but as each is a duplicate of the other I have here shown but one.

60 Mounted on the transverse members 7 of the support is an upper deck formed in a plurality of sections. In the present instance I have shown the deck as divided longitudinally near its center and comprising but two sections. The deck preferably comprises a series of strips 8 which are here shown as channel irons and these strips are connected one to the other by transverse connecting members 9, to which the strips are rigidly secured. Each of the transverse members 9 is divided near its center into two parts, thus dividing the deck as a whole along a longitudinal line taken centrally thereof.

75 The two sections of the deck are hinged one to the other and are capable of movement relative one to the other and to the supporting members 7 of the truck. In the present instance this hinged connection is formed by means of a hinged plate 10 having its ends upturned, as indicated at 11. One end of the plate 10 is pivotally connected to the adjacent end of one portion of the connecting member 9 by means of a pin 12 and the other end of the plate 10 is provided with a pin 13 which is slidably mounted in a slot 14 formed in the adjacent end of the other portion of the connecting member 9. This hinge permits the two parts of the deck to be folded one upon the other with either the upper or lower surface on the outside, thereby enabling the deck to be readily removed and stored in a small space. Either section of the deck may have its outer edge elevated relatively to the inner edge thereof, as indicated in Fig. 3, or the inner edges of both sections of the deck may be elevated, as indicated in Fig. 4. By elevating the outer edge of one section of the deck, as indicated in full lines in Fig. 3, this section of the deck may be supported in such a position that it will not interfere with the workmen while they are loading the lower deck. If it is desirable to work from both sides of the truck the edges of both sections of the deck may be elevated, as indicated in full and dotted lines in Fig. 3,



or, if desired, one section may be folded upon the other and the folded deck moved to the center or entirely removed from the car, or the two sections of the deck may be disposed relative one to the other in any manner which will facilitate the work. The deck may be retained upon the supporting members when in its extended position in any suitable manner, but, as here shown, the supports have upwardly extending lips arranged near the ends of the transverse members 7 and adapted to engage the sides of the deck and hold the same against lateral displacement. Depending lips rigidly secured to the lower edges of one or more of the strips 8 engage the transverse members 7 and hold the deck against longitudinal displacement.

It will be noted that a deck constructed as above described may be supported in any one of numerous positions, thereby enabling the same to be disposed in such a manner that it will not interfere with the loading and unloading of the lower deck. Further, it will be noted that the construction is a very strong and durable one and that the adjustability of the deck does not involve the use of any complicated or delicate parts which would weaken the construction of the deck.

I wish it to be understood that I do not desire to be limited to the details of construction shown and described, for obvious

modifications will occur to a person skilled in the art.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. In a truck, the combination, with transverse deck-supporting members, of a deck comprising two sections resting on said deck-supporting members and disconnected therefrom, and a combined pivoted and sliding connection between said sections, whereby, said sections may be folded one upon the other or may be moved into positions with their outer edges either above or below the plane of their inner edges.

2. A deck of the character described divided longitudinally to form two sections, one of said sections having slots near one edge thereof, and hinge plates connecting said sections one to the other, each of said hinge plates being pivotally connected to the adjacent edge of one of said sections on a fixed pivot and the other end of each of said plates having a pin slidably mounted in one of the slots formed in the adjacent edge of the other of said sections.

In testimony whereof, I affix my signature in presence of two witnesses.

SHERWOOD M. CHASE.

Witnesses:

CHARLES COON,  
JOHN C. COON.