

D. M. GILLESPIE.
 TRUCK BODY.
 APPLICATION FILED FEB. 8, 1919.

1,320,131.

Patented Oct. 28, 1919.

FIG. 1.

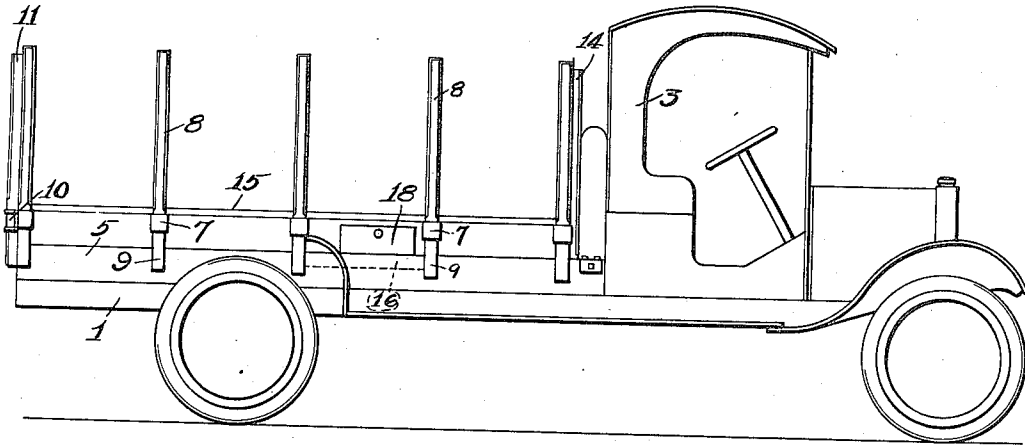


FIG. 2.

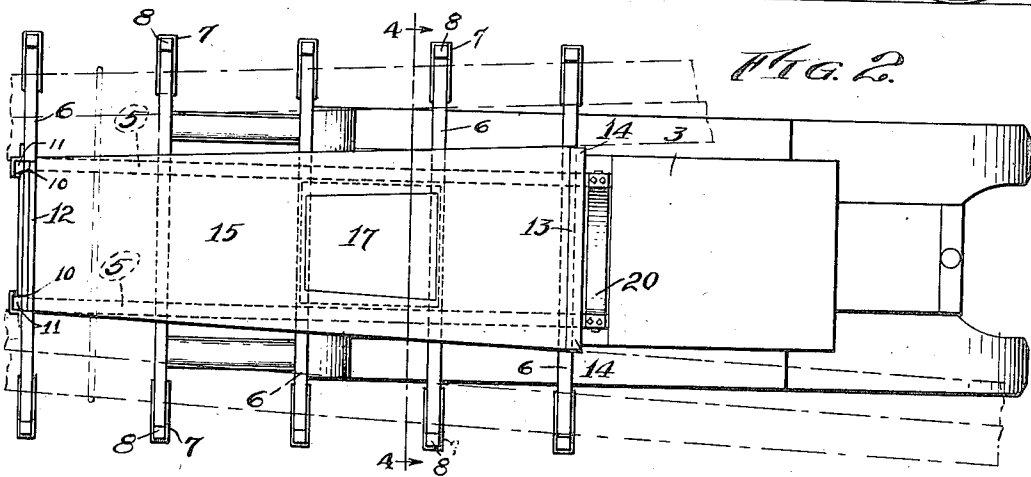


FIG. 3.

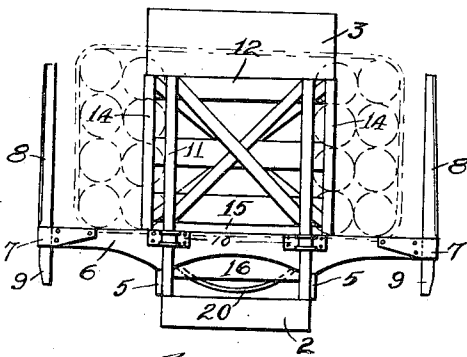
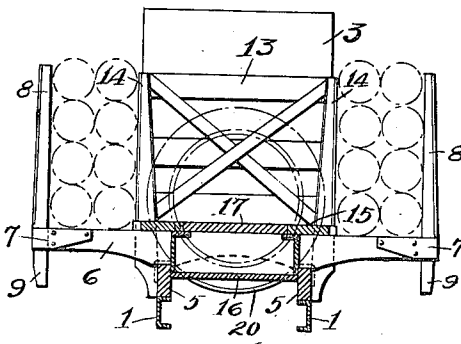


FIG. 4.



INVENTOR,
 DEAN M. GILLESPIE.
 By Hull, Smith, Brock & West
 Att'ys.

UNITED STATES PATENT OFFICE.

DEAN M. GILLESPIE, OF DENVER, COLORADO.

TRUCK-BODY.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, DEAN M. GILLESPIE, a citizen of the United States, residing at Denver, in the county of Denver and State of Colorado, have invented a certain new and useful Improvement in Truck-Bodies, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings.

This invention relates to motor vehicles and especially to the bodies of motor trucks and its main objects are the provision of a body of great lightness which shall be peculiarly adapted for the carrying of long poles, timbers, spars, masts, logs, pipes, casings and the like, while being not incapacitated from handling more general merchandise. The particular objects in view are cheapness of construction, reduction in weight, and convenience in loading and unloading.

In the drawings accompanying and forming part of this application I have shown one embodiment of my invention although it will be understood that the drawing is illustrative only and not limiting upon me since many departures therefrom can be made within the scope of my inventive idea. In these drawings Figure 1 represents a side elevation and Fig. 2 a plan view of a truck and body embodying my improvements; Fig. 3 is a rear end elevation of the body; and Fig. 4 is a sectional view on the line 4-4 of Fig. 2.

My improved body is not limited to use with any one make or construction of truck although for purposes of illustration I have shown a standard type having a chassis frame consisting of longitudinal members 1, 1 and transverse members 2. The truck is also provided with a driver's cab 3, located at a point intermediate of the wheel-base and usually (if not always) having a width at least as great as that of the chassis.

My improved frame comprises longitudinal members 5, 5, at least two in number and preferably resting upon and bolted or clamped to the members 1, 1; together with a plurality of transverse horizontal members or bolsters 6, 6 rigidly connected thereto at spaced points and projecting laterally at each side well beyond the limits of the cab. Each end of each bolster is provided with a stirrup 7 receiving the upright stake 8, which is also preferably extended a short

distance below the stirrup as shown at 9. The rearmost bolster is also provided with additional stirrups 10, 10, for receiving the upright members 11, 11 of a tail-end gate 12. The foremost bolster is located only a short distance from the cab and above the same there is located a head-end gate 13 whose upright members 14, 14 extend laterally a slight distance (such as one inch) beyond the line of the cab. In the present embodiment the head gate is secured by having its uprights 14 bolted both to the members 5 and 6 (see Fig. 4).

The tail gate is made narrower than the head gate so that when a load of long material, such as oil-well casing, masts or pipes, is placed on the truck and chained together, the projecting rearward ends of the same are converged nearly or quite together, depending upon their length. This forms the advantage of increasing the stability of the load, facilitating the maneuvering of the truck by reducing the spread of the load, and preventing the forward ends of the members from interfering with the cab, lights, etc. This load is frequently more than three times the length of the truck's wheel base.

The portion of the bolsters lying between the limits of the two gates is covered with a flooring 15 rigidly secured thereto, and is preferably tapered correspondingly to the width of the gates. The projecting ends of the bolsters are thus left entirely free and long material such as the oil-line pipes shown in dotted lines in the drawing is carried on the bolsters alone beyond the floor boards which facilitates the loading of the same, especially by hand, and renders it easier to apply the chains. The projecting lower ends of the stakes facilitate the attachment of the chains. The extension of the load past the sides of the cab enables the center of gravity of the same to be brought sufficiently forward of the rear axle to avoid upsetting of the truck on going upgrade, while the widest part of the same being in front of the driver and hence in easy view minimizes the danger of collision. This construction also saves several hundred pounds in weight over any other with which I am familiar. Heavy pipes and timbers are unable to mar or demolish the cab because of the gate 13. Of course in carrying only long members the floor 15

is left vacant, but usually there are accompanying bolts, nails, parts, or fittings which can well be carried there.

I have shown and preferably provide a tool box, located beneath the floor and accessible either through a trap door 17 or a side door 18, the latter to be used when the former is obstructed by a load. I have also shown the head gate 13 as spaced from the cab 3 a sufficient distance to receive a spare tire, a concave rack or sling 20 being provided therefor. The tire thus lies inside the space defined by the load.

My improved body does not interfere with the use of mudguards, running boards, and the like adjuncts of safe and pleasant operation, and lends itself readily to the carrying of general merchandise merely by providing the bolster ends with temporary floor and sides.

It will be understood that I do not restrict myself to the particular construction shown and described except as recited in the claims.

Having thus described my invention, what I claim is:—

1. In a body for automobile trucks, a plurality of longitudinal members adapted to be attached to the chassis at the rear of the driver's cab, a plurality of transverse bolsters rigidly attached to said longitudinal members at spaced intervals and projecting laterally beyond the driver's cab, upright stakes rigidly attached to the outer ends of said bolsters, and rigid rectangular end gates carried by the ends of said body and each having a width less than the distance between opposite stakes, the space defined between said stakes and the adjacent margins of the gates being adapted to receive the long material which is to be hauled, the tail-gate being narrower than the head-gate and the head-gate being independent of and wider than said cab.

2. In a body for automobile trucks, a plurality of longitudinal members adapted to be attached to the chassis at the rear of

the driver's cab, a plurality of transverse bolsters rigidly attached to said longitudinal members at spaced intervals and projecting laterally beyond the driver's cab, upright stakes attached to the outer ends of said bolsters, rigid gates carried by said body at its forward and rearward ends, the width of each gate being less than the distance between opposite stakes so as to define a space for the reception of pipes, lumber, or other long material, and longitudinal floor boards attached to said bolsters inside the area defined between said gates, the ends of said bolsters projecting freely therebeyond.

3. In a body for automobile trucks, a frame work including a plurality of longitudinally spaced, transversely-projecting horizontal bolsters, stirrups carried by the ends of said bolsters, upright removable stakes in said stirrups, a rigid rectangular head gate of less width than the distance between opposite stakes, a removable tail-gate of less width than the head-gate, a tapering floor secured to said bolsters and restricted to the space defined between said gates, whereby the ends of said bolsters are left free, and a driver's cab located forward of and narrower than said head-gate and disconnected therefrom.

4. In an automobile truck, a body having transverse bolsters and longitudinal floor boards, the bolsters projecting freely beyond the floor at each side, upright frames carried by the rearmost and foremost bolsters, substantially in line with the edges of the floor, upright stakes carried by the ends of said bolsters outside of said frames, and defining therewith a load-carrying space for long material, a tool box located between certain of said bolsters, a trap door inside the limits of said floor giving access to said tool box, and a second door in the side of said tool box located between said bolsters.

In testimony whereof, I hereunto affix my signature.

DEAN M. GILLESPIE.