

## Detachable Truck Body Speeds Up Freight Handling

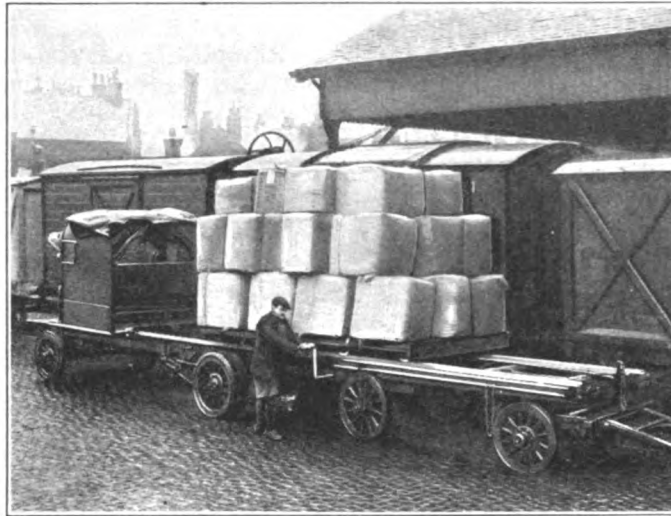
LOADING trucks in freight-sheds is being expedited by the substitution of a "flat" on rollers for the ordinary truck body. This flat is mounted on a track, so that it can be rolled off the chassis on to a similar track installed on the floor of the warehouse or on a horse-drawn wagon.

The purpose of the invention is to keep the trucks busy delivering goods. Idle time while the truck stands waiting for a load is reduced to a minimum, and by placing the flats directly in the railroad cars, or alongside the door, the goods are moved only once by hand. After being placed on the flat, the load is moved by machinery, a truck-load at a time.

The flats consist of a strong wooden frame mounted on small grooved steel wheels. These wheels fit into a track that runs from the car sidings to the truck-loading platforms. A similar track is bolted to the truck chassis, and the driver backs into a saw-toothed loading-stand so that the tracks will be as nearly as possible in alinement.

### Loading-Stand Has Movable Frame

As the inventors of this system realized the tracks would never be exactly in line, they perfected a clever device for overcoming the difficulty. The loading-stand is equipped with a movable frame consisting of two parallel rails and an arrangement of pulleys so contrived that by pulling on a chain the rails can be swung



The man is turning the capstan that draws the "flat" from the truck on to a stationary vehicle from which it can be unloaded without detaining the truck

to either side as desired. The lateral adjustment may be made over a distance of ten feet, so that if the truck is brought up sideways or out of line the alinement may be rectified without difficulty.

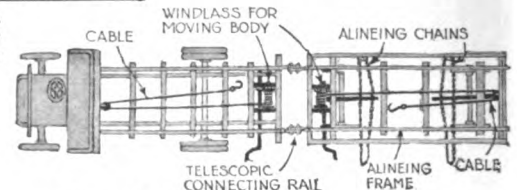
The coupling between the truck and the loading-stand is accomplished by a pair of hinged extensible arms permanently carried at the ends of the frame mounted on the truck. These telescopic connecting pieces can be hooked on the ends of the rails on the adjustable frame. Since the arms are hinged vertically as well as horizontally, the connection can be adjusted for any difference in height between the

truck and the loading platform.

A windlass mounted on the truck is then utilized to haul the flat on to the chassis. It is secured in place by hooks or clips, and the truck is ready to set out on another trip. The whole operation has taken less than a minute. The equipment is simple, cheap, and easy to install. By its use both drivers and freight-handlers work steadily, neither having to wait for the other, and the full capacity of a fleet of trucks can be obtained by the shipper.

### Where Time Is Saved

Where large numbers of loads are to be delivered to one place,



The windlass arrangement that draws the flats on and off the waiting trucks

the first flat with its load can be run off the truck on to the receiving platform, and the load removed while the truck itself is bringing in another flat.

If necessary, horse-drawn vehicles can be used in conjunction with trucks, and the loads transferred in the street without difficulty. The trucks handle the long hauls, and horses the door-to-door deliveries.



A dragging chain attached to the truck-frame carries off any static generated by filtering gasoline

### Static Grounded through Dragging Chain

BECAUSE gasoline, a dry liquid, generates static electricity, it has been necessary to equip a type of fuel-delivering tank-truck with ground chains.

Usually the driver drops the chain when he gets out to deliver fuel. It is the flowing of the gasoline through the outlet pipe that generates the static electricity. Many of the truck-drivers let the chain dangle all day for fear they may forget to ground it.

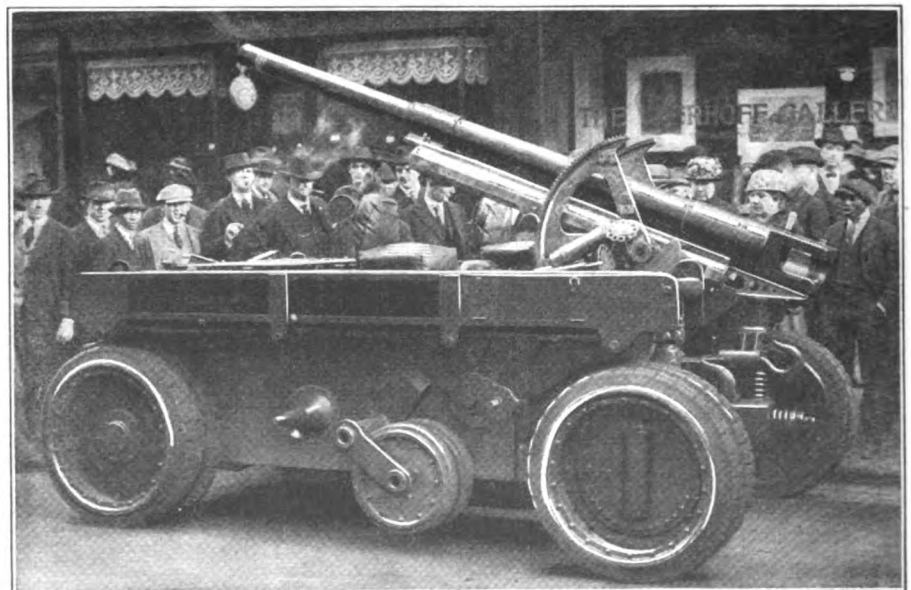
TRACING migratory birds by attaching metal bands to their legs has been practised since 1710. Hunters finding such birds should communicate with the United States Bureau of Biological Survey.

## Artillery Exceeds Speed Limit

THIS new American mobile "75" rifle and its mount may weigh six and a half tons, but traffic cops along its line of march from New York to Washington would have been justified in arresting the driver for exceeding the speed limit. On ordinary roads the truck will make thirty miles an hour, which is mobile artillery indeed. The two hundred and fifty-one mile trip took only seventeen and a half hours.

Caterpillar belts are attached over the rubber-tired wheels when the gun is moved across rough country. The army designers have constructed this mount so that light artillery may be held in reserve and rushed to weak points on the line as it is called for by the infantry.

The mount is adapted to a high angle of fire, so that it can be used as an anti-aircraft piece.



By placing caterpillar treads over the rubber-tired wheels this army truck can leave the road and travel across country with its six-ton "75" rifle