

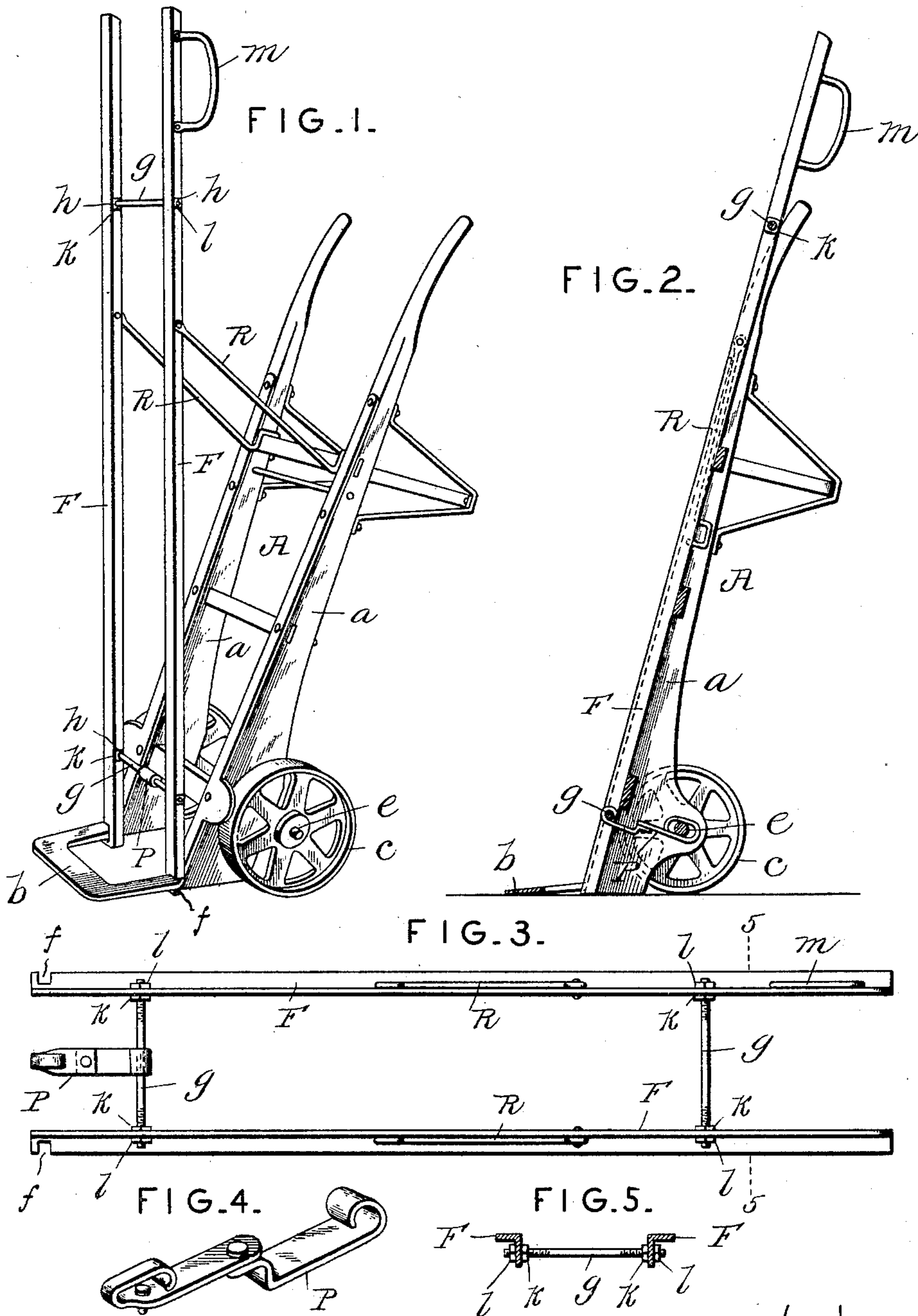
No. 679,621.

Patented July 30, 1901.

B. H. HULBURD.
TRUCK ATTACHMENT.

(Application filed Apr. 20, 1901.)

(No Model.)



ATTEST-

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UNITED STATES PATENT OFFICE.

BYRON HORATIO HULBURD, OF SACRAMENTO, CALIFORNIA, ASSIGNOR OF
ONE-HALF TO HERBERT A. FAIRBANK, OF SAME PLACE.

TRUCK ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 679,621, dated July 30, 1901.

Application filed April 20, 1901. Serial No. 56,729. (No model.)

To all whom it may concern:

Be it known that I, BYRON HORATIO HULBURD, a citizen of the United States, and a resident of Sacramento, in the county of Sacramento and State of California, have made a certain new and useful Invention in Truck Attachments; and I declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view showing my invention as applied, the attachment being shown as swung outwardly and braced. Fig. 2 is a central longitudinal section of a truck having my invention applied thereto, the attachment being shown as swung inwardly. Fig. 3 is a bottom plan view of the attachment. Fig. 4 is detail perspective view of the axle-catch. Fig. 5 is a cross-section on the line 5 5, Fig. 3.

The invention relates to attachments for warehouse-trucks; and it consists in the novel construction and combination of parts, as hereinafter set forth.

In the accompanying drawings, the letter A designates an ordinary truck having the usual side bars *a a* and front scoop or flange *b*. The wheels are indicated at *c*, and the axle at *e*.

The object of the invention is to provide an attachment for the truck which will serve as an upright back or abutment when the scoop is shoved under a pile of boxes, such back or abutment being at right angles to the plane of the scoop.

The letters F F indicate the bars or posts, which are parallel to each other and held in proper relative position by means of the transverse bolts *g g*, which pass through openings *h h* in said bars near their upper and lower ends. The bolts are threaded at each end portion, the threads extending sufficiently near to the middle of each bar to provide for adjustment to the narrowest trucks, while the bolts are long enough to provide for adjustment to the widest trucks. At each opening *h* each bolt is provided with an inner

nut *k* and an outer nut *l*, whereby the adjustment is secured. These bars F are preferably made of angle-iron, as shown; but they may be made of wood. One or both of the bars should be provided with a handhold *m*. Near its lower end the frame thus provided, consisting of the bars and transverse bolts, is provided with a detachable or hinged catch P, which is usually attached to the lower transverse bolt and is designed to be connected to the axle of the truck when the attachment is secured thereto. This catch secures the lower end of the attachment-frame in position, and its upper end is attached to the side bars of the truck by means of the brace-hooks or brace-catches R R, which are pivoted to the frame-bars, their catch ends engaging suitable studs or bearings on the side bars of the truck. When the frame is attached to the truck in the manner indicated, it is securely braced in position, extending at right angles to the plane of the scoop.

This attachment can be readily applied to any warehouse-truck of the character referred to in a few moments and can be as readily and quickly detached when not required for use.

The attachment is especially designed for use in moving piles of boxes containing print or articles of delicate character, as it can be applied to the pile in such a manner as to afford an upright bearing throughout the extent of the pile when the scoop is shoved under the lowermost box thereof.

The flexible axle-catch is for the purpose of limiting the outward movement of the attachment, while the upper brace-catches are adapted for detachable connection with the truck-frame for the purpose of converting the truck into one of the ordinary variety, when the parallel bars F F of the attachment will rest upon the side rails of the truck. (See Fig. 2.)

The bars F of the truck attachment are inwardly notched at their lower end portions at *f f* to engage the front scoop or flange of the truck. In this way these bars rest when elevated upon such scoop or flange, are secured in place, and transverse adjustment thereof is still allowed.

Having described this invention, what I

claim, and desire to secure by Letters Patent, is—

1. The combination with a truck, of the attachment therefor, having the parallel bars adapted to have a pivotal movement with respect to the truck, the flexible axle connection limiting outward movement of the attachment, and the upper detachable brace connection, substantially as specified.
2. The combination with a truck, of the attachment therefor, having the parallel bars adapted to have a pivotal movement with respect to the truck, the flexible axle connection limiting outward movement of the attachment, means for adjusting said bars toward and away from each other, and the upper brace connection adapted to have a detachable engagement with the truck, substantially as specified.
3. The combination with a truck, of the attachment therefor, having the parallel bars of angle form in cross-section, adapted to have a pivotal movement with respect to the truck, and adapted to rest upon the side rails of the truck, and the upper brace connection adapted to have a detachable engagement with the truck, substantially as specified.
4. The combination with a truck, of the attachment therefor, consisting of the parallel bars having inwardly-extending notches at their lower end portions engaging the front scoop or flange of the truck, means for adjusting said bars toward and away from each other, and means for detachably supporting said bars in upright position away from the truck-frame, substantially as specified.
5. The combination with a truck of the character described, of the adjustable parallel bars, their transverse connecting and adjusting bolts, the detachable axle-catch, and the detachable brace-catches, substantially as specified.

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

BYRON HORATIO HULBURD.

Witnesses:

W. M. HENDERSON,
C. E. KLEINSORGE.