

Feb. 13, 1940.

V. L. COLORIGH

2,190,258

TRUCK BODY ATTACHMENT

Filed Aug. 29, 1938

3 Sheets-Sheet 1

Fig. 1

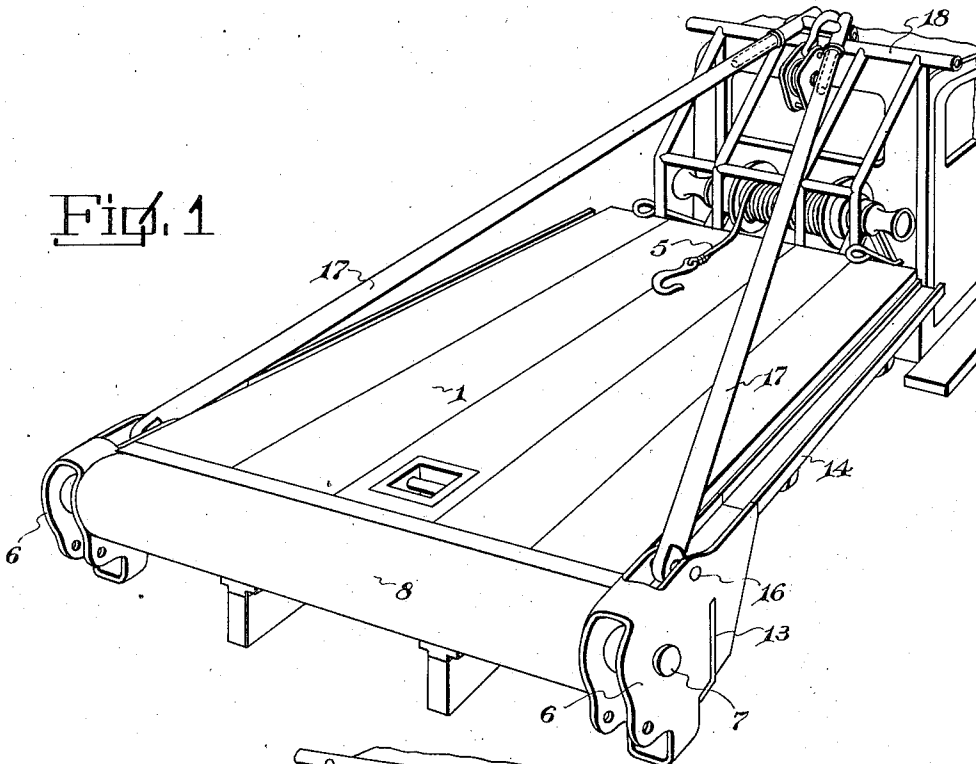


Fig. 2

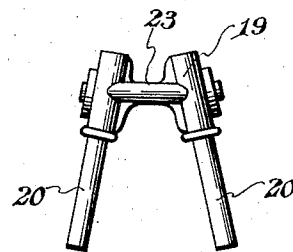
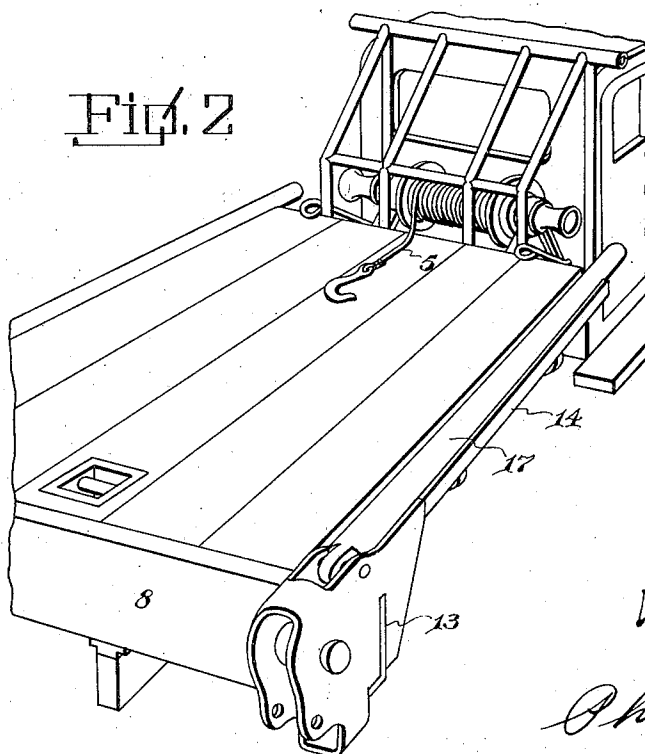


Fig. 3

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3 Sheets-Sheet 2

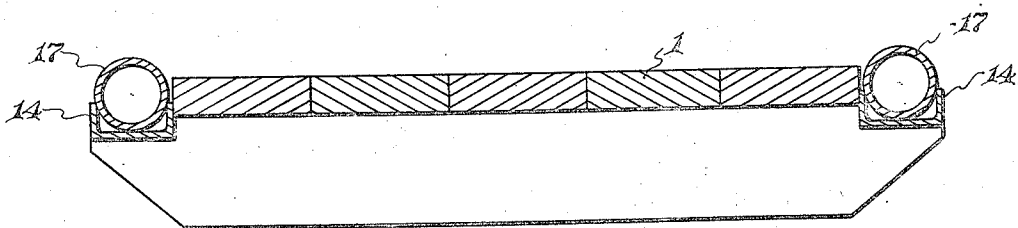
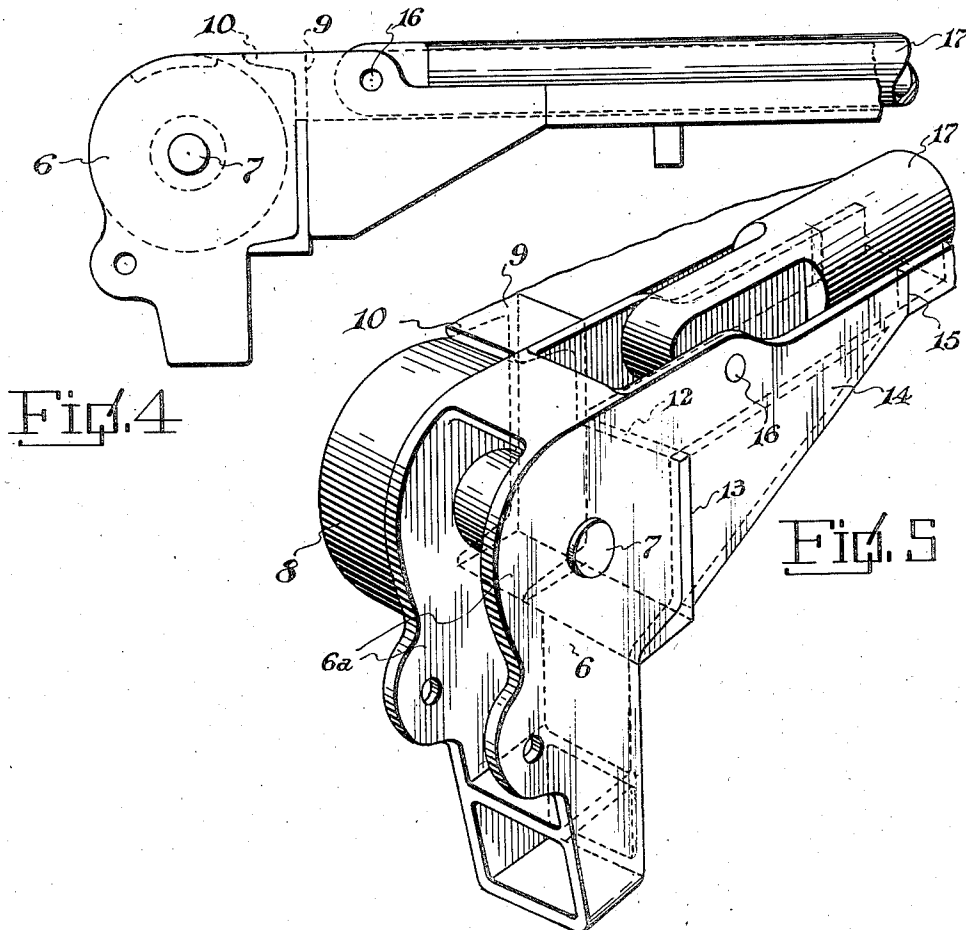


Fig. 6

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3 Sheets-Sheet 3

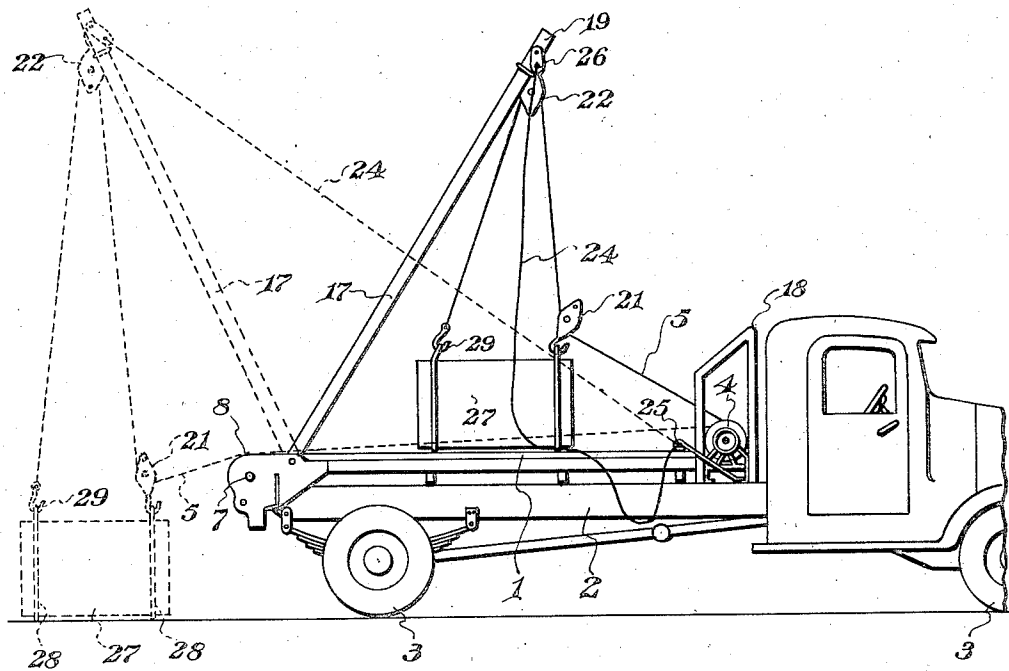


Fig. 7

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2,190,258

TRUCK BODY ATTACHMENT

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Application August 29, 1938, Serial No. 227,396

2 Claims. (Cl. 214—84)

The invention relates to truck body attachments and particularly to a breast derrick attachment, comprising supporting legs hingedly connected to opposite sides of the truck body, adjacent its rear end and converging and terminating in a removable head for the reception of a block, and to provide elongated channels at opposite sides of the body for the reception of the legs when the head is removed, thereby allowing the ordinary use of the truck body for conveying articles when the breast derrick is not in use.

A further object is to provide the rear end of the body with a transversely disposed channel having its flanges horizontally disposed, and the ends of the channel extending through the rear loading roller bracket and the leg receiving channels carried thereby.

A further object is to provide cable means controlled by a winch at the forward end of the body and extending rearwardly over the rear roller, thence through a block carried by one end of a weight to be loaded and thence upwardly through the block carried by the removable head and thence downwardly and anchored to the weight.

The cable arrangement, upon operation of the winch, causes the weight to be raised to a position where it will engage the rear roller and a continued pull on the cable will raise the weight to clear the rear roller and swing the derrick and weight forwardly on the truck body.

A further object is to provide a protecting cage over the winch, and onto which the derrick swings, said cage also protecting the forward part of the body.

A further object is to form the derrick head from spaced diverging members adapted to be received in the tubular legs of the derrick and connected together by a transverse bar for the reception of a block.

A further object is to proportion the derrick legs and channels at the sides of the body so said legs will extend above the upper side of the body when in the channels for preventing parts of a load from working off the body; also as a warning to workmen, whose feet may engage the same, that they are near the edge of the body.

With the above and other objects in view the invention resides in the combination and arrangement of parts as hereinafter set forth, shown in the drawings, described and claimed, it being understood that changes in the precise embodiment of the invention may be made within the scope of what is claimed without departing from the spirit of the invention.

In the drawings:

Figure 1 is a perspective view of the truck body, showing the breast derrick resting on the winch cage.

Figure 2 is a view similar to Figure 1, but showing the derrick disassembled, for instance when a load is being conveyed.

Figure 3 is a view in elevation of the removable derrick head.

Figure 4 is an enlarged side elevation of one of the rear roller brackets, showing the extension channels carried thereby.

Figure 5 is a detail perspective view of one of the rear corners of the body.

Figure 6 is a vertical transverse sectional view through the body showing the derrick legs in the channels.

Figure 7 is a side elevation of the truck and derrick, showing in dotted and full lines the method of loading the truck.

Referring to the drawings, the numeral 1 designates the body of the truck, 2 the chassis and 3 the supporting wheel. Disposed on the forward end of the body 1 is a conventional form of winch 4, around which extends a cable 5. Rotatably mounted in bearings of brackets 6, at the rear end of the body, are the pintles 7 of a roller 8. This rear structure is generally shown in Patent No. 2,079,790 issued to me May 11, 1937; the present invention being an improvement thereon.

Secured to the rear end of the truck body 1 is a transversely disposed channel 9 having its flanges 10 outwardly disposed and in substantially horizontal positions. It will be noted, by referring to Figure 5, that the ends of the channels have their upper corners recessed at 12 so the ends of the body of the channel 9 may be received in slots 13 and welded therein. The slots 13 extend upwardly into the brackets 6 and into the spaced walls 6a forming the brackets.

The above structure forms a rigid anchoring means for the brackets 6, and it will be noted that the side walls 6a of the brackets extend forwardly and terminate in elongated channels 14 at opposite sides of the truck body 1; the connection at 15 being preferably a weld connection.

Hingedly mounted at 16 on pins in the rear ends of the channels 14 are breast derrick legs 17. There is a slight looseness of the connection between the legs 17 and the pins 16 to allow the legs to swing inwardly at their upper ends or outwardly. When the breast derrick is not in use the legs 17 are disposed in the channels 14 as shown in Figure 2. Referring to Figure 6, it

will be seen that when the legs 17 are in the channels 14, they extend slightly above the body 1 and will prevent articles from working off the sides of the body, incident to vibration, and will also act as a warning to workmen that they are approaching the edge of the body when their toes come into engagement with the legs.

When it is desired to use the breast derrick the derrick legs 17 are swung upwardly and inwardly onto the winch protecting rack 18 and then the removable derrick head 19 is placed in position with its diverging arms 20 in the tubular upper ends of the legs. After this operation the cable 5 is passed through the block 21 and thence through the block 22 carried by the transverse portion 23 of the removable head 19. A guy-line 24, which is anchored at 25 to the truck body, is attached at 26 to the derrick head, then the derrick is swung rearwardly to the dotted line position shown in Figure 7 where it is supported by the guy-line, so the block 22 is rearwardly of the truck body and above the load 27. Straps 28 are passed around the load 27 at spaced points, and the block 21 is then hooked under the inner strap 28 and the cable is pulled downwardly and attached by hook 29 to the other strap 28.

After the attachment of the load 27 the winch 4 is operated to impart a pull on the cable 5. It will be seen by referring to the dotted line position shown in Figure 7 that the cable 5 will ride on the rear roller 8, and as the cable is wound onto the winch the load will be raised and will come into engagement with the roller 8, and will be raised to a position above the body 1. The continued pull on the cable will cause the derrick to swing inwardly to the full line position shown in Figure 7 for depositing the load on the body 1, and the derrick will then move downwardly towards the winch protecting

rack 18 and the load, during this operation, may be pulled to the extreme forward end of the truck body 1. The above operation is known as a break-loading.

From the above it will be seen that a truck body attachment is provided wherein the derrick legs are pivoted forwardly of the roller 8 and brackets 6 so the derrick can fall forwardly allowing a break overloading operation, which is a feature required by the laws of some States. It will also be seen that when the derrick is not in use it is entirely out of the way with its legs disposed in the channels 14 at the sides of the body, thereby allowing free use of the truck body for load purposes.

The invention having been set forth what is claimed as new and useful is:

1. The combination with opposite sides of a platform type of truck body, of a combined roller and derrick leg supporting means, said means comprising brackets at opposite sides of the platform body, the rear ends of said brackets extending beyond the rear end of the body, a roller supported in bearings of the rear ends of the brackets, said brackets having forwardly extending U-shaped derrick leg receiving channels to the sides of the platform body and adapted to receive derrick legs and support the same from the sides of the body and means for attaching derrick legs within the channeled members adjacent the rear ends of the channeled members.

2. A device as set forth in claim 1 wherein the channeled members have their open sides upwardly disposed and the channeled members are downwardly spaced from the upper surface of the truck body.

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