(No Model.)

W. E. GARD.

BRICK TRUCK.

No. 263,331. Patented Aug. 29, 1882.

Fig. 1.

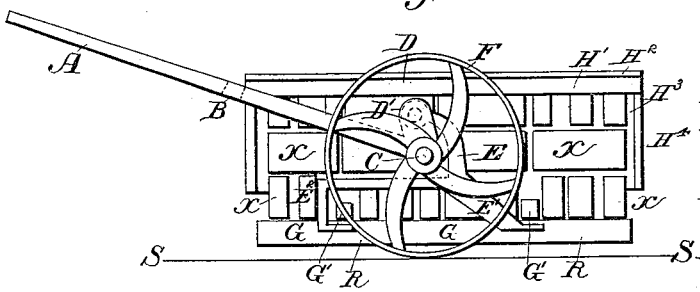


Fig. 2.

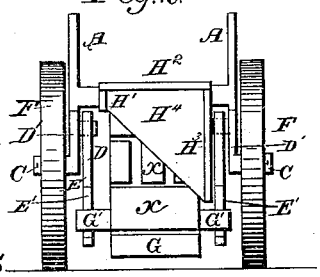


Fig. 3.

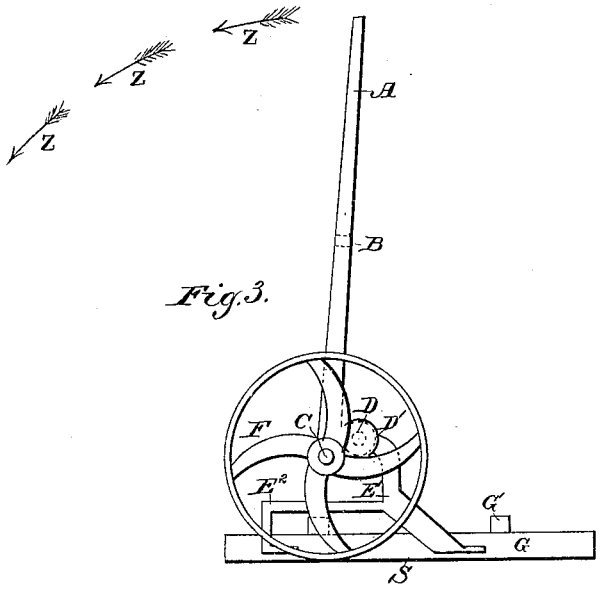


Fig. 4.

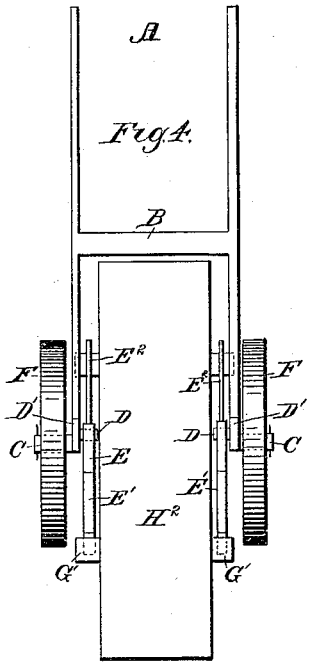
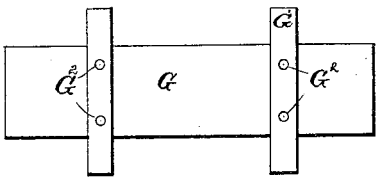


Fig. 5.



Witnesses.
William E. Gard
D H Gard

Inventor.
Walter E. Gard
per Emery R. Gard
Administrator

UNITED STATES PATENT OFFICE.

WALTER E. GARD, OF BALTIMORE, MARYLAND; EMORY R. GARD ADMINISTRATOR OF SAID WALTER E. GARD, DECEASED.

BRICK-TRUCK.

SPECIFICATION forming part of Letters Patent No. 263,331, dated August 29, 1882.

Application filed September 5, 1881. (No model.)

To all whom it may concern:

Be it known that I, WALTER E. GARD, of Baltimore, in the county of Baltimore and State of Maryland, have invented certain new and useful Improvements in Brick Trucks, Stands, and Protectors for Handling and Protecting Bricks in Brick-Yards; and I do hereby declare that the following is a full, clear, and exact description of my invention, which 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 part of this specification.

My invention comprises a complete system of handling and protecting bricks in brick-yards in large numbers with great expedition and safety, taking the bricks from the machine as fast as made, thereby distributing them over the drying-ground, protecting them from the weather without the use of expensive sheds, and removing them therefrom after drying to the kilns.

The whole apparatus consists of and includes an improved brick-handling truck, hack-board, and rain-protector, as hereinafter described.

Figure 1 is a side view of my invention. Fig. 2 is an end view of the same. Fig. 3 is another side view of a portion of the same to represent the operation of the truck in loading. Fig. 4 is a top view of Figs. 1 and 2. Fig. 5 is a top view of a hack-board.

Like letters designate corresponding parts in all of the figures.

My present invention is designed to overcome all of the objections made to the system of handling bricks as secured to me by Letters Patent No. 158,583, January 12, 1875, and reducing the cost of applying the system, so that it may be more generally adopted, by the following improvements, which consist in a truck answering the same purpose, of fewer parts, and less expensive to construct, and dispensing entirely with the use of a transferring truck and tracks, which experience has proven were a positive necessity to my former invention; also, in being able to place the bricks, when dry, more rapidly and much nearer the kiln for tossing to the setter by using a single hack-board of a simplified construction, that can lie flat on its bottom surface, and thus be supported its full length in place of being supported by or resting on shoes or cross-bars, which always caused the ends of the hack-planks formerly used to sag or bend under the weight of the brick, as well as making them more expensive and complicated to construct. I also raise the bottom surface of the projection or cross bar above the bottom or under side of the hack-board, so that it can be lifted without having to elevate the hack-board, as formerly; and, further, in dispensing entirely with the use of expensive shedding formerly used to protect the brick, when drying, from the light rains and dew by using in place thereof a flat board to lie on the top of the hack. I also provide a better protection for the brick by a board at one side of the hack, connected with the one on the top, and thus forming a double protection; and, finally, in the improved minor details of construction hereinafter specified.

To enable others to make and use my invention, I will proceed to describe the construction and operation of my improved system in handling bricks, designed more especially for that class of machines making brick that can be hacked directly from the machine.

The lifting-truck is composed of a handle or lever, A, (one or more,) an axle or fulcrum, C, a side connecting-piece, B, (one or more,) wheels F, (two or more,) a continuation, D′, of the lever-handles A, in which is the weight-pin D, that suspends the lifter E, (which is free to swing in a line parallel to the sides of the wheels F.) The bearing-feet E′ are so constructed that they nearly balance, being enough heavier than the feet E^2 to permit them to enter easily under the projection G′ of the hack-board G when the truck passes over for the purpose of raising the hack-boards, as shown more clearly in Fig. 3, which are placed in succession to receive the bricks X from the brick-machine. On lowering the handle A in the direction as indicated by arrows Z the load is lifted. (See Figs. 1 and 2.) It is then taken to the drying-yard, where it is deposited by letting the handle A, which is in the position, while moving the load, shown in Fig.

1, go in a direction opposite to that indicated by arrows Z, bringing it back to the position shown at A in Fig. 3. The truck is then pulled back, the feet E′ E² coming from under parts G′ of hack-board G, which is thus let down on the ground (or runway-boards, if used, instead of the hard ground to move the truck on) to be left until the bricks are sufficiently dried, when the above operation is repeated, the truck again taking up the hack-board and conveying it, with its load of dried bricks, to the kiln, and here a great advantage is readily seen in the use of a single hack-board, G, which enables the trucker to place the dried brick close together, in larger quantities, and nearer to the kiln to be tossed to the setter, and without stands, shoes, or cross-bars to set them on or rails to run on. The pieces G′, projecting over the side of hack-board G, are so constructed that the feet E′ and E² of the lifting-truck can pass under them, and thus take the hold necessary in lifting the loaded hack-board. These pieces G′ may be made of gas-pipe, wood, iron, or any material so constructed that it will offer a projection which the feet of the truck can pass under and take hold of, while the hack-board G lies flat on the surface without elevating-pieces being necessary to afford the said hold on the under side of the projecting pieces or G′, which are held to board G by staples, nails, bolts, or other means.

H² is a board placed flat or parallel to and on the top of the hack of brick, so as to protect them from the rain and dew without marring their surface. When a better protection for the top and side of the hack is needed, then boards H² and H³ are combined, H′ and H⁴ being used with them, if desired to make them stronger. The piece H′ will prevent the drip from running under H² by directing it downward. If so desired, H² may be made to project over H′ and H³, while these latter pieces can be made to flare or slant outward at the bottom; but the top piece is as especially designed for a protection from rain as it is to keep from defacing the surface of the brick while so doing, and that is the reason for making it to lie flat on the top of the hack.

The above-described truck, also, is or may be used for conveying the burned brick from the kilns to boats, cars, or other means of transportation.

My improvements may be used with but do not contemplate the employment of transferring and main tracks, nor flanged wheels on the lifting-truck with a transferring-truck, all to run on the rails of said track. These are not essentials, nor yet even desirable, but on brick-yards that are not smooth or well leveled they may be used.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a truck for handling bricks, the combination of the lever-handles A, connecting-pins B, and wheels F, with the swinging lifter E, all arranged and operating as set forth.

2. In combination with the wheels and lever-handles of a truck, the swinging lifter provided with lifting-feet E′ E², substantially as and for the purpose specified.

3. In a truck for handling bricks, the combination of the lever-handles provided with the projection D′, the lifting-pins D, and the lifters E, all arranged and operating as set forth.

4. The truck for handling bricks, constructed substantially as shown and described, and provided with lifting-feet which connect with suitable projection upon the sides of the hack-boards for the purpose of raising and moving the same, as set forth.

In testimony that I claim the foregoing as my invention I affix hereto my signature, in Baltimore, in the presence of two subscribing witnesses, this 1st day of September, A.D. 1881.

WALTER E. GARD.

Witnesses:
WM. E. GARD,
S. H. GARD.