

W. BOMHOFF.
BRICK CONVEYER.

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1,011,019.

Patented Dec. 5, 1911.

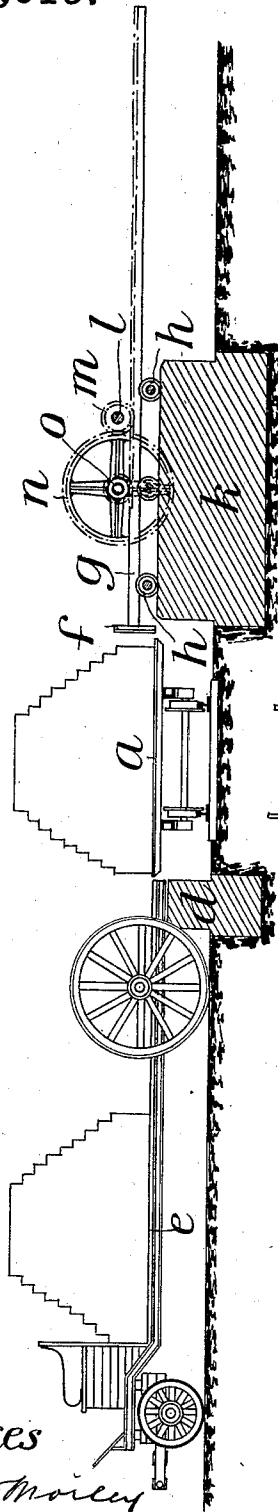


Fig. 1.

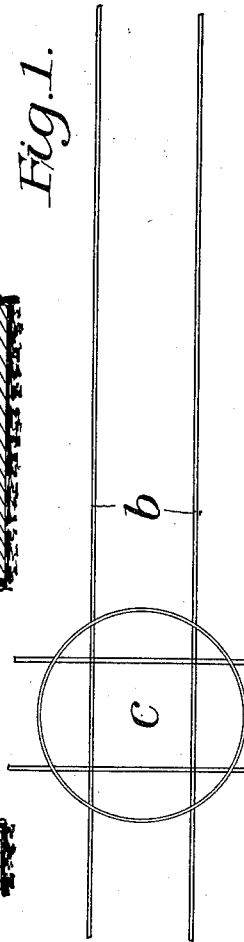
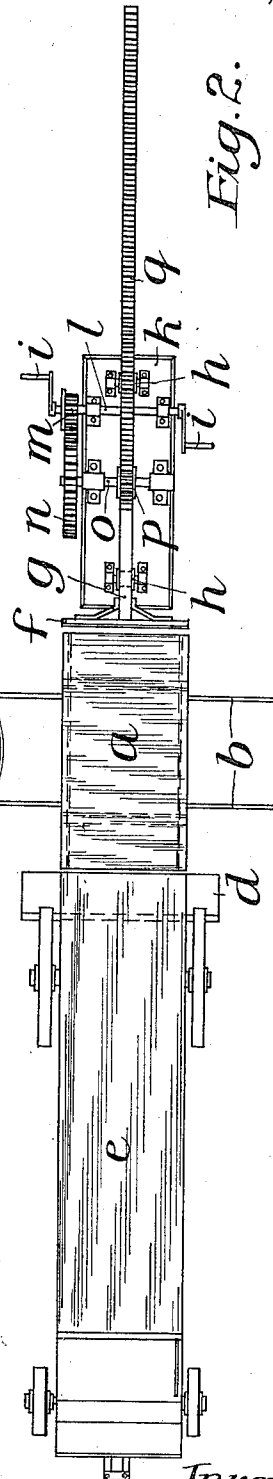


Fig. 2.



Witnesses
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WALDEMAR BOMHOFF, OF LONDON, ENGLAND.

BRICK-CONVEYER.

1,011,019.

Specification of Letters Patent.

Patented Dec. 5, 1911.

Application filed September 21, 1910. Serial No. 583,099.

To all whom it may concern:

Be it known that I, WALDEMAR BOMHOFF, a subject of the King of Great Britain and Ireland, residing at 25 Newnham road, Wood Green, London, England, have invented a new and useful Brick-Conveyer, of which the following is a specification.

In manufacturing and hardening bricks containing lime, the bricks are piled on the platform of a truck, which is run on to the rails in a steaming cylinder. By subjecting the bricks to the action of steam inside the hermetically closed cylinder, they are hardened in the customary manner. This being completed, the steaming cylinder is opened and the truck run out. The removal of the bricks from the trucks has heretofore been effected by hand, entailing the expenditure of considerable time in this laborious job.

According to the present invention the bricks are mechanically conveyed or shifted from the trucks onto the floor of the transport wagons thus effecting a saving of time, labor and expense.

I will now proceed to describe my invention more fully, reference being had to the accompanying drawings, in which, by way of example,

Figure 1 shows the shifting arrangement diagrammatically, Fig. 2 is a plan view of Fig. 1.

The truck *a*, on which the bricks to be hardened in the steaming cylinder are piled in the usual way, runs on the rails *b*, which latter may cross one or more turn-tables *c* for shunting. The rails *b* lead to one or more walls or abutments *d*, against which the transport wagon *e* is to be pushed. The wall *d* and the pavement in front of same and the rails *b* are situated at such respective elevations as to enable the tail end of the floor of the wagon *e* to pass over the said wall and be in the same horizontal plane as the floor of the truck *a*, while the wall *d* also serves as an abutment to stop the wagon *e* in its rearward movement, in such position that the extreme rear end of the floor thereof is close to the adjacent edge of the floor of the truck *a*, all as indicated in the drawing.

On a suitable base or foundation *k* adjacent to the rails *b* opposite to each wall *d*, is rectilinearly guided a plunger *f*, which serves for shifting *en masse* the pile of bricks from the truck *a* on to the platform of the wagon *e*. To this end the plunger *f* pos-

sesses a bearing surface of sufficient area for pushing against the base of the pile of bricks throughout the full length of the truck *a*. The bricks by being piled in gradually decreasing tiers in conformity with the space of the steaming cylinder above the truck, as shown in Fig. 1, permit of their being pushed as one entity by the plunger *f*.

The reciprocating plunger *f*, whose rod or rods *g* may run on the rollers *h* supported in suitable bearings on the foundation *k*, receives its impulse from any available source of motive power. In the example of carrying the invention into practice indicated in the drawing, a hand crank *i* is employed, the shaft *l* of which carries a pinion *m*, which meshes with the toothed wheel *n*. The shaft *o*, to which the toothed wheel *n* is keyed, carries a pinion *p*, said pinion *p* being in engagement with the toothed rack *q* secured to or integral with the plunger rod *g*. By turning the hand crank *i* sufficient power is transmitted through the intermediate gear *m, n, p* to the rack *q*, for pushing the entire pile of bricks smoothly from the truck *a* onto the transport wagon, the latter having been previously fixed against movement in any appropriate manner. Circumstances permitting, the plunger may be actuated by steam, electrical or other power.

The transport wagon is advantageously constructed to receive two truck loads, one pile of bricks behind the other, as may be seen from the drawing, the stroke of the plunger being sufficiently long for this purpose.

It appears advisable to connect the plunger with a counting mechanism of any suitable known construction, not shown in the drawing, in order to control or check the number of loads shifted and transported.

While I have shown in the accompanying drawings the preferred form of my invention, it will be understood that I do not limit myself to the precise form shown, for many of the details may be changed in form or position without affecting the operativeness or utility of my invention, and I therefore reserve the right to make all such modifications as are included within the scope of the following claim, or of mechanical equivalents to the structure set forth.

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

In apparatus for shifting bricks from one truck or wagon to another, the combination

of a straight track along which the truck
can travel, a plunger movable from one side
of the track over, and close to, the floor of
the truck in only a direction perpendicular
5 to the track, a wagon movable perpendicu-
larly to, and at the opposite side of, the
track, and an abutment at the same side of
the track as the wagon, the said abutment
being of such a height as to allow the tail
10 end of the wagon to pass over it, and at such
a distance from the track as to arrest the
approach of the wagon to the track when

the said tail end is close to the adjacent edge
of the floor of the truck, and the floors of
the truck and wagon being in the same hori- 15
zontal plane.

In witness whereof I have hereunto signed
my name this 22nd day of Aug. 1910, in the
presence of two subscribing witnesses.

WALDEMAR BOMHOFF.

Witnesses:

LEONARD MORLEY,
JOHN D. FLEMING.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
