H. H. WALSH.

BRICK TRUCK.

APPLICATION FILED OCT. 3, 1908.

907,923.

Patented Dec. 29, 1908.

2 SHEETS—SHEET 1.

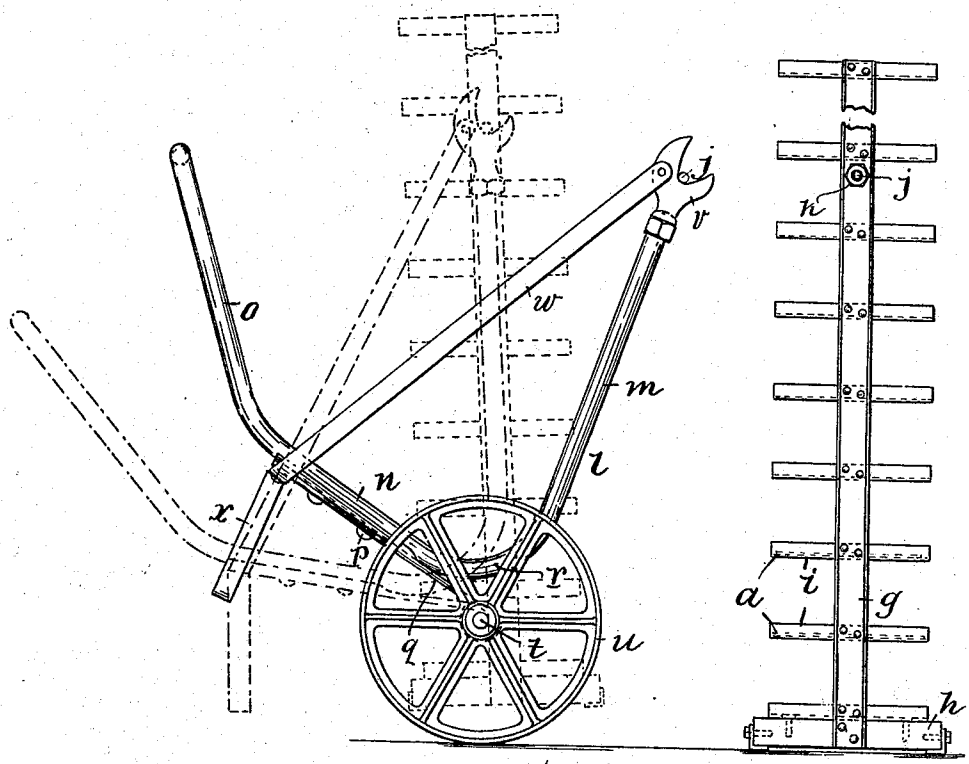


Fig. 1.

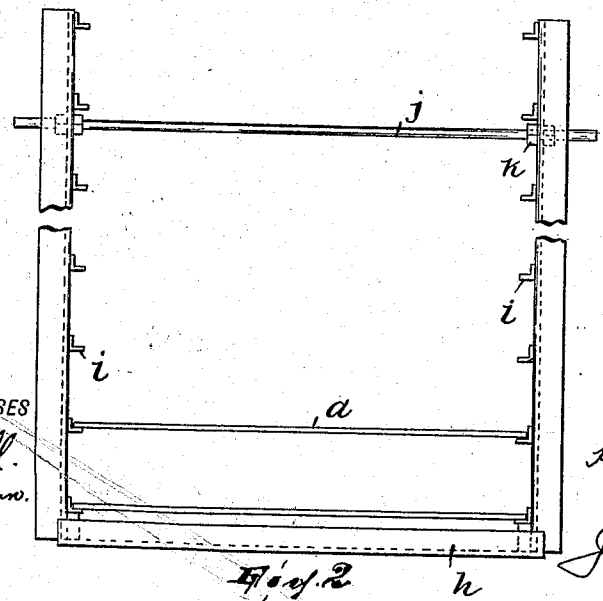


Fig. 2.

WITNESSES

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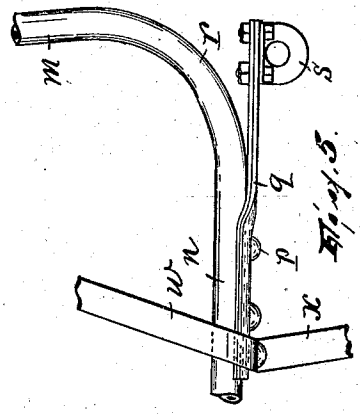


Fig. 4.

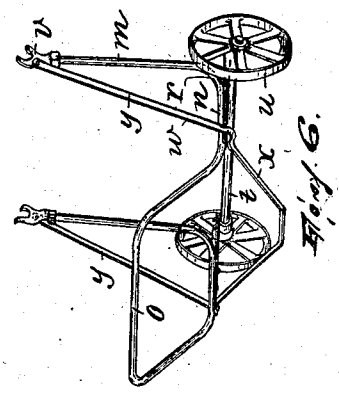


Fig. 6.

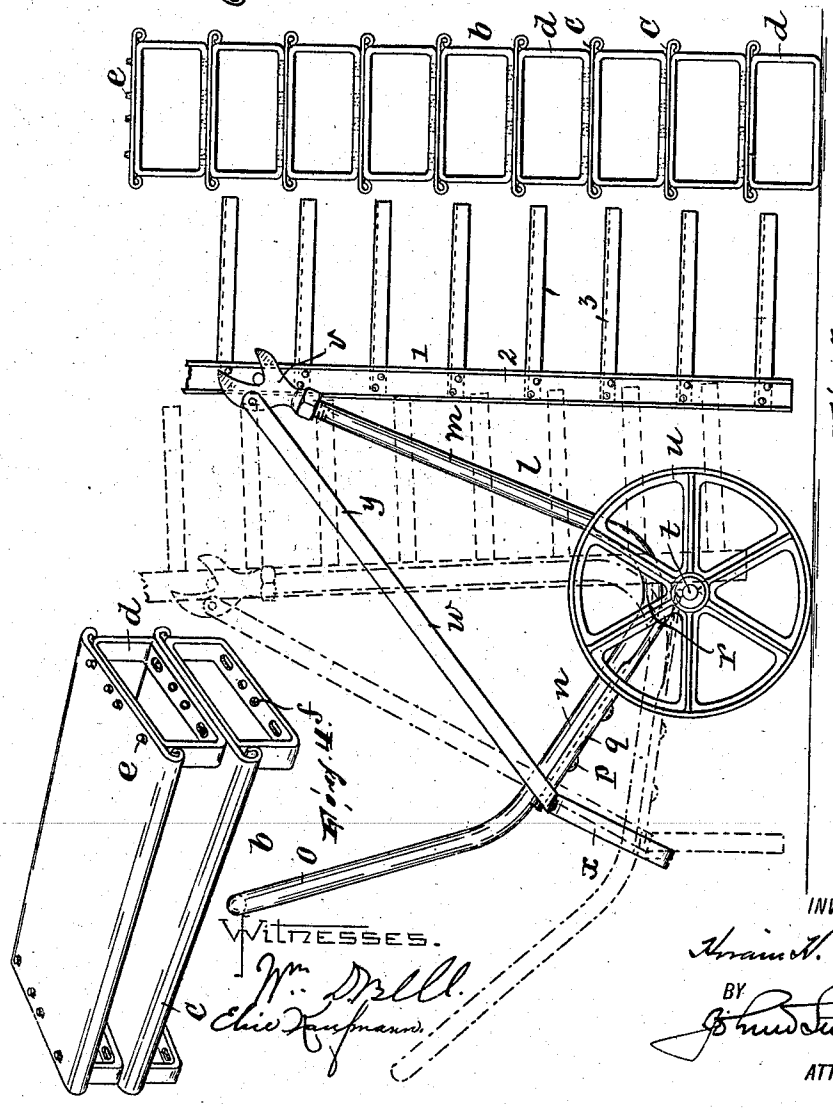


Fig. 5.

Witnesses.

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BRICK-TRUCK.

No. 907,923. Specification of Letters Patent. Patented Dec. 29, 1908.

Application filed October 3, 1908. Serial No. 456,042.

To all whom it may concern:

Be it known that I, HIRAM H. WALSH, a citizen of the United States, residing in Newburgh, Orange county, New York, have invented a certain new and useful Improvement in Brick-Trucks; and I do hereby 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.

This invention relates to means for moving bricks and the like in small quantities from place to place, and it has for its object to provide a simple and comparatively inexpensive truck whereby a considerable quantity of brick may be handled by one man and which will be adapted for moving bricks stacked on pallets of the kind requiring racks to sustain them or of the kind so constructed as to make the use of racks unnecessary in stacking them.

In the accompanying drawings, in which the invention is fully illustrated, Figure 1 is a view in side elevation showing the improved truck and a rack on which pallets of flat form are stacked the dotted outline illustrating the manner in which the loaded rack is carried by the truck; Fig. 2 is a front elevation of the rack of Fig. 1; Fig. 3 shows in side elevation the improved truck carrying a rack which is about to be entered into carrying relation to pallets of the kind which can be stacked without a rack, the dotted outline showing the truck and rack in the carrying position of the former; Fig. 4 is a perspective view of the pallets shown in Fig. 3; Fig. 5 shows a detail of the improved truck; and, Fig. 6 is a perspective view thereof.

The two general classes of pallets employed are illustrated at *a* in Fig. 2, the pallet being a plate of steel or the like, and at *b* in Fig. 3, the latter being plates *c* having end supports *d* and mating pins *e* and sockets *f* which, when the pallets are stacked in the manner shown in Fig. 3, interlock with each other. The latter type of pallet requires no rack in stacking, as will be obvious. The former type does, however, and for this purpose a rack of the general nature of that shown in Figs. 1 and 2 is employed, the same comprising two uprights *g* of channel-iron, a suitable base *h*, and parallel angle-iron cross-pieces *i* riveted to the uprights at intervals wide enough apart to admit a row of bricks, carried by a pallet *a* resting on the cross-pieces, between said pallet and the pallet next above it. The rack further comprises a cross-bar *j* which projects at its ends from the uprights *g* to form trunnions, being held in place by the nuts *k*.

The improved truck is constructed as follows: Its frame *l* comprises a generally U-shaped piece of piping whose ends or extremities *m* are bent substantially at right angles to the portions *n* which, when the truck is in the carrying position, lie substantially in a horizontal plane, the portion of the frame between the portions *n* being turned up somewhat to form the handle *o*. To the under side of each portion *n* of the frame is secured, as by rivets *p*, a strap *q*, the same extending forward and, owing to the fact that the bend *r* between the portions *m* and *n* of the frame is formed in a curve of appreciable radius, the strap projects clear of the frame for a considerable part of its forward portion. To the end of each strap is bolted the brackets *s* in which is arranged the axle *t* for the wheels *u* of the truck. Onto the upper end of each portion *m* of the truck frame is screwed a forked head *v*. *w* is a metallic strap whose middle part *x* is V-shaped and whose extremities *y* extend parallel with each other. The ends of the extremities *y* are riveted to the heads *v*; where the extremities merge into the V-shaped portion *x* the strap is riveted to the portions *n* of the truck frame. The portions *m* and *n* are thus braced, relatively to each other while the part *x* of the strap forms a leg on which the truck may rest.

In using the truck as shown in Figs. 1 and 2, the rack being loaded with bricks, the truck is advanced to it until, being tilted, as in Fig. 1, its forked heads *v* receive the bar *j*. The handle of the truck is then depressed, thereby lifting the loaded rack from the ground, supported by the truck, the rack finally bearing against the axle. In this position the rack may be readily transported to any point and then deposited in its new position by tilting the truck forward until the rack rests on the ground. The construction of the elastic strap *q* relatively to the frame of the truck affords a certain resilience which prevents the more or less soft bricks from being unduly jarred and thereby damaged in transport.

The truck shown in Fig. 3 is the same as

that already described; the rack 1 which is used therewith for transporting the pallets *b* remains usually suspended thereon. It comprises the channeled uprights 2 and parallel projecting angle irons 3. The truck, carrying the rack 1, is advanced to the stack of pallets *b*, the truck being tilted sufficiently to bring the angle irons under the plates *c* of the pallets, whereupon the handle of the truck is depressed so that the rack will raise the stack of pallets off the ground, the loaded rack finally resting against the axle of the truck.

It will be understood that the truck shown in Fig. 3 may be employed for moving the so-called "bench pallets" of Fig. 2 from the rack therein shown to another and substantially similar rack.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent is:

1. In a truck, the combination of a frame consisting of a U-shaped member, wheels, said member having its end-portions upturned and forming the sustaining part of the frame, and elastic straps projecting from said member where its end-portions are upturned and forming means for revolubly attaching the wheels to the frame, substantially as described.

2. In a truck, the combination in a frame consisting of a U-shaped member, wheels, means for revolubly attaching the wheels to the frame, said member having its end-portions upturned and forming the sustaining part of the frame, and its intermediate portion forming a handle, and a bracing strap having its intermediate part formed V-shaped and serving as a rest, said strap connecting the handle and upturned portions of the frame, substantially as described.

In testimony, that I claim the foregoing, I have hereunto set my hand this 1st day of October 1908.

HIRAM H. WALSH.

Witnesses:
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WM. D. BELL.