

(No Model.)

A. T. BEMIS.
BRICK TRUCK.

No. 532,356.

Patented Jan. 8, 1895.

Fig. 1.

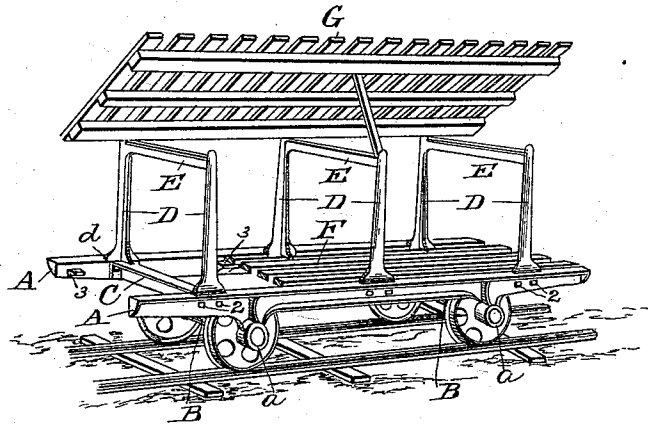


Fig. 2.

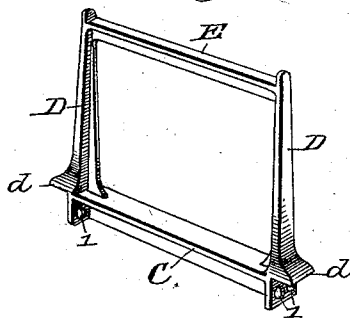
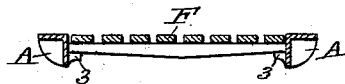


Fig. 3.



Witnesses:

Joseph Blackwood
David S. Gould

Inventor.

Albert T. Bemis
By Wm. Hunter Myers
Attorney.

UNITED STATES PATENT OFFICE.

ALBERT T. BEMIS, OF INDIANAPOLIS, INDIANA.

BRICK-TRUCK.

SPECIFICATION forming part of Letters Patent No. 532,356, dated January 8, 1895.

Application filed September 15, 1894. Serial No. 523,159. (No model.)

To all whom it may concern:

Be it known that I, ALBERT T. BEMIS, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Double-Deck Brick-Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improved double-deck brick-car, designed for use in transporting green brick from the machine, through the drying-kiln, and to the burning-kiln.

The object of my invention is the production of a car of the class above mentioned in which each set of standards, the upper cross-bar connecting them, and the lower cross-bar connecting the longitudinal beams are all formed integral, whereby the framework is rendered firm and durable, and the various parts are held securely in place by a minimum number of bolts.

In brick-cars as ordinarily constructed the standards and the upper and lower cross-bars are formed in separate pieces, held together by bolts, and the standards are diagonally braced in order to stiffen them against lateral strain. Such construction necessitates the use of a great many bolts, which is a serious objection, as they are continually getting loose, and it is only a question of a very short time when the car assumes a rickety condition, also the diagonal braces are in the way of the operatives engaged in loading the car.

My invention will first be described in connection with the accompanying drawings, and then pointed out in the claims.

Figure 1 of the drawings is a perspective view of my improved car, the lower deck being broken away to show the connection of the lower cross-bars and the standards to the beams, and showing the upper deck raised to permit loading of the lower deck. Fig. 2 is a perspective view of a set of standards and the upper and lower cross-bars constructed in accordance with my invention. Fig. 3 is a sectional detail view, showing the lugs on the beams for giving intermediate support to the lower deck.

Referring to the drawings, A are the longitudinal

beams, provided with boxes *a*, in which are journaled the axles B.

D are the standards, each set or pair of which are united near the top by an upper cross-bar E, the upper ends of the standards projecting slightly above it, as clearly shown in Fig. 2. Each lower cross-bar, each pair of standards, and their upper cross-bars are all cast in one piece, forming a supporting-frame; and each standard, where it connects with the lower cross-bar is formed on its outer side with a broad shoulder *d*, adapted to rest on top of the beam, and thus afford a firm support against lateral strain, thereby enabling me to entirely dispense with the diagonal braces usually employed for this purpose. In the lower end of each standard are formed two bolt-holes 1 to receive bolts 2, which pass through them and through bolt-holes in the beams. It will thus be seen that when three sets of standards are used I employ but twelve bolts in the entire structure.

F represents the lower deck, which consists simply of longitudinal wooden slats connected by cross-pieces on the under side. This deck, when in place, rests on the lower cross-bars, and is supported intermediate said bars by inwardly-projecting lugs 3 cast on the beams.

G is the upper deck, which consists of transverse wooden slats connected on their under sides by longitudinal strips. This deck rests on the upper cross-bars, with the outer strips bearing against the projecting upper ends of the standards.

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

1. In a double-deck brick-car, the combination, with the longitudinal beams, of a plurality of supporting-frames, each formed integral and comprising a lower cross-bar, a pair of standards having shoulders adapted to bear on the beams, and an upper cross-bar, and means for securing said frames to the beams.

2. In a double-deck brick-car, the combination, with the longitudinal beams provided at intervals with inwardly-projecting lugs, of a plurality of supporting-frames, each formed integral and comprising a lower cross-bar, a

pair of standards having shoulders adapted
to bear on the beams, and an upper cross-bar,
means for securing the said frames to the
beams, a lower deck supported by the lower
5 cross-bars and the inwardly-projecting lugs,
and an upper deck adapted to rest on the up
per cross-bars, substantially as described.

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

ALBERT T. BEMIS.

Witnesses:

NATHAN H. RICHARDSON,
ROBT. ELLIOTT.