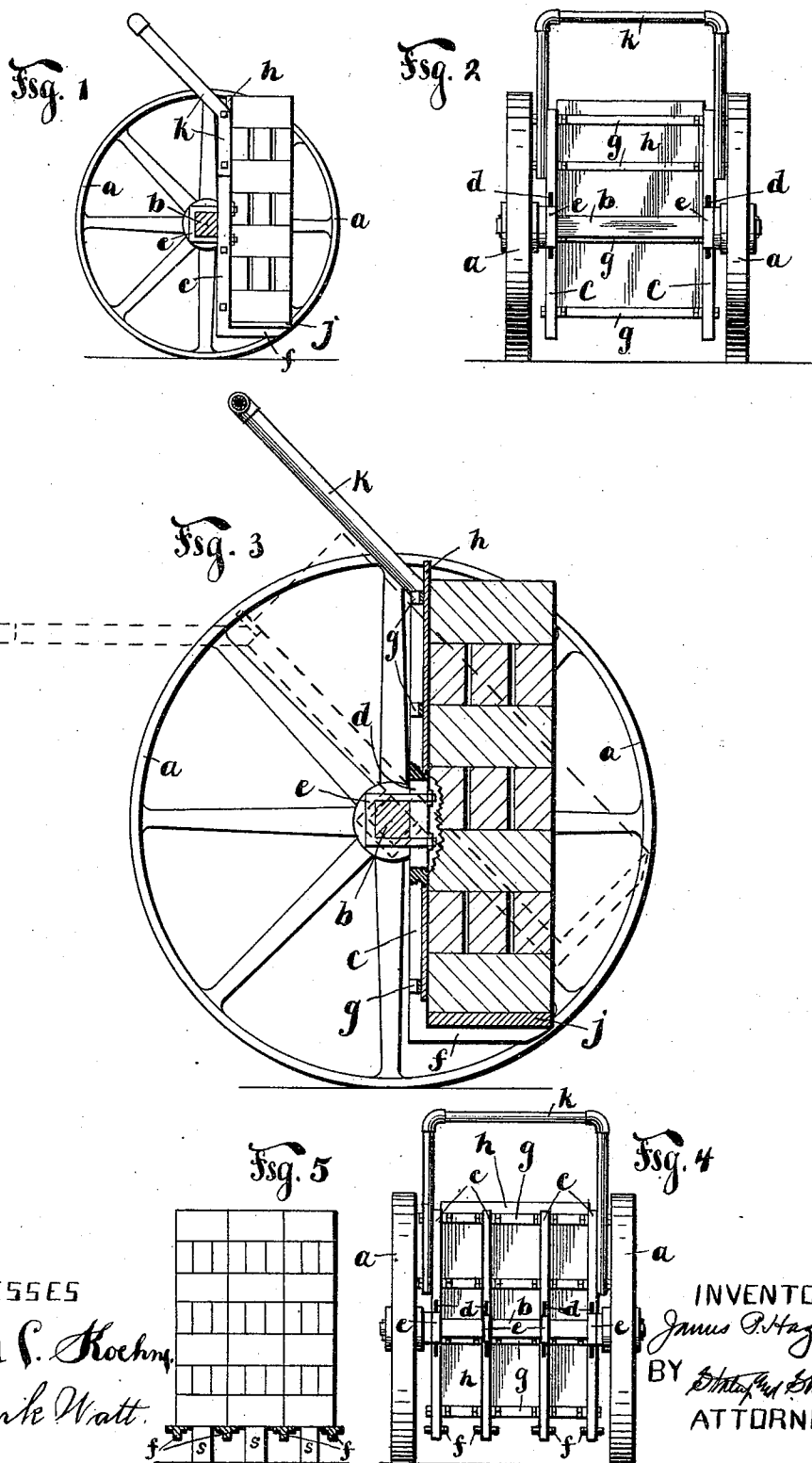


(No Model.)

J. P. HAZELTON.
BRICK TRUCK.

No. 470,193.

Patented Mar. 8, 1892.



UNITED STATES PATENT OFFICE.

JAMES P. HAZELTON, OF NEW STRAITSVILLE, OHIO.

BRICK-TRUCK.

SPECIFICATION forming part of Letters Patent No. 470,193, dated March 8, 1892.

Application filed August 24, 1891. Serial No. 403,551. (No model.)

To all whom it may concern:

Be it known that I, JAMES P. HAZELTON, a citizen of the United States, residing at New Straitsville, in the county of Perry and State of Ohio, have invented certain new and useful Improvements in Brick-Trucks, of which the following is a specification.

My invention relates to improvements in brick-trucks especially for transporting green brick from the hake or pile to the drying tunnels or kiln; and the object is to provide a cheap and durable truck of this class adapted to readily engage and transport the brick from the hake or pile and discharge the same without handling the brick or disturbing the hake or pile.

My invention consists in the constructions and combinations of parts hereinafter described, and set forth in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a truck embodying my invention in the position of loading or unloading, the near wheel being removed for clearness. Fig. 2 is a rear elevation of the same. Fig. 3 is a vertical section taken adjacent to one of the frame-pieces, the position of the truck and brick in transportation being shown in dotted lines. Fig. 4 is a rear elevation of a modified form of my invention, and Fig. 5 illustrates a method of stacking or hacking brick which the above modified form is adapted to transport without the aid of a pallet.

In the several views similar letters of reference indicate like parts.

In the said drawings, *a a* represent the wheels of the truck, of which there are preferably two, mounted revolvably upon the respective ends of a suitable axle *b*, which is preferably formed square, and turned down at each end to receive the wheels *a a*. *c* represents the vertical frame-pieces of the truck, of which there may be any desirable number. Formed in each of the frame-pieces *c*, and near the centers of their length, is an elongated slot *d*, through which the heads or clasp-bolts, embracing the axle *b*, are adapted to pass and bind said frame-pieces *c* firmly to said axle *b*, the object of said slot *d* being to provide means for shifting the center of the load, so as to balance the same, thus rendering the moving of loads of different weights comparatively easy on the operator. Each frame-

piece *c* extends downwardly to within a short distance of the ground and has a finger *f*, formed therewith and projecting forward at substantially right angles therefrom. A series of horizontally-extending brace-rods *g* extend between and are bolted to the frame-pieces *c* to form a more rigid frame-work. Over the frame-work thus formed is placed a covering *h*, preferably of sheet-iron, said covering extending down to within a short distance of the fingers *f*, and projecting slightly above the upper ends of the frame-pieces *c*. To the upper ends of these frame-pieces *c*, which form the sides of the truck frame-work, is bolted the respective ends of a looped handle *K*, preferably of metallic tubing, such as ordinary gas-pipe, said handle *K* extending upwardly and backwardly from said frame-pieces *c*, so as to stand at an angle to the vertical height of said frame-pieces.

In general practice the green brick is stacked or hacked upon wooden boards or pallets *j*, Figs. 1 and 2, which pallets are placed upon supports which raise said pallets to a convenient height for the truck-fingers *f* to readily pass thereunder, and these hakes or piles are set at such distances apart that the wheels of the truck may pass between them in order to load said truck. To place the truck in the position for loading, said truck is run up to the hake until the fingers *f* extend under the pallet *j*, and the truck-wheels extend between the hake to be transported and adjacent hakes, as shown in Figs. 1 and 3. The truck, being in the loading position, is drawn backwardly to the position shown in dotted lines in Fig. 3, thus loading the brick and putting it in position for transportation. In some cases when the brick is of a harder quality the method of hacking shown in Fig. 5 is employed, which method consists of piling the brick one on top of the other without the use of wooden pallets, the said hake being raised from the ground by a series of supports, one for each length of brick, said supports permitting the fingers *f* to readily pass under said hake. For this method of hacking I provide a series of broad-faced fingers *f*, Fig. 4, one for each joint in the bottom layer of brick, as shown in the section parts of Fig. 5.

It will be seen that as thus described a sim-

ple and cheaply-constructed truck is formed, which, as proven by practice, saves considerable time and labor in transporting brick from the hake to the drying tunnels and kiln by obviating the necessity of handling said brick during transportation. It is also obvious that the above-described truck may be used for transporting other materials.

Having thus described my invention, I claim—

1. In a truck, the combination, with frame-pieces, an axle, and supporting-wheels on the ends of said axle, of retaining-fingers on said frame-pieces, and a slotted opening in said frame-pieces through which a clasp-bolt embracing the axle is adapted to pass and connect said frame-pieces to the said axle, substantially as described.

2. In a truck-frame, the combination, with frame-pieces joined to form a bed or support, a handle at one end of said bed at an acute angle to said frame-pieces, and retaining-fingers projecting at substantially right angles from

said frame-pieces at the other end of said bed, of slotted openings in the frame-pieces adapted to receive the ends of a clasp-bolt encircling an axle, and supporting-wheels for said axle, substantially as described.

3. The combination, with frame-pieces, a handle formed of tubing and secured at an angle to said frame-pieces, retaining-fingers projecting at substantially right angles from said frame-pieces, and braces for connecting the frame-pieces, of a covering for said frame-pieces and braces to form a bed, an axle and supporting-wheels for supporting said frame-pieces and bed, and means for adjusting said frame-pieces with reference to said axle, substantially as described.

In testimony whereof I have hereunto set my hand this 21st day of August, A. D. 1891.

JAMES P. HAZELTON.

Witnesses:

R. D. BALDWIN,
PAUL A. STALEY.