No. 891,972. PATENTED JUNE 30, 1908.

J. BANWELL.

BRICK CARRYING DEVICE.

APPLICATION FILED NOV. 27, 1907.

Fig. 1

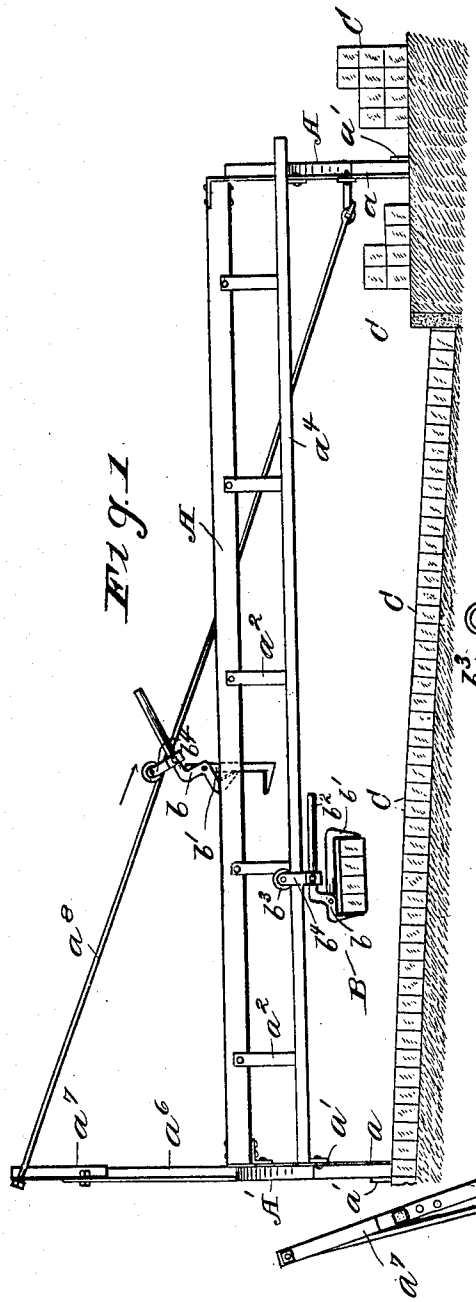


Fig. 3

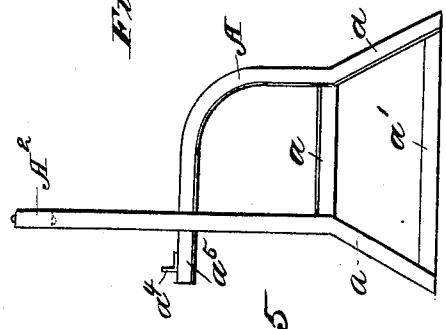


Fig. 4

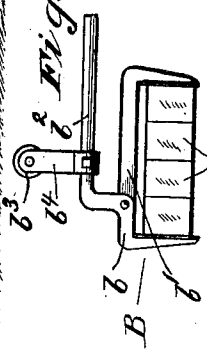


Fig. 5

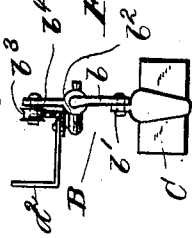
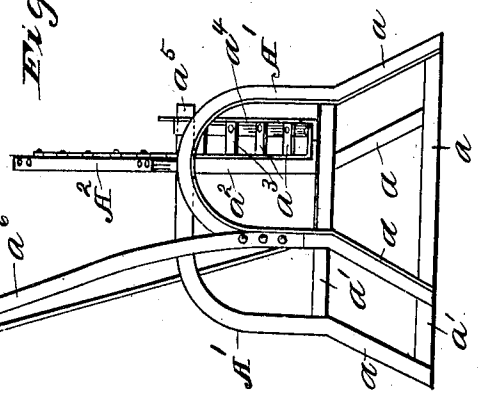


Fig. 2



Witnesses:

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BRICK-CARRYING DEVICE.

No. 891,972. Specification of Letters Patent. Patented June 30, 1908.

Application filed November 27, 1907. Serial No. 404,118.

To all whom it may concern:

Be it known that I, JAMES BANWELL, a citizen of the United States, resident of Cleveland, county of Cuyahoga, and State of Ohio, have invented a new and useful Improvement in Brick-Carrying Devices, of which the following is a specification, the principle of the invention being herein explained and the best mode in which I have contemplated applying that principle so as to distinguish it from other inventions.

The present invention has regard to the provision of means for facilitating the laying of brick pavements or analogous operations where bricks, or like material, require to be transported short distances in order to be placed in convenient reach of the workmen finally disposing or placing the same. Thus in the laying of pavements of the character referred to, as is well known, the brick are usually deposited in piles along the curb and then after the bed of the street, or road, has been prepared for their reception, they are carefully laid in lines running transversely of the street, this involving of course the carrying of the brick from the piles at the side of the street to various points across the same. Heretofore, as far as I am aware, this has always been done manually and a number of men are required to move the brick rapidly enough to keep those laying them busy.

The object of the present invention is to provide mechanical means for thus carrying the brick, which means shall be, in view of the exigencies of the use to which the device is to be put, of light and simple construction.

To the accomplishment of the above and related objects, said invention, then, consists of the means hereinafter fully described and particularly pointed out in the claims.

The annexed drawing and the following description set forth in detail certain mechanism embodying the invention, such disclosed means constituting, however, but one of various mechanical forms in which the principle of the invention may be used.

In said annexed drawing: Figure 1 represents a side elevation of my improved brick carrying device placed in position for use on a street, the latter being shown in section; Fig. 2 is a front elevation of such device; Fig. 3 is a rear elevation of the same; Fig. 4 is a side elevation of the carrier proper; and Fig. 5 is an end elevation of such carrier.

Having regard to the several figures above referred to the base of the device will be seen to consist of an elongated frame or horse which includes two tracks extending longitudinally thereof from one end to the other as will be now more fully set forth, and so disposed as to incline in opposite directions when the frame is in operative position. The frame consists essentially of two end members A A′, preferably made out of angle iron bent to provide divergent legs a, and suitably braced by transverse members a' connecting the legs thus provided. Rigidly bolted to the upper portion of each of the end members A A′ is a longitudinally extending bar A^2 disposed to lie substantially horizontal when said members stand on the level. From this bar depend at suitable intervals L-shaped brackets a^2, to the lower laterally extending arms of which is attached the outwardly running track a^4 of the device, the rear end of which rests upon a laterally projecting portion a^5 of the corresponding end frame, the forward end of which similarly rests upon a transverse brace a' of the front end frame. Such front end frame is provided in addition with an upwardly extending arm a^6, the terminal portion a^7 of which is adjustable relative thereto so as to extend to different heights. In such terminal portion of the arm a^6 is secured one end of the return track a^8 consisting simply of a plain rod, the other end of which is pivotally secured, as by the means shown in Fig. 1, to the rear end frame.

The carrier B, which I employ in conjunction with the outwardly inclined and inwardly inclined tracks, forming a part of the frame aforesaid, consists simply in a modified form of the ordinary clamp or carrier utilized where the bricks are moved by hand. Such carrier in other words, comprises two pivotally joined clamping members, b b', one of which is horizontally extended to form a handle b^2. By inclosing the proper number of bricks C between the clamping members and then grasping the handle, the weight of the burden will cause such members to firmly grip the brick until they are again deposited, thereupon such grip loosens and the bricks may be readily released by depressing the

handle. To adapt this device for the desired use, I provide such handle with a grooved wheel b^3 suitably mounted upon a clip b^4 that is adjustably secured upon the handle b^2 so that its position may be varied with respect to the center of gravity of the load to properly balance such load. The wheel by being grooved is adapted to remain on the flange of the angle iron constituting the outwardly going track, or the rod constituting the return track, as the case may be.

In using my device the horse or frame is placed with its rear or inner end A resting upon the raised ground back of the curb the forward end A' extending out to, or beyond, the center of the street, although the matter of the length of the frame is immaterial, as will be readily understood. When thus positioned, bar A^2 and attached track a^4 will incline outwardly from the curb since the street is of course lower than such curb; but owing to the sharp inclination of track a^8 to such first track, it will incline inwardly. A number of carriers of the character described being provided, the workman stationed at the rear or inner end of the frame gathers a load of brick between the clamping members of the carrier and by a very simple movement swings the latter onto the lower, outwardly going, track along which it will travel until stopped. A continuous string of carriers being thus kept moving along the track, a workman, at the place where the brick are being laid, seizes them as they arrive by his station, deposits the brick and places the carrier on the return track, or rod, along which they travel until the curb is reached. By the simple construction thus provided it will be seen that a very material saving in labor is effected. Indeed three men, two at the curb and one on the street, are enabled by its means to do the work of five or six men carrying brick in the old-fashioned way, and not have to work as hard.

Other modes of applying the principle of my invention may be employed instead of the one explained, change being made as regards the mechanism herein disclosed, provided the means stated by any of the following claims or the equivalent of such stated means be employed.

I therefore particularly point out and distinctly claim as my invention:—

1. In a device of the character described, the combination with a suitable frame including an inclined track, of a carrier for brick or the like movable along the latter, said carrier comprising two pivotally joined clamping members, one of said members being extended to form a handle, and a wheel adapted to run on said track, borne by said handled member.

2. In a device of the character described, the combination with a suitable frame including two oppositely inclined tracks extending longitudinally thereof from one end to the other, of a carrier for brick or the like movable along said tracks, said carrier comprising two pivotally joined clamping members, one of said members being extended to form a handle, and a wheel adapted to run on said track, borne by said handled member.

3. In a device of the character described, the combination with a suitable frame including two oppositely inclined tracks extending longitudinally thereof from one end to the other, of a carrier for brick or the like movable along said tracks, said carrier comprising two pivotally joined clamping members, one of said members being extended to form a handle, and a grooved wheel, adapted to run on said track, adjustably mounted upon said handle member.

4. In a device of the character described, a carrier for brick or the like comprising two pivotally joined clamping members, one of said members being extended to form a handle, and a wheel, adapted to run on a track, borne by said handled member.

5. In a device of the character described, a carrier for brick or the like comprising two pivotally joined clamping members, one of said members being extended to form a handle, and a grooved wheel, adapted to run on a track, clamped onto said handled member so as to be adjustable therealong.

6. In a device of the character described, a movable frame comprising two end members; a bar joining said end members; a track supported from said bar and disposed, when the device is in operative position, so as to incline from the inner to the outer end member; and a second track having its respective ends supported in said end members of the frame but disposed to incline in an opposite direction with respect to said first named track.

7. In a device of the character described, a movable frame comprising two end members provided with divergent legs; a bar joining said end members; a plurality of brackets depending from said bar; a rail supported upon said brackets, said rail forming a track and being so disposed as to incline from the inner to the outer end member; and a rod pivotally attached at one end to the inner frame member near the bottom of the latter and adjustably secured at the other end to the upper portion of the outer frame member, said rod constituting a track also and adapted to incline in an opposite direction with respect to said first named track.

8. In a device of the character described, a movable frame comprising two end members provided with divergent legs; a bar joining the upper portions of said members and

disposed to lie substantially horizontal when the latter stand on the level; a plurality of L-shaped brackets depending from said bar; a rail supported upon the projecting arms of said brackets, said rail forming a track substantially parallel with said bar; an arm extending upwardly from one of said end members; and a rod pivotally attached at one end to the other frame member near the bottom of the latter, and adjustably secured at the other end to said upwardly extending arm, said rod constituting a track also and inclining sharply with respect to said first named track.

Signed by me, this 22nd day of November, 1907.

JAMES BANWELL.

Attested by—
E. R. RODD,
JNO. F. OBERLIN.