

N. B. HEAFER.

Brick Truck.

Patented Jan. 7, 1868.

No. 73,097.

Fig. 1.

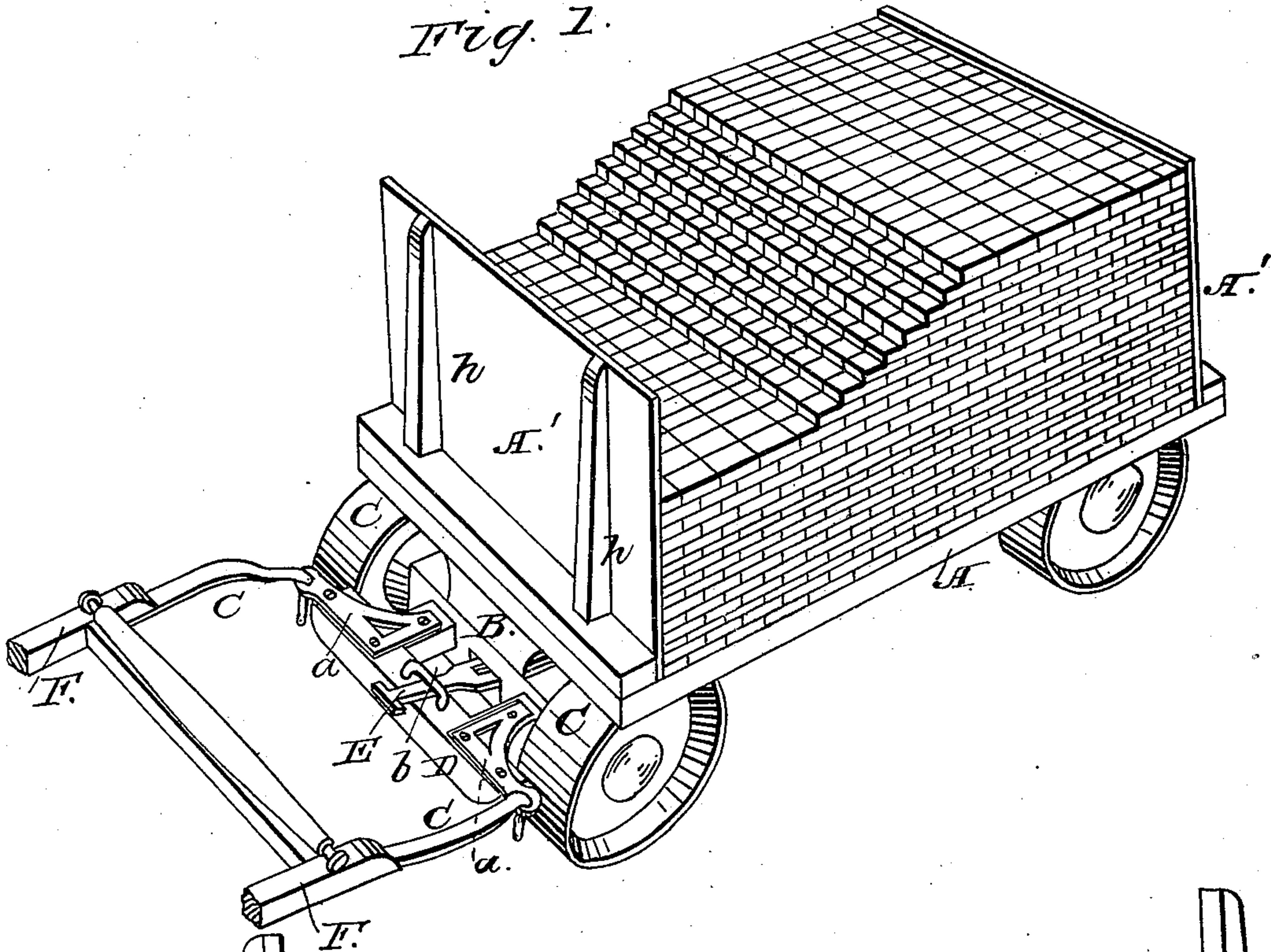
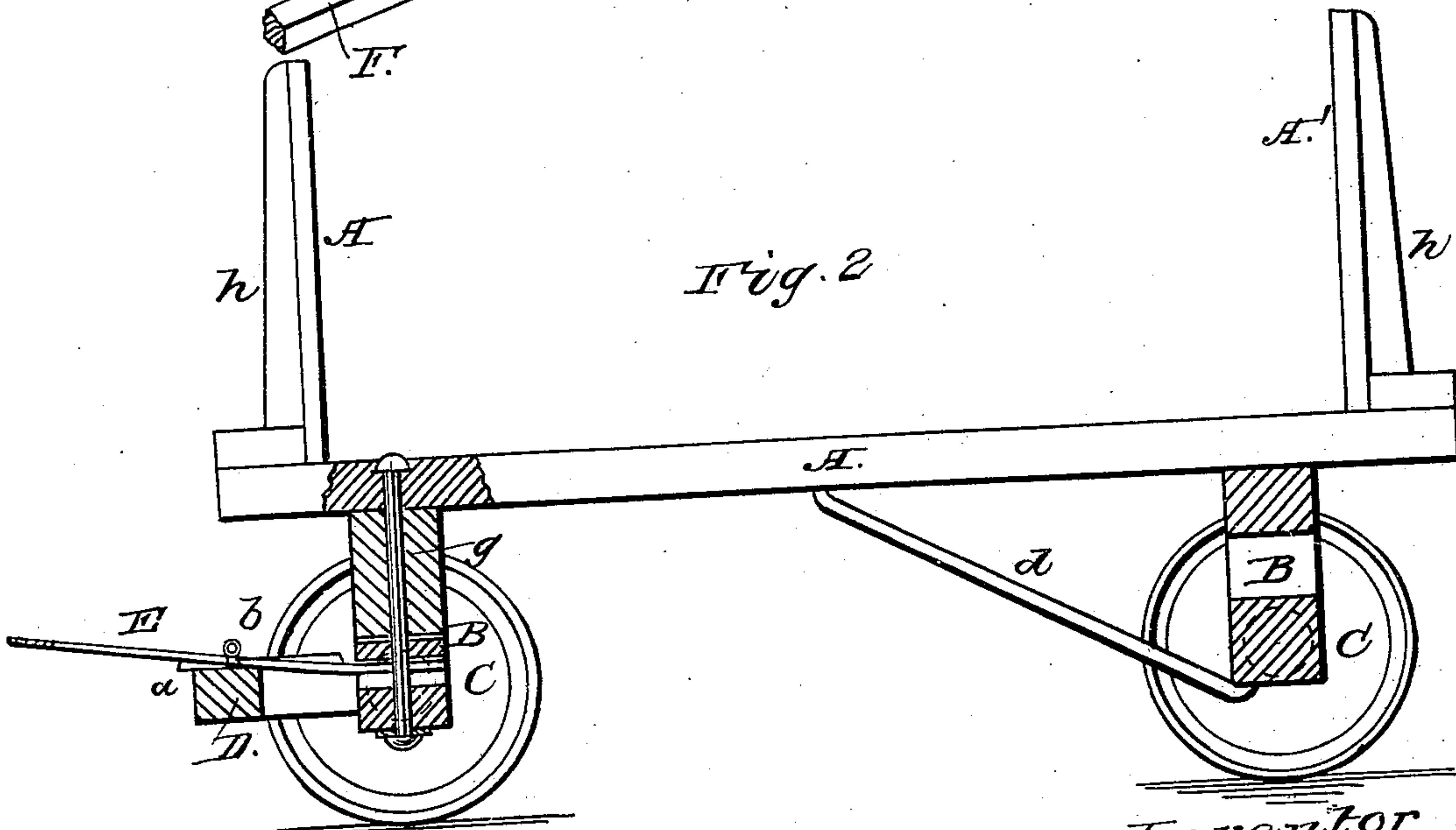


Fig. 2.



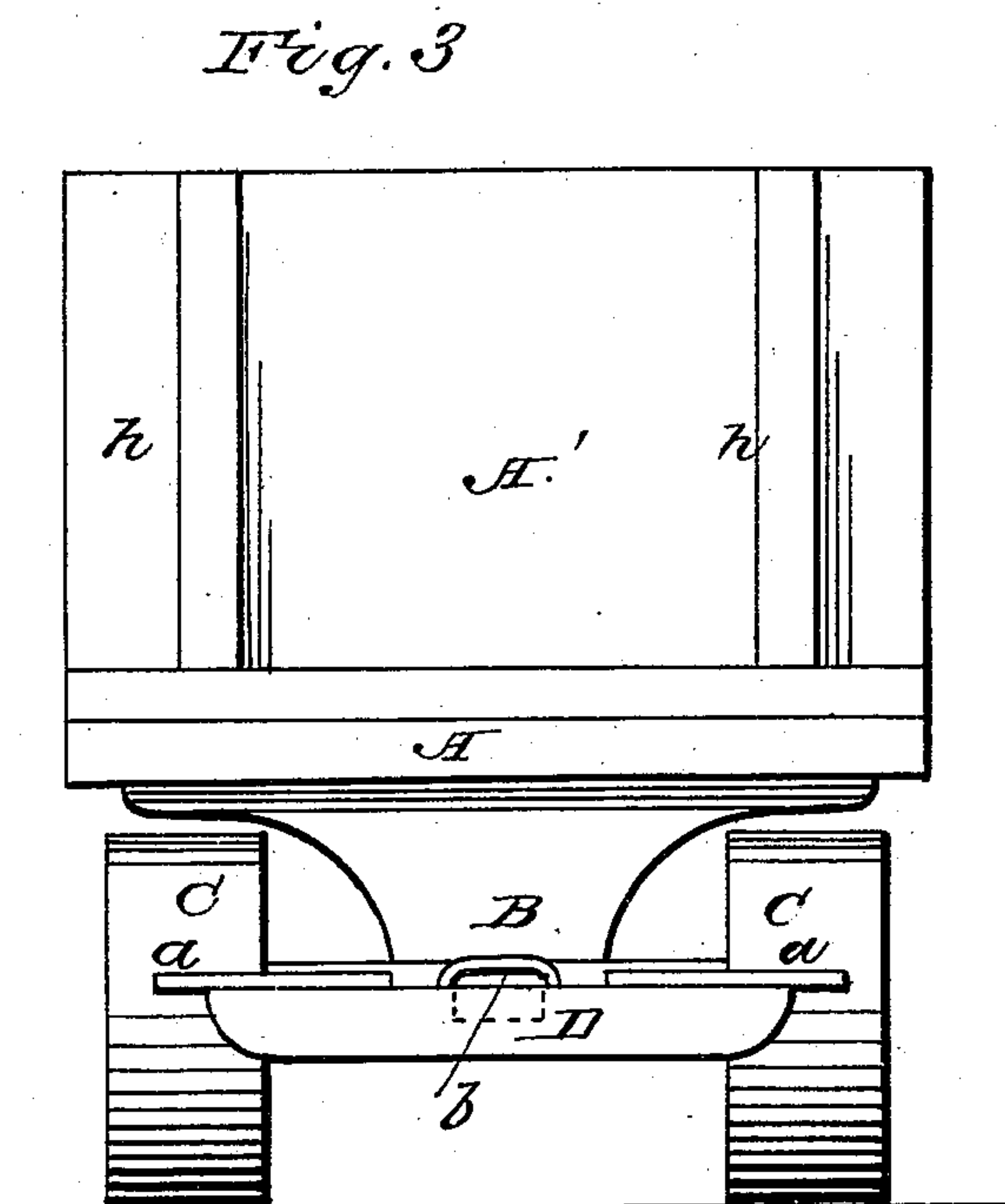
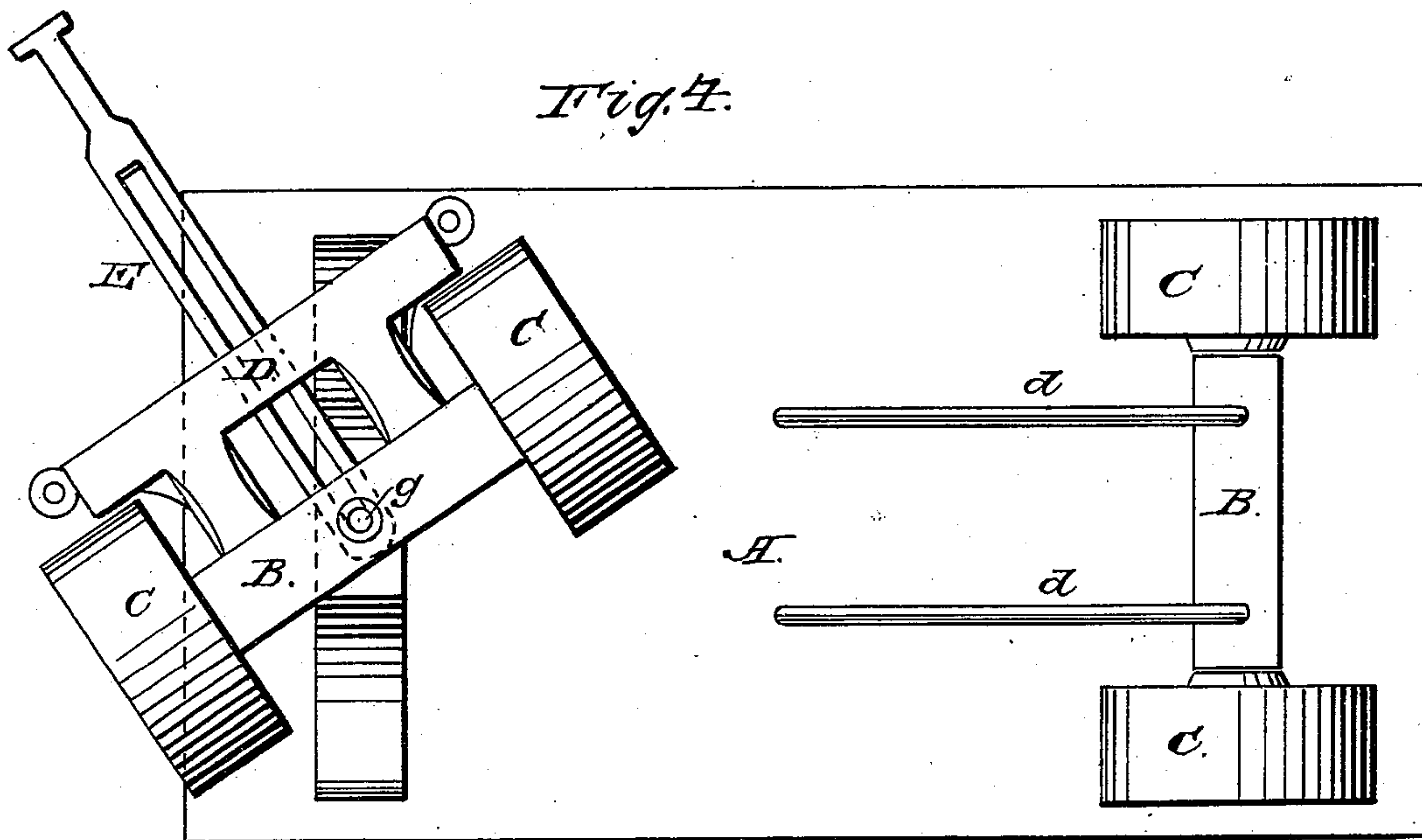
Witnesses  
R. S. Campbell.  
Edw. Schaefer.

Inventor  
N. B. Heaffer.  
by  
Mason Fessenden & Sams.

N. B. HEAFER.  
Brick Truck.

No. 73,097.

Patented Jan. 7, 1868.



Witnesses

R. L. Campbell.  
Edw. Schaffer.

Inventor

N. B. Heafer  
by  
Mass. Tarwick & Lammie



# United States Patent Office.

NAPOLEON B. HEAFER, OF BLOOMINGTON, ILLINOIS.

*Letters Patent No. 73,097, dated January 7, 1868.*

## IMPROVEMENT IN BRICK-TRUCK.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, N. B. HEAFER, of Bloomington, in the county of McLean, and State of Illinois, have invented a new and improved Brick-Truck and Roller; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of the improved truck with thills attached.

Figure 2 is a side elevation of the truck, showing the axles in section, and the tongues drawn out in position for use.

Figure 3 is an elevation of the front end of the truck.

Figure 4 is a bottom view of the truck.

Similar letters of reference indicate corresponding parts in the several figures.

This invention relates to certain novel improvements in the construction of trucks which are designed particularly for use in a brick-yard. Such trucks have been hitherto constructed with a single narrow tread-wheel, somewhat like a common hand-barrow, and are used exclusively in the work of "hacking" bricks in the yard. Such hack-barrows are adapted for hand-use, and serve no other purpose than that for which they are designed. One great objection to these barrows is that their wheels cut into and destroy the level surface of the yard, so as to require planking to be laid down, upon which to roll them.

The object of my invention is to obtain a truck or carriage of such form and construction that it shall serve several very important offices in and about a brick-yard, and shall be adapted for hand-use, as well as for the use of a horse in moving it about.

The nature of my invention consists in a platform, which is mounted horizontally upon truck-wheels, that are adapted to serve the twofold purpose of transporting-wheels for said platform, and of rollers for levelling and packing the surface of the brick-yard, thereby admitting of the rolling and packing of the yard at the same time the carriage is used as a conveyance for objects from one place to another.

And it further consists in providing for the use of thills, by which to attach a horse to the carriage for drawing very heavy loads, and also for the use of a sliding hand-tongue, by which the carriage can be moved about in places where a horse could not be conveniently worked, as will be hereinafter described.

To enable others skilled in the art to make and use my invention, I will describe its construction and operation with references to the drawings.

In the accompanying drawings, A represents a horizontal platform, which is made in a very strong and substantial manner, and provided with head and tail-boards A' A', which are strengthened by means of outside battens h h. The lower ends of these battens form tenons, that enter mortises in the platform, and thus serve as attachments for said boards, which will admit of their removal at pleasure. The platform is sustained upon the axles B B of transporting-wheels C C, which axles are of such length that the wheels do not project beyond the sides of the platform. The front axle B is attached to the platform A by means of a king-bolt, g, so that this axle can be turned around for guiding the carriage. From the forward side of the front axle hounds D project, having plates a a secured to them, through the ends of which eyes are made for receiving hooks that are formed on the ends of thill-irons c c, as shown in fig. 1. A curved tongue, E, having a T-head upon one end, and a longitudinal slot through it, is applied to the front axle B by passing it through a slot which is made through this axle, and attaching it thereto by means of the vertical king-bolt g, as shown in fig. 2. This slotted tongue E passes through a staple, b, applied to the transverse bar of the hounds, which staple, in conjunction with the rear attachment above described, keeps the tongue in place, and allows it to be moved endwise, so that when not in immediate use it can be pushed beneath the platform A, out of the way, as shown in fig. 1. When the tongue E is drawn out, as shown in figs. 2 and 4, it serves as a handle, by which one or more persons can move the carriage. Each one of the wheels C of the front and rear axles is constructed with a very wide tread, for the purpose of adapting it to serve as a roller for packing and levelling the surface of the brick-yard during the transportation of bricks, wood, or other objects about the yard. By thus constructing the wheels a yard will be rolled and levelled ready for the moulder while the bricks are being cleared off. The wheels will not sink into the surface of the yard, and therefore they will not meet the

resistance which is offered to narrow-tread wheels. The thills F, with their hooked irons c, are so constructed that they can be readily attached to and detached from the eye-plates a without unhitching them from the horse. When these thills are detached from the carriage, the tongue E is drawn out for hand-use. This tongue is always ready for use, it being permanently attached to the carriage, yet it is not in the way when a horse is used for drawing the carriage. This is used mostly in moving "casing," and anything needed in "casing up" a kiln to prepare for burning; also for moving one truck out of the way of another in loading and unloading bricks. The head and tail-boards A' are used for supporting bricks when the carriage is loaded therewith; and in unloading, one or the other of these boards is removed for the convenience of the pitcher and catcher in handling the bricks.

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

A truck which is adapted for general use in a brick-yard, consisting of a platform, A, with removable head and tail-boards A' A', mounted upon rollers C C, and provided with a sliding hand-tongue, E, and also means for attaching thills F, substantially as described.

N. B. HEAFER.

Witnesses:

CHARLES W. LAW,

THOMAS DARNOLL.