

(No Model.)

H. MARTIN.
TRUCK.

No. 314,594.

Patented Mar. 31, 1885.

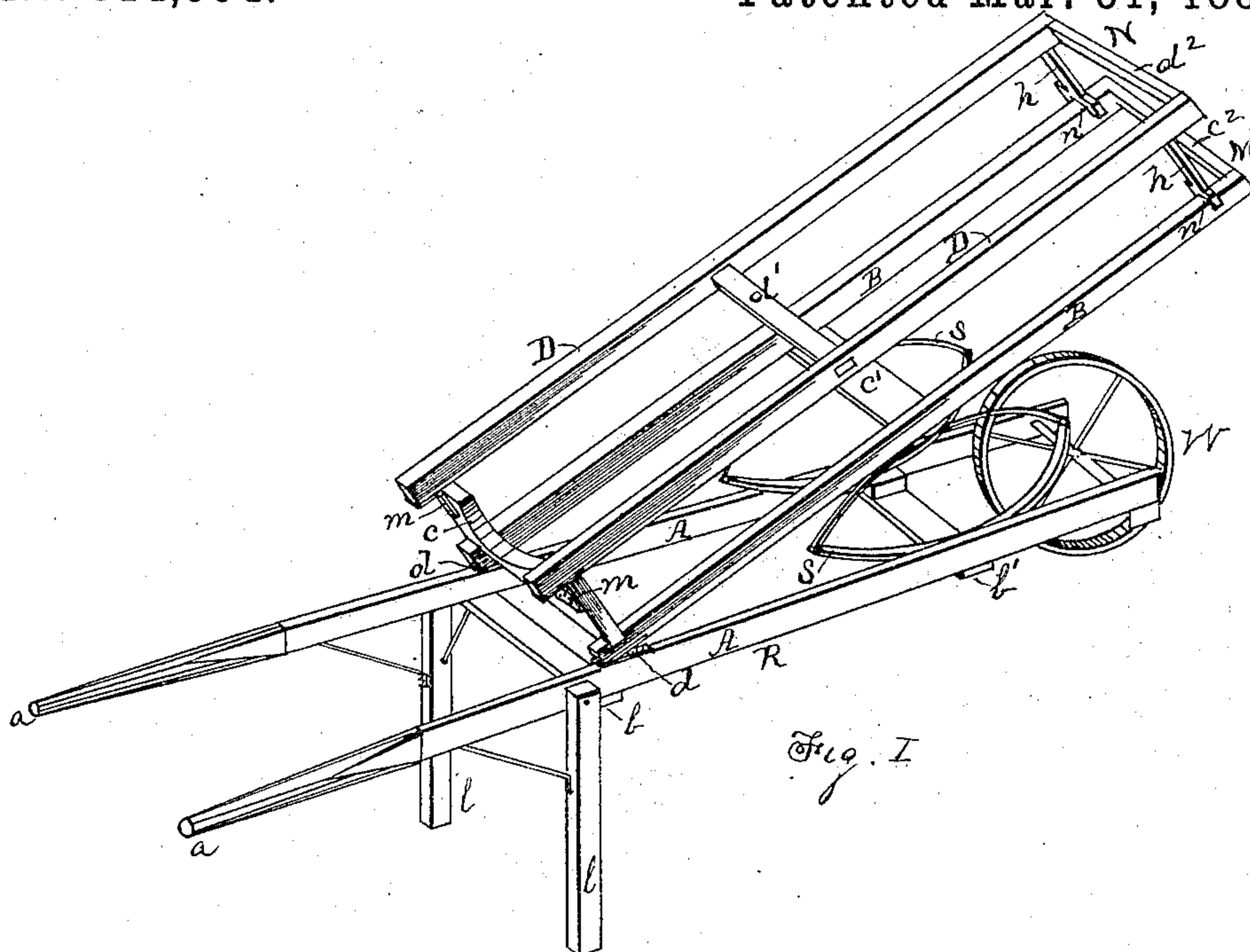


Fig. 1.

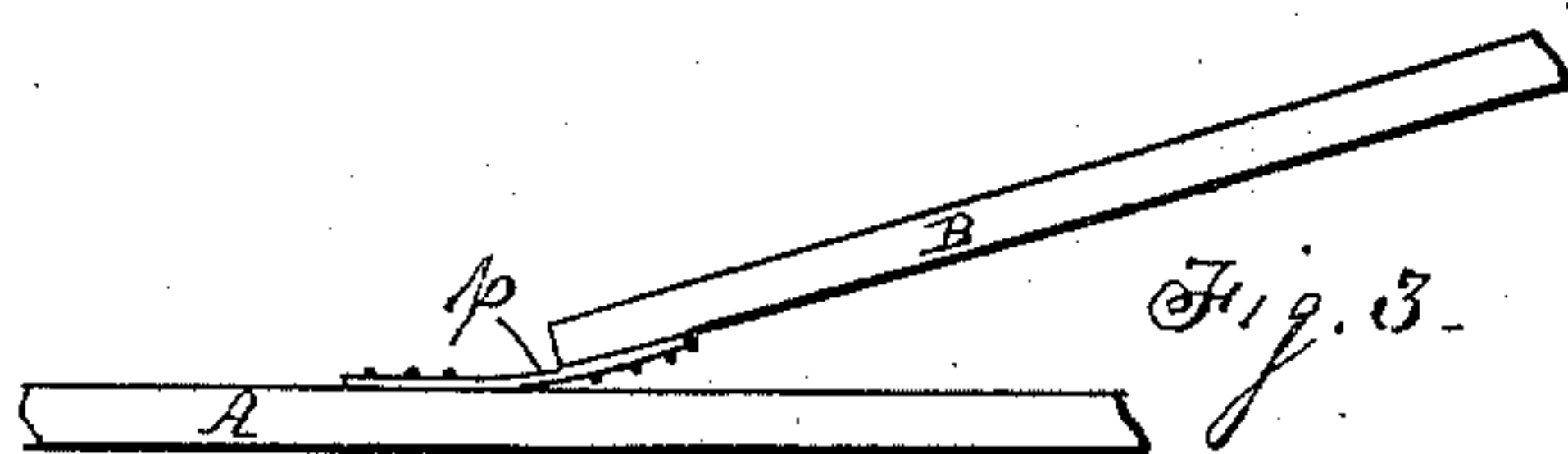


Fig. 3.

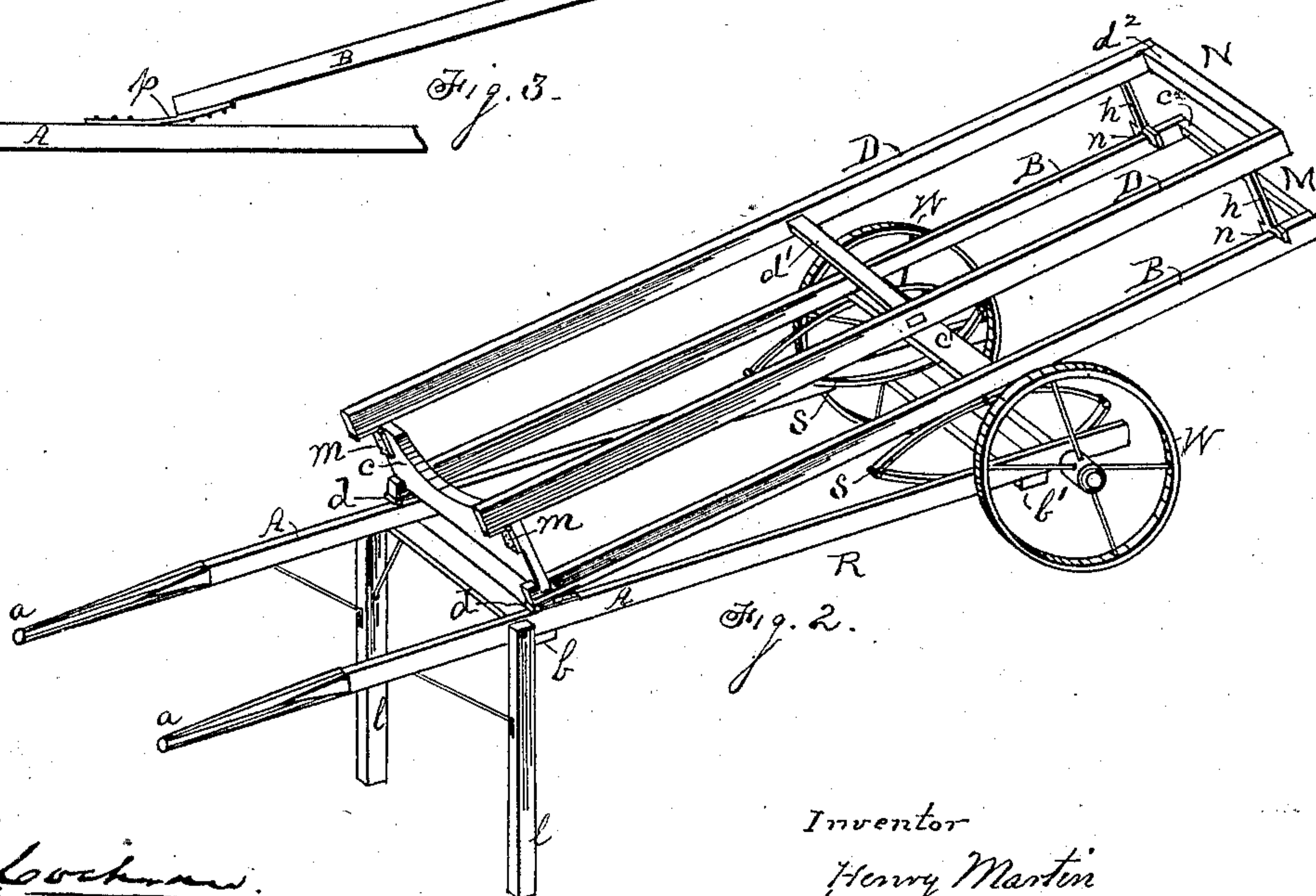


Fig. 2.

Witnesses
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UNITED STATES PATENT OFFICE.

HENRY MARTIN, OF LANCASTER, PENNSYLVANIA.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 314,594, dated March 31, 1885.

Application filed June 30, 1884. (No model.)

To all whom it may concern:

Be it known that I, HENRY MARTIN, a citizen of the United States, residing at Lancaster, in the county of Lancaster and State of Pennsylvania, have invented certain Improvements in Vehicles, of which the following is a specification.

My invention relates to improvements in vehicles for transporting unburned bricks, in which one end of the racks, upon which the bricks are placed, are mounted on springs, and the other secured to the frame of the vehicle by means of hinges; and the objects of my improvements are, first, to throw the greater part of the load upon the wheel; second, to prevent the jarring of the bricks while being transported, and, third, to carry several layers of bricks at the same time on the same vehicle, and prevent said layers from pressing the one upon the other. I accomplish these objects by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of my device as used with only one wheel; Fig. 2, a perspective view of the same with two wheels used; and Fig. 3 is a side view of the spring-plate attachment of the frame and rack.

Similar letters refer to similar parts throughout the several views.

My device is intended to be used by hand; and it consists of a frame, R, composed of two longitudinal pieces, A, having handles *a* at one end, connected by cross-pieces *b b'*, and supported at one end by the wheel or wheels W, and at the other, when at rest, by the legs *l*. Resting upon this frame is a rack, M, consisting of longitudinal bars B, connected by transverse pieces *c c' c''*. The bars B are connected with and held above the frame, near and slightly in the rear of the wheel or wheels W, by springs S, which are attached to the bars under the cross-piece *c'*, *c'* being broader than *c* and *c''* in order to give a fuller bearing upon the springs. At their inner ends the bars B are secured to the pieces A by means of hinges *d*, which allow such play about those points as may be rendered necessary by the movement of the outer ends of said bars B occasioned by the springs.

If preferable, spring-plates *p* may be used instead of the hinges *d*, one end of the plate being secured to the upper side of the frame-

piece A, and the other to the lower side of the bars B, the points at which the plate is attached to the frame-piece and bar being far enough apart to allow of sufficient spring. The cross-piece *c*, connecting the bars B, rises a distance above the upper surface of said bars B to a height greater than the height of a tray of green bricks, and supports the inner ends of two bars, D, forming the sides of an upper rack, N, which are above, parallel with, and in the same vertical plane with, the bars B. The outer ends of the bars D have legs *h*, attached to their lower sides, which support them on the bars B. The lower ends of the legs have grooves of sufficient width to embrace the bars B, as shown at *n*. In addition to cross-piece *c*, the bars D are held together by cross-pieces *d' d''*, placed between their centers and ends, respectively. The inner ends of the bars D rest upon and project back of the cross-piece *c*, to which each is attached by means of a hinge, *m*, one arm of which is secured to the outer or rear face of the cross-piece *c*, and the other to the under side of the projection of the bar B, so that when the rack N is opened it cannot revolve any farther back about the hinge than may be necessary to throw it into a line perpendicular to the rack M. The legs *h* are not attached to, but rest upon and embrace the bars B, so that the outer ends of the bars D can be freely raised. If desired, the spring S may be dispensed with, and the frame R be made to serve the purpose of the rack M, and the rack N be raised above the said frame and hinged to one of its own supports, as before described.

My device is operated by raising the upper rack, N, then loading the lower rack, M, with trays of bricks, closing or lowering the said rack N, and then loading it. The center of the rack rests upon the springs, which are placed just far enough back of the wheel to keep the center of gravity of the load from swinging forward of the wheel when the vehicle is in motion. One or two springs may be used. In the former case the spring is placed transversely and rests upon the cross-piece *b'*; or one or two wheels may be used, as shown; but I prefer, and generally use, two springs and two wheels, as affording greater steadiness, especially in making sharp turns.

In the above-described device ease of motion is afforded by the springs in connection with

their accompanying hinges, and by the arrangement of the racks a double or greater load can be carried without danger of injuring the green bricks.

5 I have herein set forth the general construction of my device; but

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the frame R, the rack
10 M, connected with the said frame in such a manner as to permit vibration about the said point of connection, and the spring S, as herein more specifically set forth.

2. The combination of the frame R, the rack
15 M, connected with the said frame in such a

manner as to permit vibration about the said point of connection, the springs S, and the rack N, held above the rack M, and hinged to one of its own supports, as herein described.

3. As a means of transporting bricks, racks 20 placed upon vehicles, the said racks being raised the one above the other, the upper rack supported above that below it, and hinged to one of the said supports, as and for the purpose herein set forth.

HENRY MARTIN.

Witnesses:

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WM. R. GERHART.