(No Model.)

T. PARKER.

SHIPPING DEVICE FOR BRICKS.

No. 533,079. Patented Jan. 29, 1895.

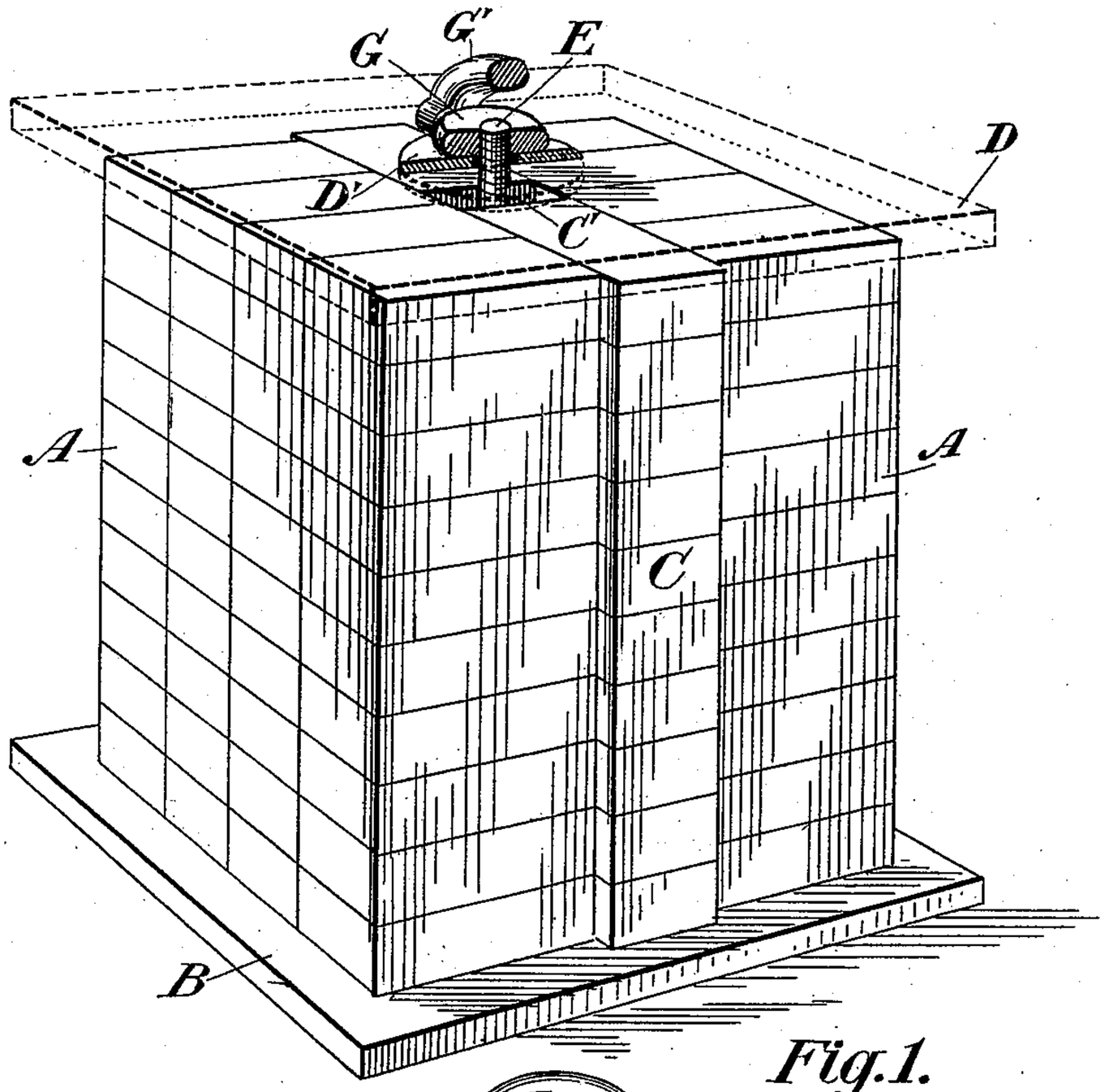

Fig. 1.

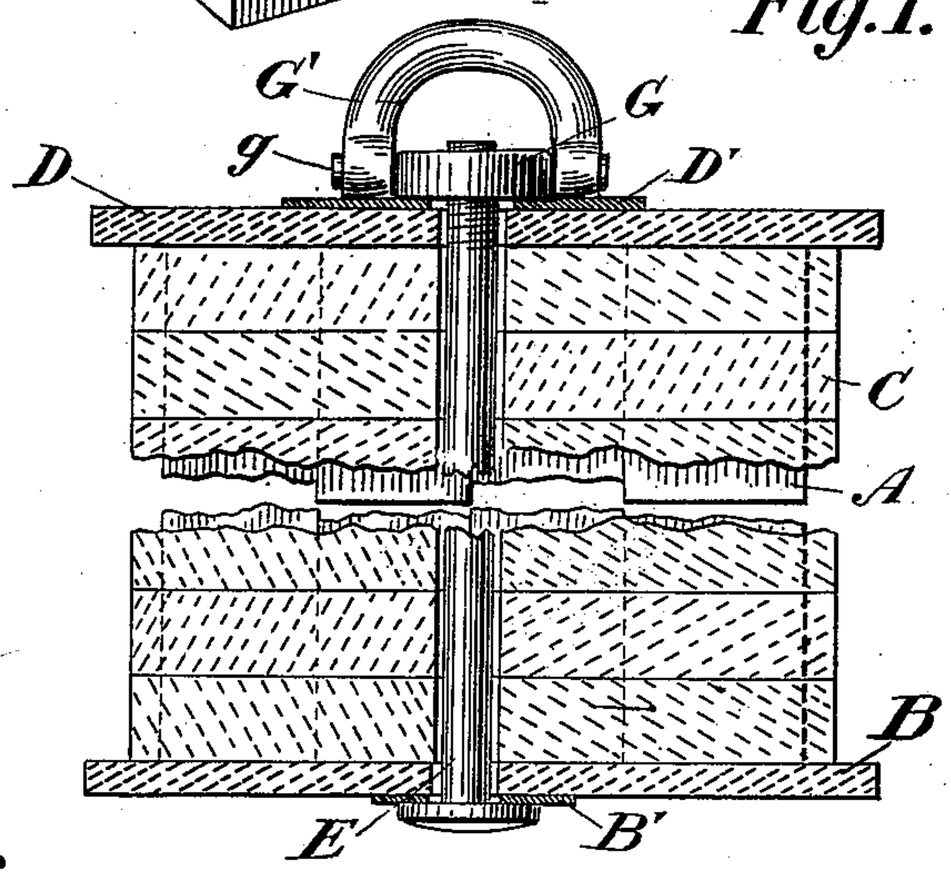

Fig. 2.

Witnesses.
W. J. Withrow
E. R. Case

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UNITED STATES PATENT OFFICE.

THOMAS PARKER, OF TORONTO, CANADA, ASSIGNOR OF THREE-FOURTHS TO JOHN DOUGLAS WRIGHT, FRANCIS FARQUHARSON STUART, AND ALEXANDER MAXWELL COLQUHOUN, OF SAME PLACE.

SHIPPING DEVICE FOR BRICKS.

SPECIFICATION forming part of Letters Patent No. 533,079, dated January 29, 1895.

Application filed December 8, 1893. Serial No. 493,098. (No model.)

To all whom it may concern:

Be it known that I, THOMAS PARKER, manufacturer, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Shipping Devices for Bricks, of which the following is a specification.

My invention relates to an improved device for shipping bricks and similar articles and the object of the invention is to provide a simple and cheap method and device for packing and shipping bricks in bulk without any fear of their being chipped or broken and it consists essentially of piling the bricks upon a board, the end bricks being piled longitudinally with the length of the board and intermediate piles of bricks being situated between the end bricks so as to leave an opening in the center and project slightly beyond the side surface of the end piles, a board being placed on the top of the pile and a bolt passed from the lower to the upper board having an upper threaded end upon which is screwed a clevis nut by which the boards are clamped together so as to hold the bricks securely in position and through which the whole is raised by a block and tackle, the hook of which is inserted through the clevis as hereinafter more particularly explained.

Figure 1, is a perspective view of my device showing the bricks packed, the top board being shown in dotted lines. Fig. 2, is a cross section intermediately broken away between the top and bottom of the bricks.

In the drawings like letters of reference indicate corresponding parts in each figure.

A, are the end piles of bricks, which are arranged longitudinally parallel to the sides of the bottom board, B. For convenience in handling I preferably arrange ten bricks on each pile and make the pile four bricks wide. Intermediately situated between the end piles are the laterally extending piles, C, preferably ten in each pile, which project slightly beyond the side surface of the piles, A, so as to form a vertical opening, C′.

D, is the top board which is shown dotted in Fig. 1, and full lines in the cross section in Fig. 2. The top and bottom boards as will be seen on reference to these figures extend beyond the outside surface of the bricks, so that they will not be liable to knock against each other and become chipped or broken.

E, is a vertical bolt, which is passed through the central vertical opening, C′, made in the center of the bricks. The head of the bolt is preferably placed beneath the bottom board, B. I also provide a washer, B′, to take the strain of the head upon the board when the bolt is tightened. The upper end of the bolt is threaded and provided with a clevis nut, G, the clevis, G′, of which is pivoted upon the trunnion, *g*, forming part of the nut.

D′, is a washer situated on the top of the top board, D, and designed to receive the pressure of the nut, G.

In order to secure my bricks in position I pile them in the manner hereinbefore stated upon the bottom board with the bolt extending up vertically. As soon as the pile is completed I place on the top board and screw the nut, G, by means of the clevis, G′, until I clamp the top and bottom boards sufficiently tight upon the bricks so as to securely hold them in position.

When shipping, the hook of the block and tackle may be inserted through the clevis, G′, and the pile of bricks securely held in position as described may be lifted into cars or ships, as the case may be, and packed closely together. In packing the clevis, G′, will of course be turned down in the horizontal position on top of the top board, B.

After the bricks have reached their destination and have been removed from my device the said device may be taken apart and packed very closely together and re-shipped back to the manufacturer, thus avoiding a great deal of expense now incurred when bricks are packed in cases, which on account of their size are so expensive to return to the manufacturer that they have to be destroyed. As these cases now commonly employed are much more expensive to make than my device it will be seen that I effect a great saving to the manufacturer in shipping the bricks and yet preserve the bricks perfect in being shipped.

In my device it will been that I use no sides but rely upon the pressure exerted upon the

end boards to retain each brick or rectangular package of the pile in position and I find in practice that such pressure exerted upon the end boards does securely retain the pile uniform without the necessity of any side or sides.

What I claim as my invention is—

In combination with a pile of bricks stacked evenly with a central opening between said bricks, of two boards one to be placed under, and the other over said bricks, and extending over the sides of the pile, a bolt having a head on its lower end, said bolt passing through openings in said boards and through the central opening in the bricks, and a clevis nut upon the upper end of said bolt adapted to be screwed down to clamp the boards against the bricks, substantially as described.

THOMAS PARKER.

Witnesses:
B. BOYD,
H. T. S. YOUNG.