

No. 688,981.

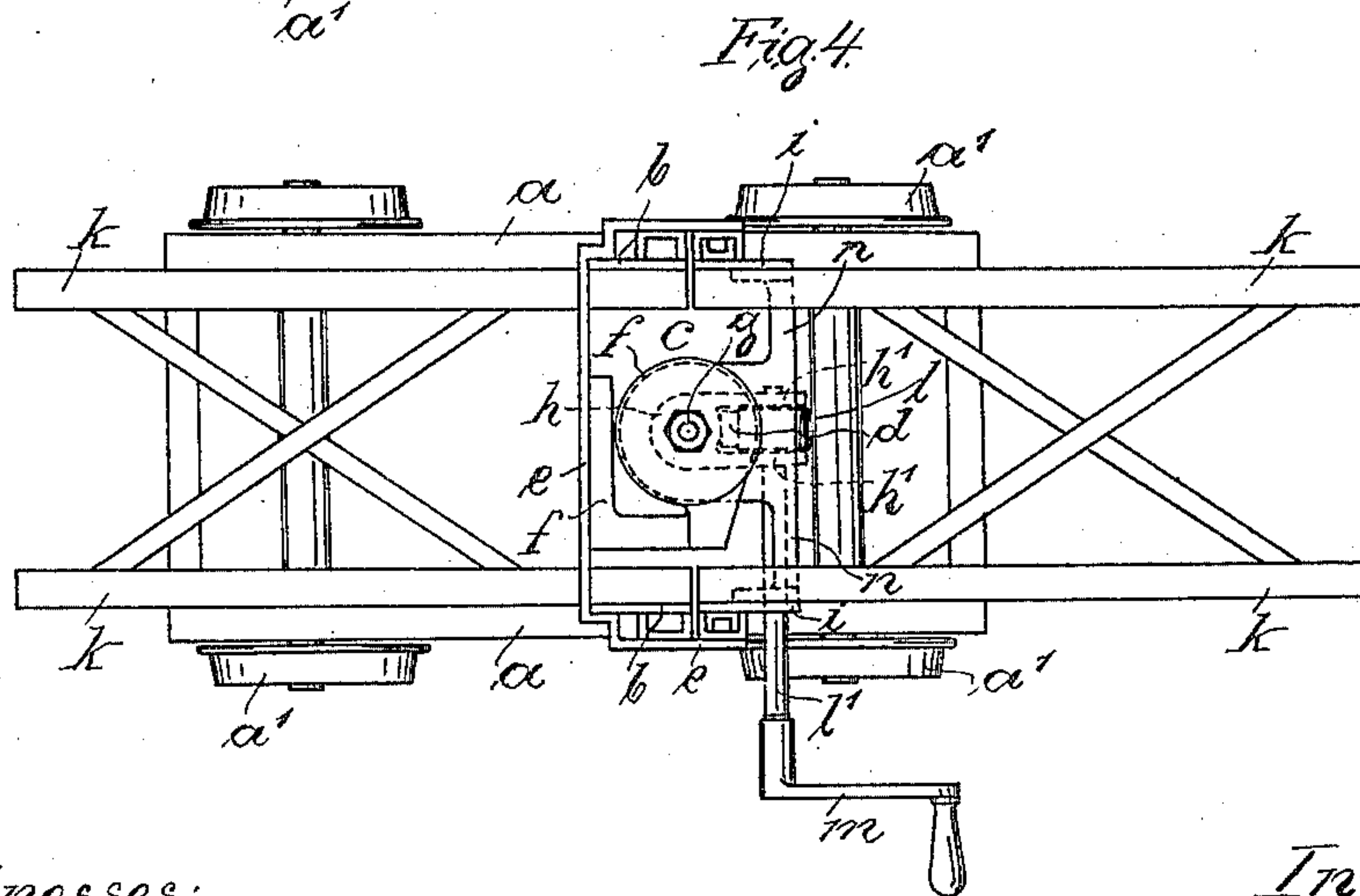
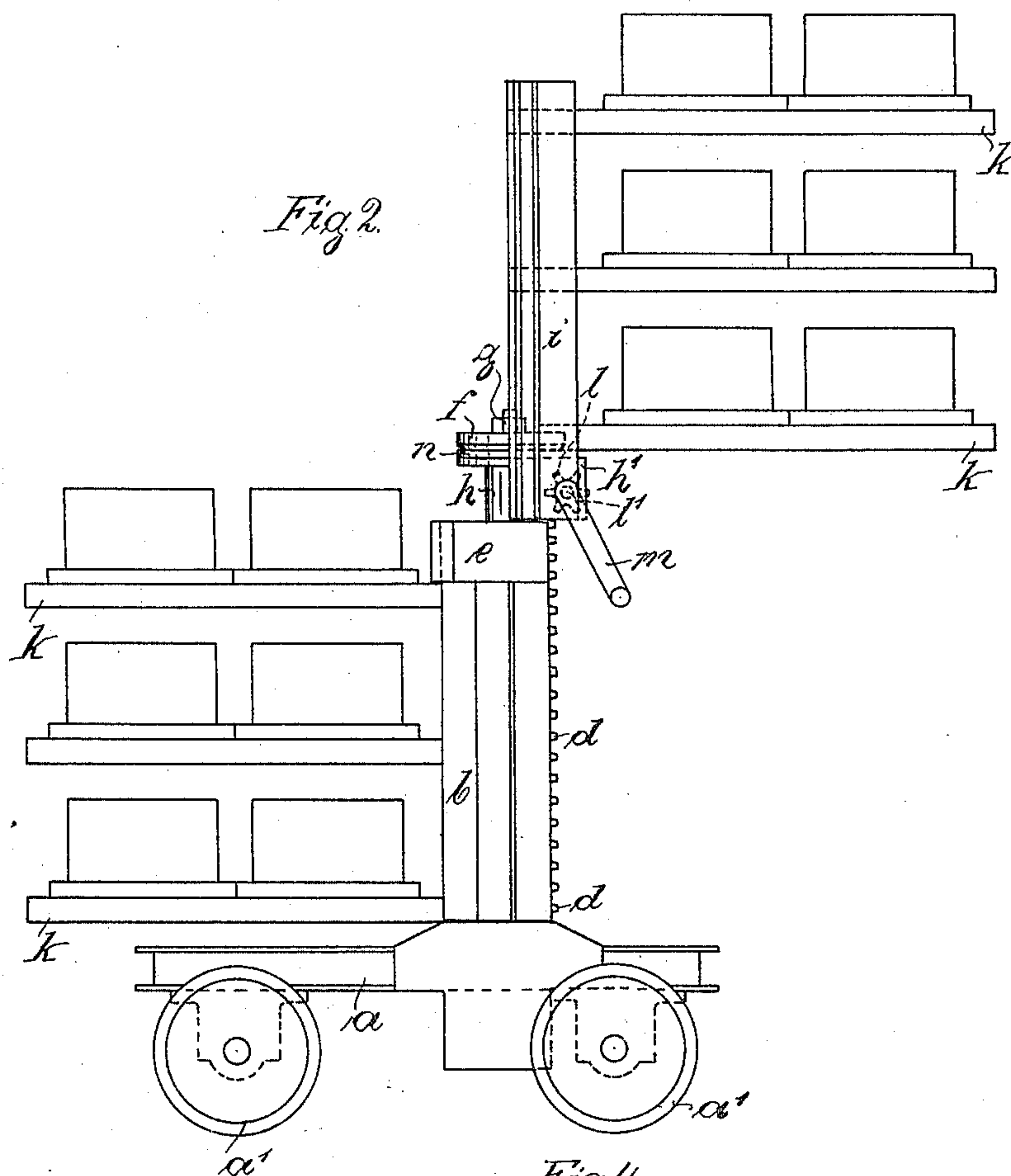
Patented Dec. 17, 1901.

H. ZASTROW.
BRICK TRUCK.

(Application filed Oct. 3, 1901.)

(No Model.)

3 Sheets—Sheet 2.



Witnesses:
Carl Kuy
Josef Rohre

Inventor
Hugo Zastrow
by *Wm. H. P. P.*
Attorney

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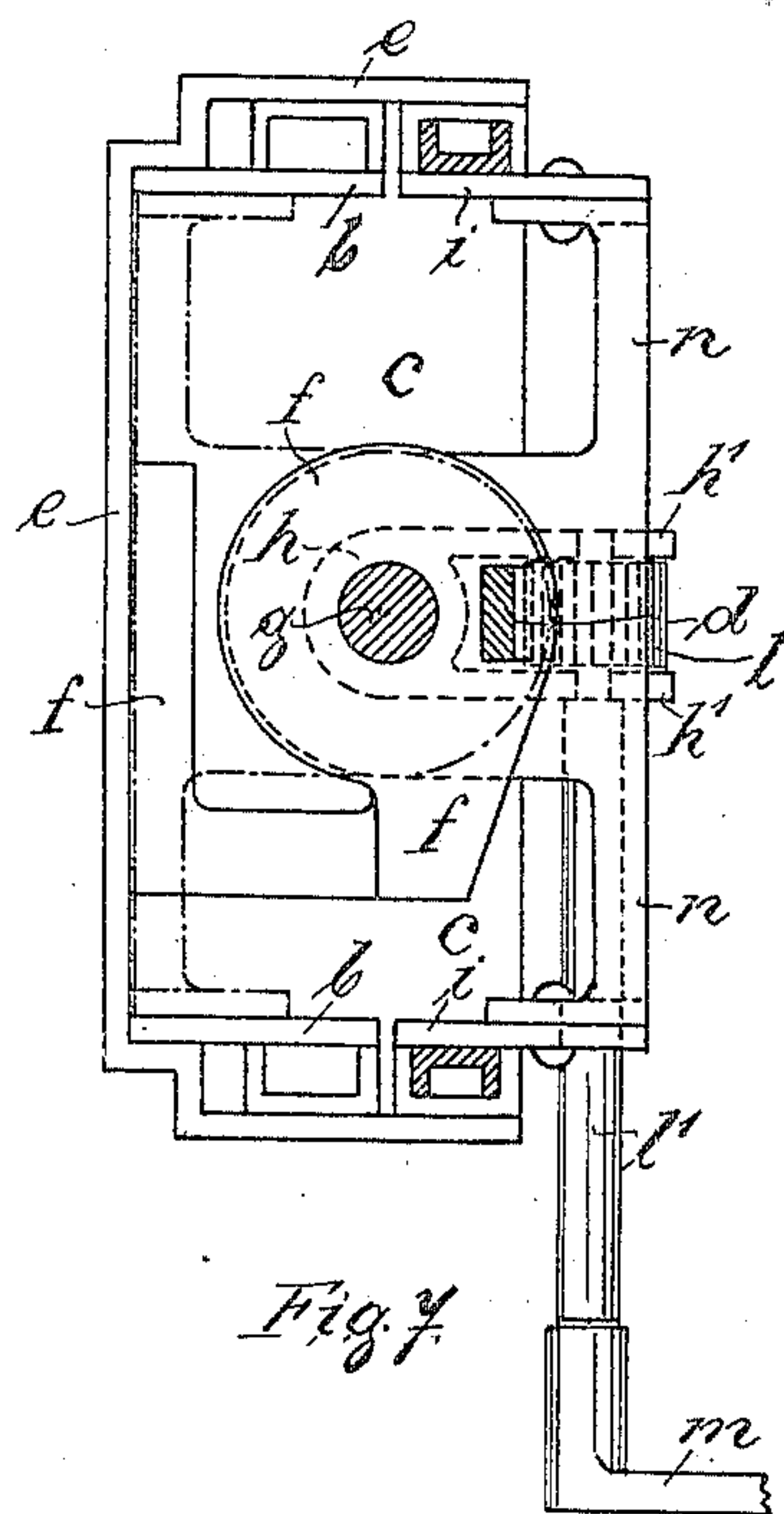
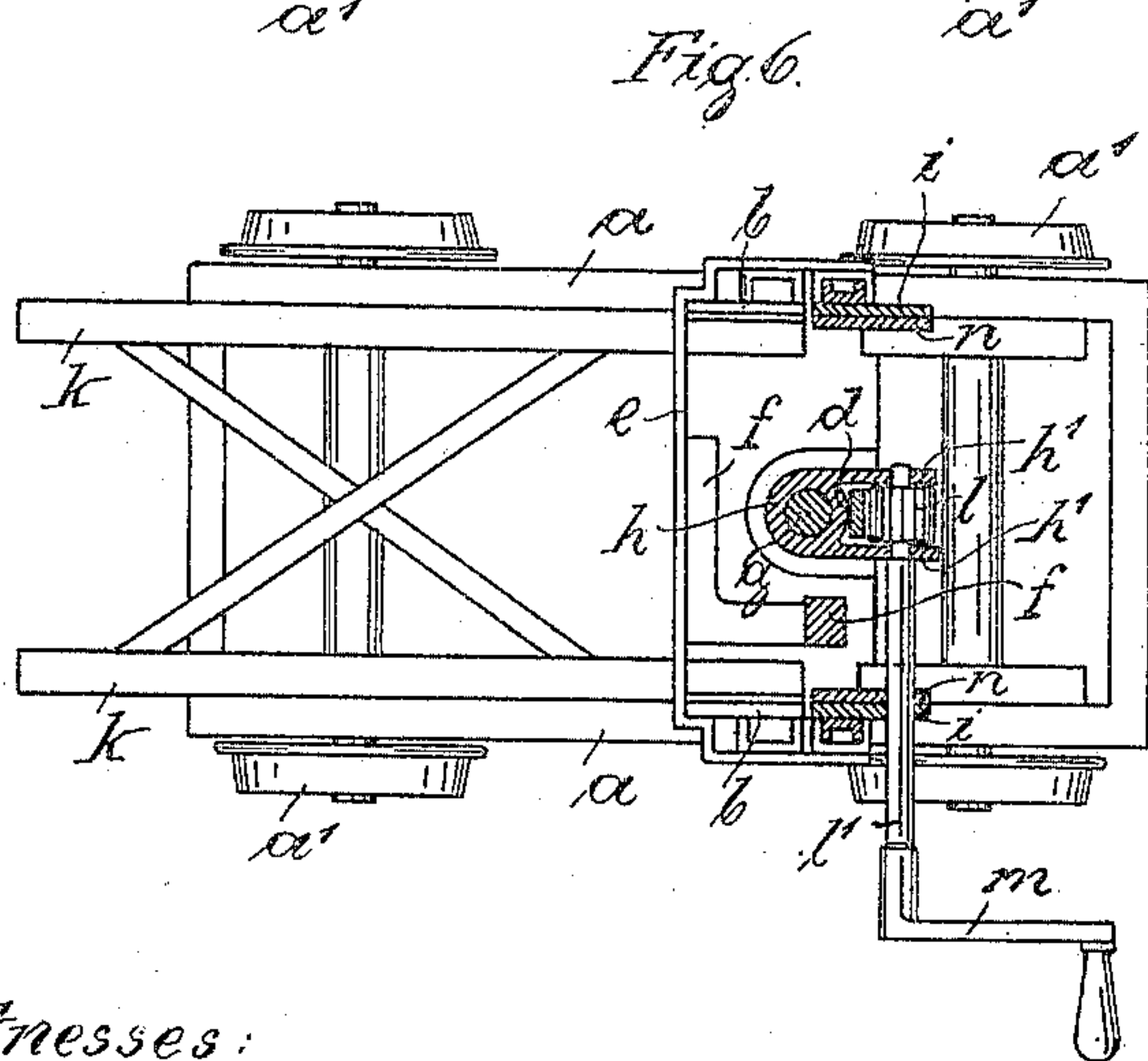
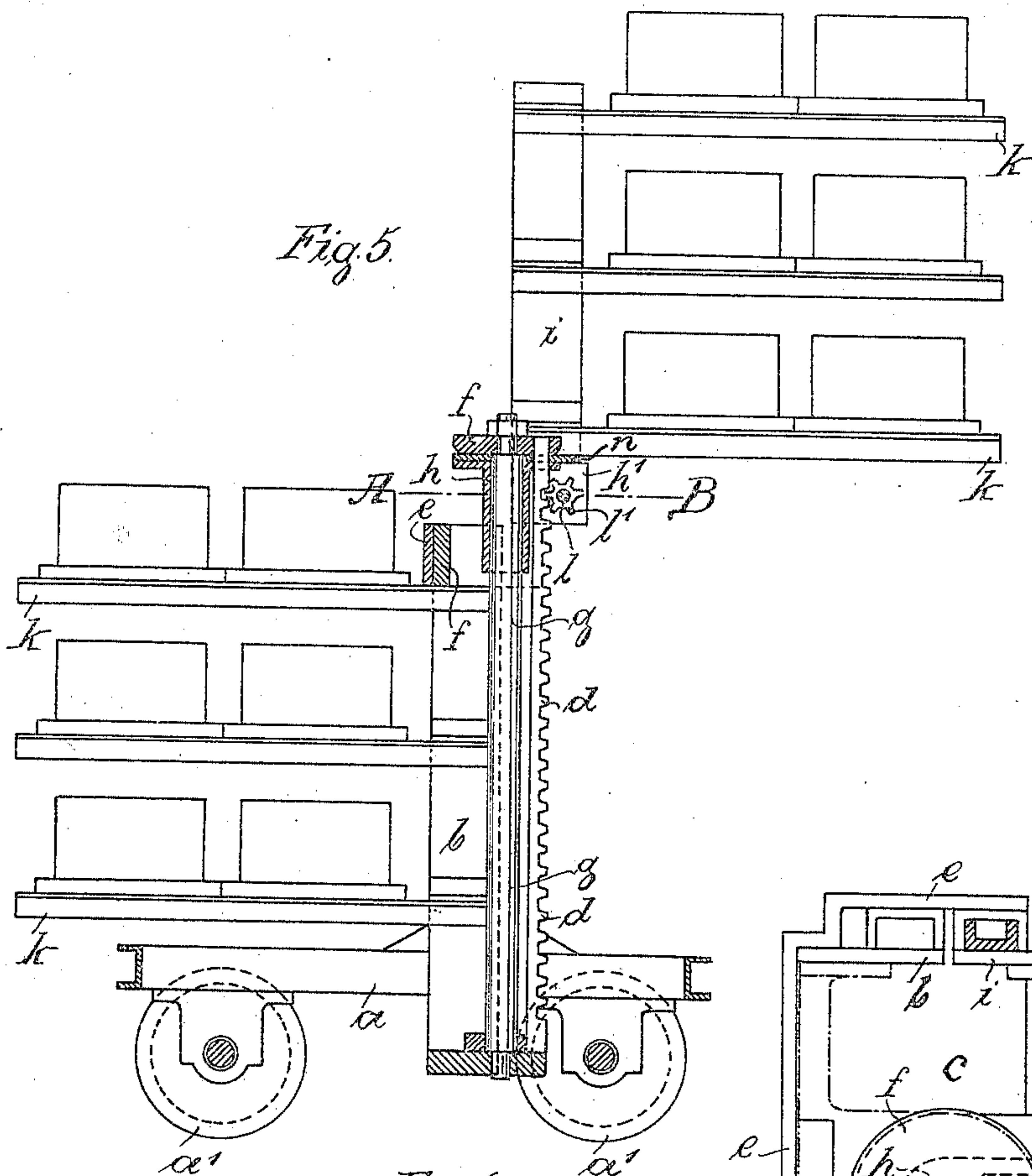
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BRICK TRUCK.

(Application filed Oct. 3, 1901.)

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3 Sheets—Sheet 3.



Witnesses:
Carl Rupp
Josef Rohre

Inventor
Hugo Zastrow.
by *K. W. Rupp*
Attorney.

UNITED STATES PATENT OFFICE.

HUGO ZASTROW, OF WITTENBERG, GERMANY.

BRICK-TRUCK.

SPECIFICATION forming part of Letters Patent No. 688,981, dated December 17, 1901.

Application filed October 3, 1901. Serial No. 77,436. (No model.)

To all whom it may concern:

Be it known that I, HUGO ZASTROW, a subject of the King of Prussia, German Emperor, residing at No. 50 Dresdenerstrasse, Wittenberg, in the Province of Saxony, German Empire, have invented certain new and useful Improvements in Brick-Trucks, of which the following is an exact specification.

My invention relates to improvements in brick-trucks, and has especially for its purpose to provide a brick-truck the height of which can be diminished in order to be able to pass low doors.

My invention is represented in the accompanying drawings, in which similar letters denote similar parts throughout the different views, and in which—

Figure 1 is a side view of the truck in the position in which the truck is loaded. Fig. 2 is a side view of the same with the upper half turned around. Fig. 3 is a back view of the truck. Fig. 4 shows a plan of the same. Fig. 5 is a vertical section of the truck in the position shown in Fig. 2. Fig. 6 is a vertical section on line A B of Fig. 5. Fig. 7 is a detail view of part of the same.

The truck consists of two parts situated one above the other, the upper one of which can be turned around an angle of one hundred and eighty degrees, whereafter the same can be lowered by turning a toothed wheel gearing with a toothed bar, said toothed wheel being journaled in the upper part of the truck, while the toothed bar is fixed to the lower part of the same. As may be seen from the drawings, the truck consists of a platform *a*, to which the wheels *a'* are fixed. To both sides of the platform *a* flat iron posts *b* are fixed, which iron posts are prolonged downward so as to project underneath the platform *a* and are connected by means of a plate *c*. The upper ends of the side posts *b* are connected to each other by means of an iron plate *e*. To the upper plate *e* a bearing *f* is fixed, in which the vertical shaft *g* is journaled. The lower end of this shaft *g* is journaled in the plate *c*, as may be seen from Fig. 5. To one side of the shaft *g* a toothed bar *d* is fixed, so that by turning the shaft *g* this bar *d* is also turned. The upper bearing *f*, in which the shaft *g* is journaled, has a peculiar form, as may be seen from Figs. 5, 6, and 7,

in order to allow a turning of the upper part of the truck and to leave free the space which is necessary for the toothed wheel in case the upper half is turned back.

The shaft *d* serves at the same time as guide for a socket *h*, to which socket a fork is fixed, the legs *h'* of which are situated so as to slide along the sides of the toothed bar *d*. In the legs *h'* a shaft *l'* is journaled, to which shaft a crank *m* is fixed. Between the legs *h'* a toothed wheel *l* is situated, which toothed wheel is fixed to the shaft *l'* and gears with the toothed bar *d*. The socket *h* is fixed in any convenient manner to the lower side of the upper part of the truck. In the construction shown in the drawings a cross-piece *n* is fixed to the socket *h*, to which cross-piece flat iron posts *i*, similar to the posts *b* of the lower part of the truck, are fixed. To the posts *b* and *i* arms *k* for taking up the brick-shelves are fixed.

In order to hold the upper part of the truck in its different positions, different arrangements may be provided.

The effect of the truck is as follows: The truck is loaded in the position shown in Fig. 1. Now in case it shall be brought into the brick-kiln, which usually has very low doors, the upper part of the truck is at first brought into the position shown in Fig. 2—that is to say, it is turned around an angle of one hundred and eighty degrees. During this operation the socket *h* rests in its position. The shaft *g* and the toothed bar *d* are turned in their bearings *f* and *c*. As soon as the upper part of the truck is in the position shown in Fig. 2 it can be lowered by turning the crank *m*, by which turning the toothed wheel *l* is moved downward. Now as the toothed wheel *l* is journaled in the legs *h'* of the socket *h*, to which socket the upper part of the truck is fixed, this upper part will move downward, thereby considerably reducing the height of the truck.

It will be understood that means may be provided for raising and lowering the posts *b* or the whole platform *a* in order to lift the brick-shelves from the arms provided in the brick-kiln.

Having thus fully described the nature of this invention, what I desire to secure by Letters Patent of the United States is—

A brick-truck consisting of two parts situated one above the other and provided with arms for taking up the brick-shelves, means being provided for first turning and then lowering the upper part of the truck, substantially as described and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HUGO ZASTROW.

Witnesses:

HENRY HASPER,
WOLDEMAR HAUPT.