

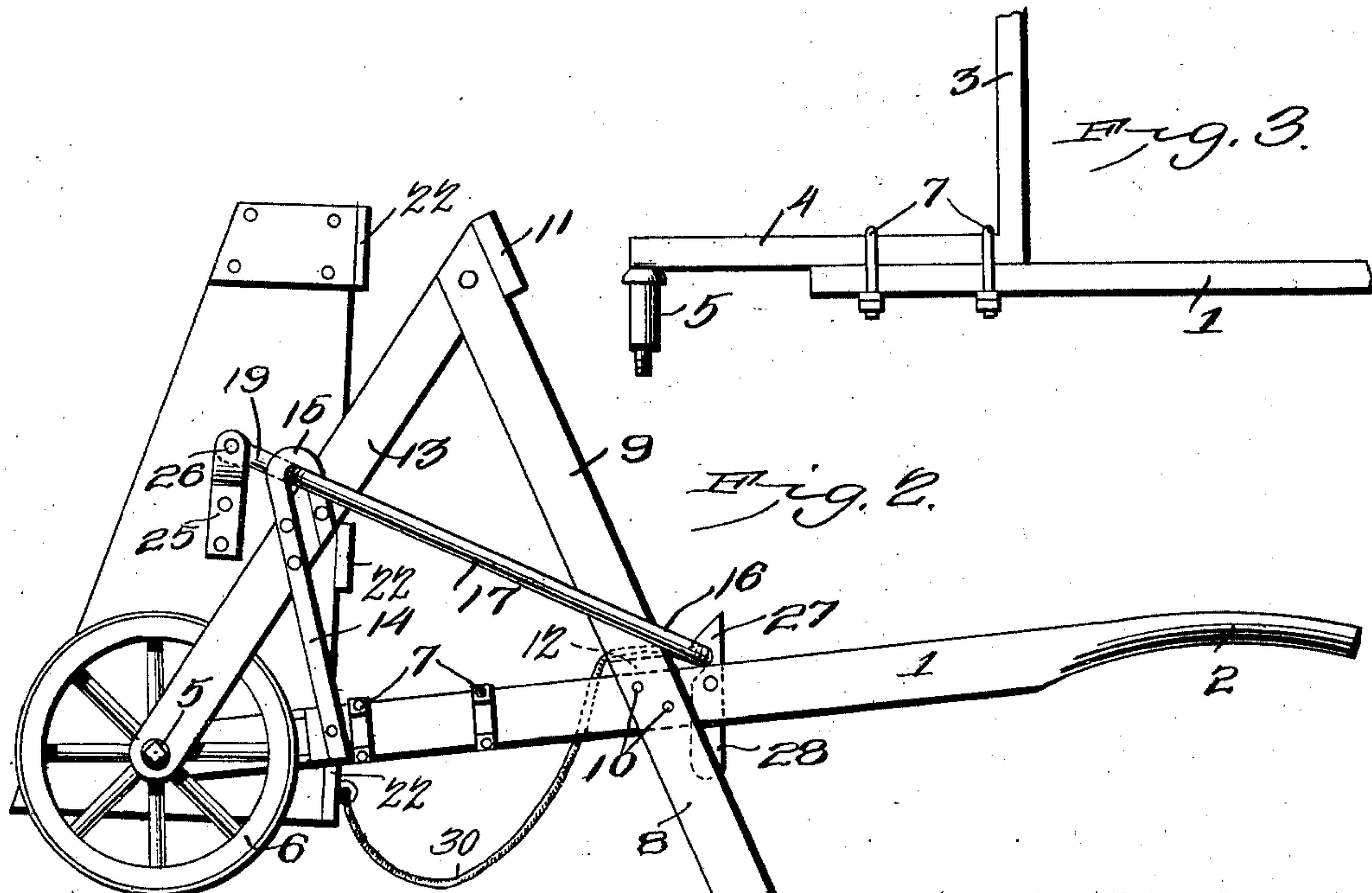
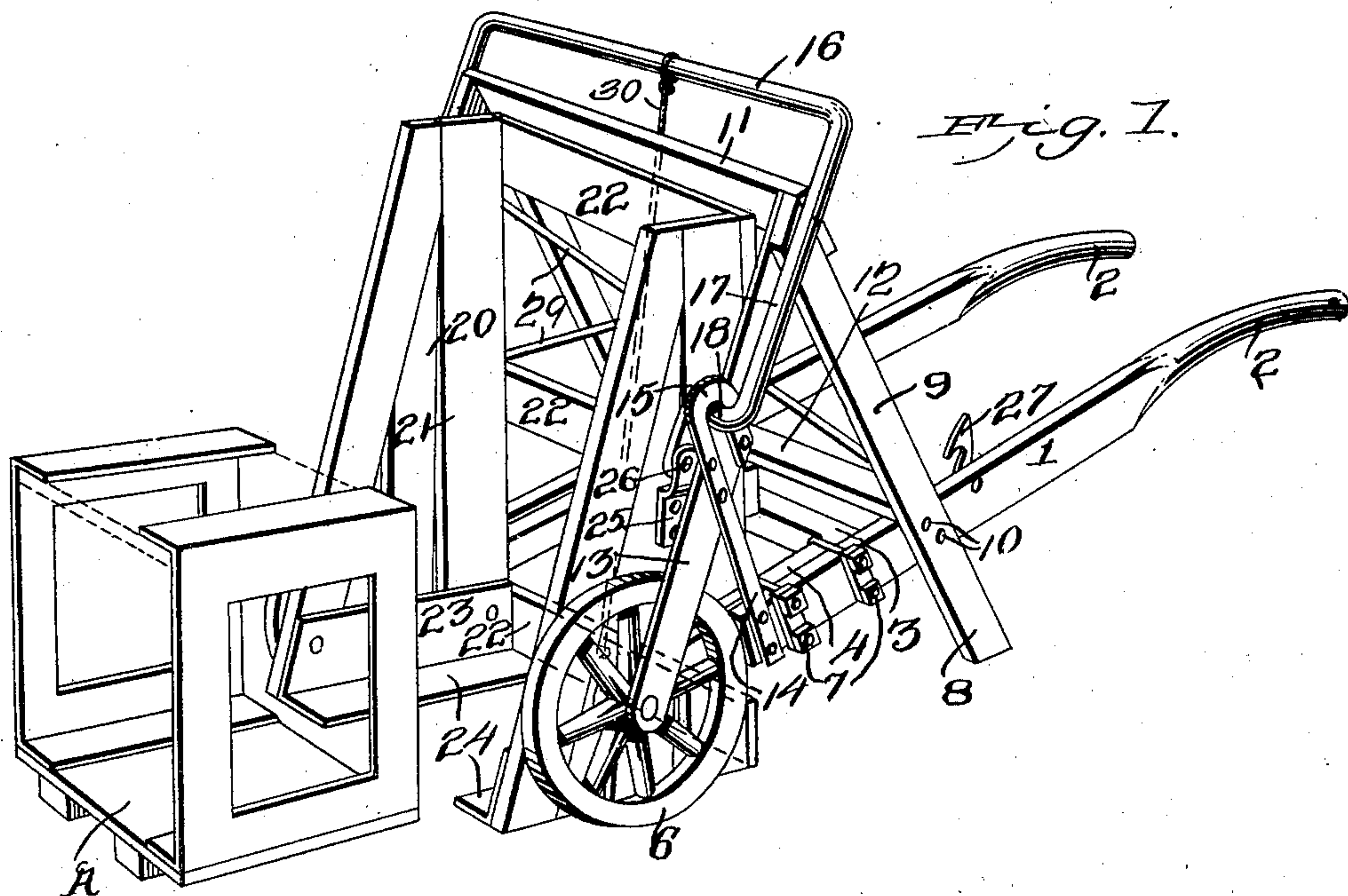
No. 737,564.

PATENTED SEPT. 1, 1903.

G. BARRALL.
BRICK TRUCK.

APPLICATION FILED OCT. 4, 1902.

NO MODEL.



Witnesses
E. J. Stewart
J. W. Garner

George Barrall, Inventor.
by *C. A. Snow & Co.*
Attorneys

UNITED STATES PATENT OFFICE.

GEORGE BARRALL, OF NANTICOKE, PENNSYLVANIA.

BRICK-TRUCK.

SPECIFICATION forming part of Letters Patent No. 737,564, dated September 1, 1903.

Application filed October 4, 1902. Serial No. 125,976. (No model.)

To all whom it may concern:

Be it known that I, GEORGE BARRALL, a citizen of the United States, residing at Nanticoke, in the county of Luzerne and State of Pennsylvania, have invented a new and useful Brick-Truck, of which the following is a specification.

My invention is an improved brick-truck for carrying bricks when the same are hacked upon a pallet and by means of which the loaded pallet may be lifted from the ground, carried to any desired point, and redeposited upon the ground without disturbing the bricks thereon; and my invention consists in the peculiar construction and combination of devices hereinafter fully set forth and claimed.

One object of my invention is to effect improvements in the construction of the truck-frame.

A further object of my invention is to provide novel means for raising and lowering the loaded pallet and for supporting the same while the truck is being trundled from one point to another.

In the accompanying drawings, Figure 1 is a perspective view of a brick-truck embodying my improvements, showing the carrying-frame lowered in position to have the stirrups at its lower side run under a pallet. Fig. 2 is a side elevation of the same, showing the carrying-frame raised and the elevating and supporting lever locked in its lowered position. Fig. 3 is a detail top plan view showing one of the side bars of the truck-frame and a portion of the bent axle secured thereto by clip-bolts.

The side bars 1 of the truck-frame have their rear ends provided with handles 2. An axle 3 is provided, which is bent to form forwardly-extending arms 4, at the front ends of which are the outwardly-extending spindles 5, which form the bearings for the supporting-wheels 6. The front end portions of the side bars 1 are secured to the arms 4 of the axle on the outer sides thereof and near the rear ends of said arms by any suitable means. I here show clip-bolts 7 to connect the side bars 1 to the arms of the axle.

Supporting-legs 8 are formed integrally with upwardly-extending forwardly-inclined bars 9, which are here shown as secured on

the outer sides of the side bars 1 by bolts 10. The upper ends of the said bars 9 are connected together by a cross-bar 11. Preferably a cross-bar 12 is disposed between the said arms 9 immediately above the side bars 1. Rearwardly-inclined bars 13 have their lower front ends secured on the outer ends of the spindles 5 on the outer sides of the wheels 6 and their upper ends secured to the upper ends of the arms 9. It will be understood from the foregoing that the bars 9 and 13 comprise frames which extend above the truck-frame at the front end of the latter and form trusses which greatly increase the strength of the main frame and of the bent axle.

Brace-bars 14 are bolted or otherwise secured to the side bars 1 and rearwardly-inclined bars 13 and have their upper ends crooked to form bearing-yokes 15, which project above the bars 13. A substantially U-shaped lifting and supporting lever 16 has its arms 17 provided with lateral inwardly-extended portions 18, which have their bearings on the bars 13 and in the yokes 15, and the said lever has its ends extended from the said laterally-offset portions to form arms 19.

I further provide a carrying-frame 20, which comprises the sides 21 and the cross-bars 22, which connect the said sides together and are disposed on the inner or rear side of the carrying-frame, the front or outer side thereof being open. The sides 21 of the carrying-frame have stirrup-plates 23, bolted or otherwise suitably secured to their inner sides at their lower ends, which stirrup-plates have the inwardly-extending stirrup-flanges 24. The latter are adapted to be run under a brick-pallet, such as is shown at A in Fig. 1. The frame 20 is raised and lowered by the lever 16 and is here shown as provided at its sides with brackets 25, to which the front ends of the arms 19 are pivotally connected, as at 26. The pivotal axes 26 of the carrying-frame are somewhat above and slightly in advance of the center of gravity thereof, so that said carrying-frame when loaded with a pallet or hack of bricks will incline rearwardly to a slight extent, as is indicated in Fig. 2 of the drawings, causing the bricks to bear against the cross-bars 22, which form the inner side of the carrying-frame, and which

cross-bars, as will be understood, serve to prevent the bricks from falling or becoming disarranged. When the lever 16 is turned to such position as to elevate the carrying-frame, the same is engaged by dogs 27, which are pivoted to the side bars 1, and have downwardly-extending weight-arms 28, which adapt said dogs to automatically engage the lever and hold the same in position to elevate and support the carrying-frame, as will be understood. The bars 9 and supporting-legs 8 may be connected together by crossed brace-rods 29. The carrying-frame is connected at a point below the pivots 26 by a flexible element, such as a rope or chain 30, to the lever 16. This rope or chain is of such length that it is somewhat slack when the lever is depressed to raise the carrying-frame and its load and becomes tightened when the lever is raised to lower the loaded pallet to the ground, and thereby the rope or chain draws upon and turns the lower side of the carrying-frame rearwardly when the pallet is lowered to the ground to disengage the stirrup-plates 23 therefrom. When the carrying-frame is loaded with the pallet and the bricks thereon and the truck is in motion, the carrying-frame is suspended from the pivots 26 and is free to swing back and forth. This to a great extent neutralizes the jar and jolting incident to the motion of the truck and unevenness of and obstructions on the ground and causes the load to ride easily.

It will be understood that my improved truck is adapted for use in handling sewer-pipe, crockery-ware, vases, concrete blocks, and other articles, as well as bricks, and hence I do not limit myself in this particular. Neither do I desire to limit myself to the precise construction and combination of devices hereinbefore shown and described, as modifications may be made therein without departing from the spirit of my invention.

Having thus described my invention, I claim—

1. In a brick-truck, the combination with a truck-frame having supporting-wheels, of a lever pivotally associated with the frame, and a carrying-frame pivoted upon and wholly supported by said lever and adapted to swing

freely upon the same when elevated, the pivotal axis of said carrying-frame being above and in advance of the center of gravity of said frame, whereby the forward end of the frame tilts upwardly by gravity when the frame is elevated.

2. In a brick-truck, the combination with a truck-frame having supporting-wheels, of a truss-frame extending upwardly from the sides of the truck-frame, a lever journaled in bearings in the truss-frame, and a carrying-frame pivoted upon and wholly supported by said lever in position to swing in said truss-frame.

3. In a brick-truck, the combination with a truck-frame having supporting-wheels, of truss-frames extending upwardly at the sides thereof, brace-bars connecting the truss-frames to the truck-frame and having their upper ends bent to form bearing-yokes, a lever pivotally mounted in the yokes, and a carrying-frame pivoted upon the lever and supported wholly thereby.

4. In a brick-truck, the combination with an axle having supporting-wheels journaled thereon, of handle-bars secured to said axle and extending rearwardly therefrom, an upwardly-extending truss-frame connected to said axle and handle-bars and having its inner member at each side extended below the handle-bars to form supporting-legs, a lever pivoted to said truss-frame, and a carrying-frame pivoted upon the lever and supported wholly thereby.

5. In a brick-truck, the combination with a truck-frame having supporting-wheels, of an upwardly-extending truss-frame mounted on the truck-frame, a U-shaped lever journaled in bearings on the truss-frame and having its terminals bent inwardly at right angles, and a carrying-frame pivoted upon the inturned ends of the lever and supported wholly thereby.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

GEORGE BARRALL.

Witnesses:

EBEN E. JONES,

DAVID W. DAVIES.