

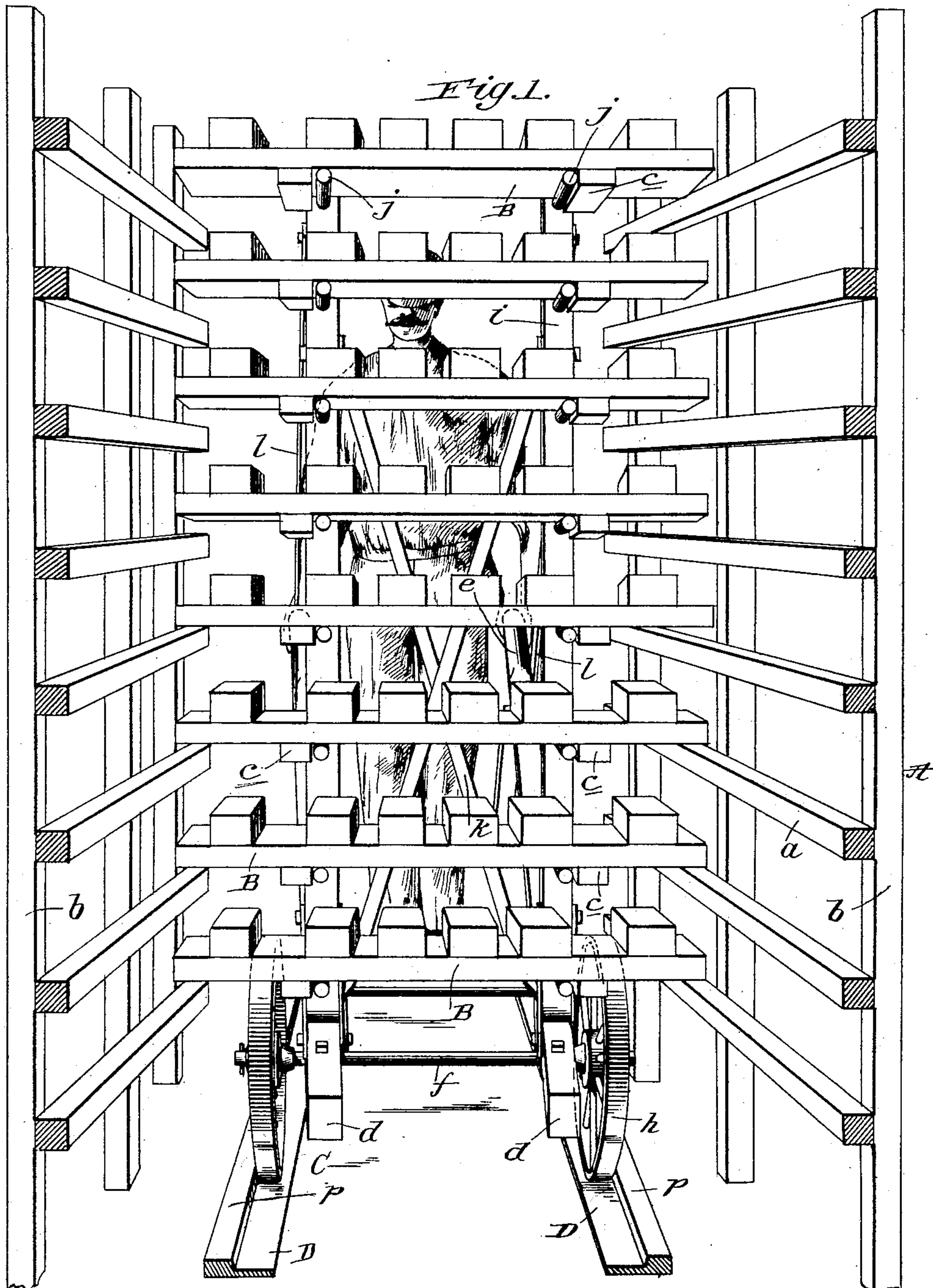
No. 750,645.

PATENTED JAN. 26, 1904.

L. F. HART.
BRICK HANDLING APPARATUS.
APPLICATION FILED JUNE 20, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses
Chas. R. Rader
James J. Shady Jr.

Inventor
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No. 750,645.

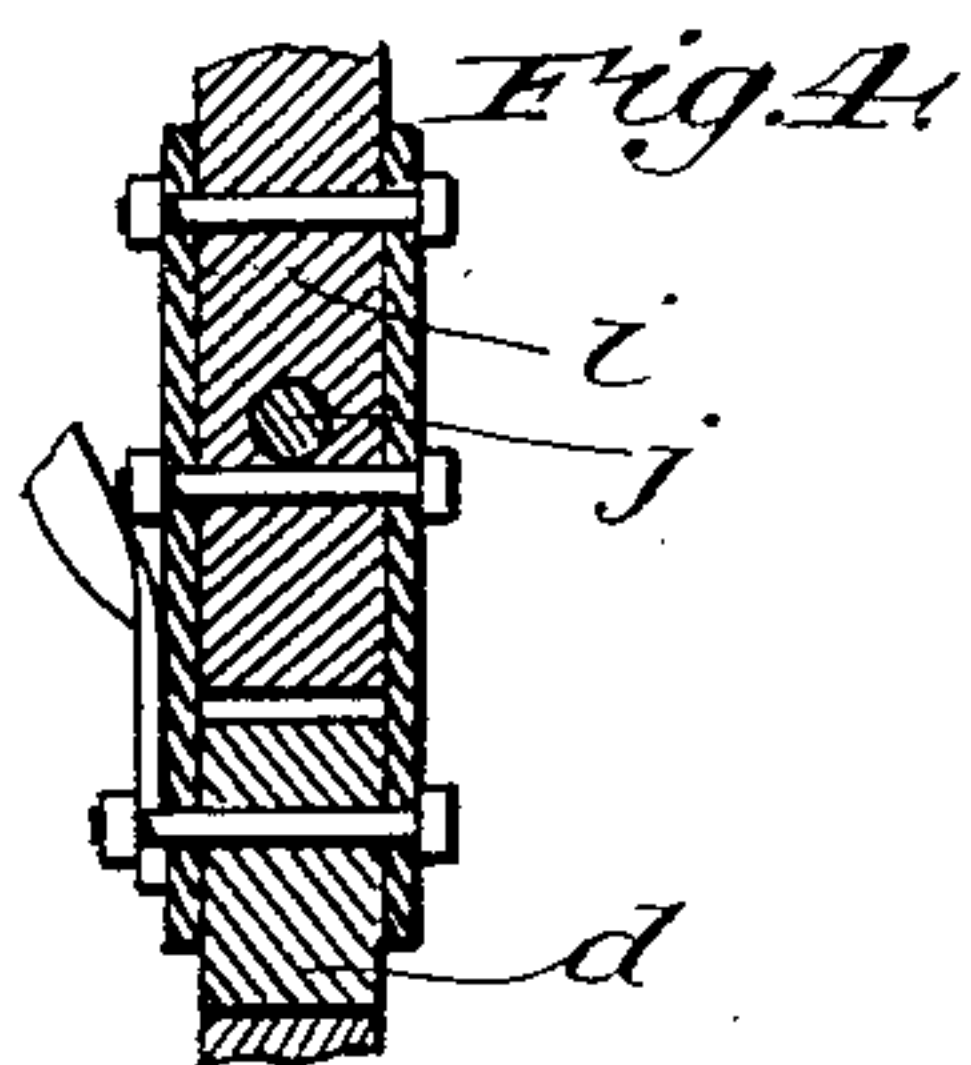
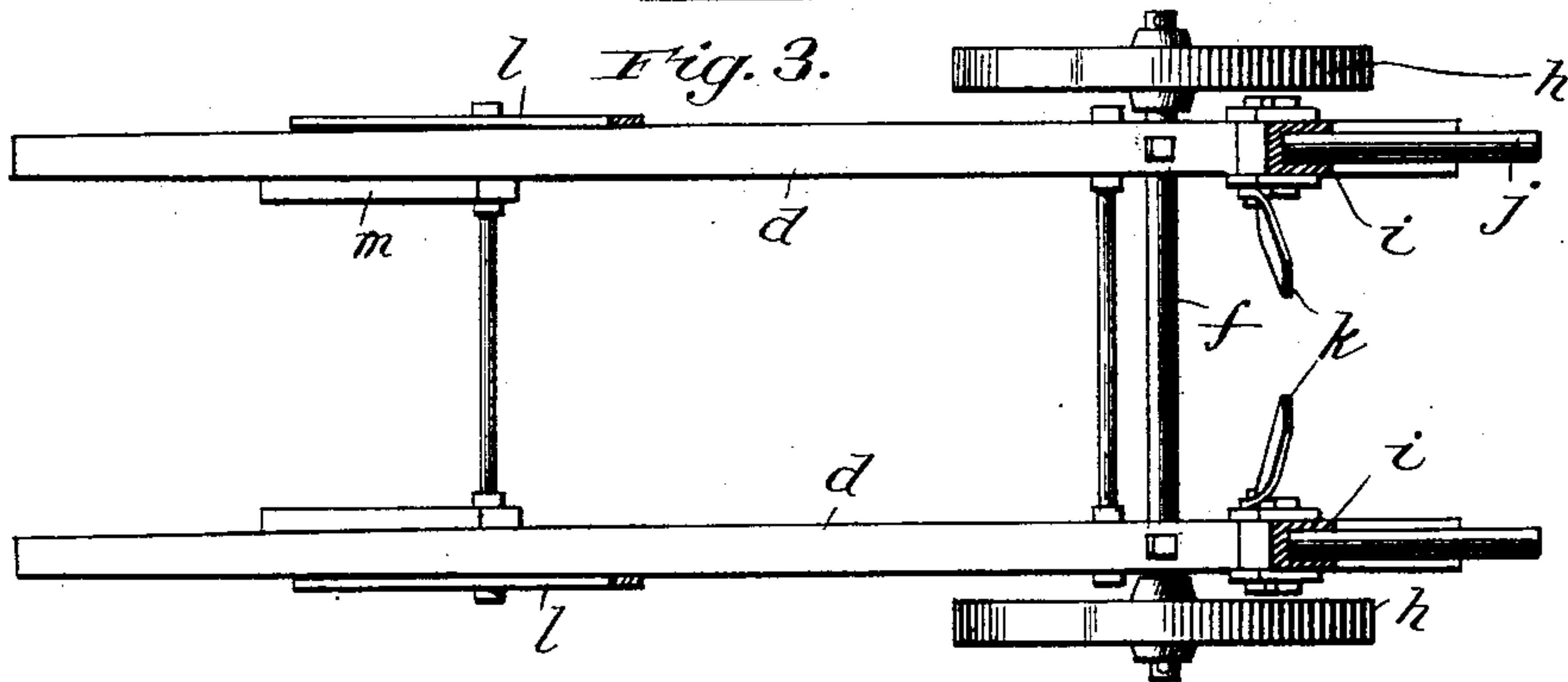
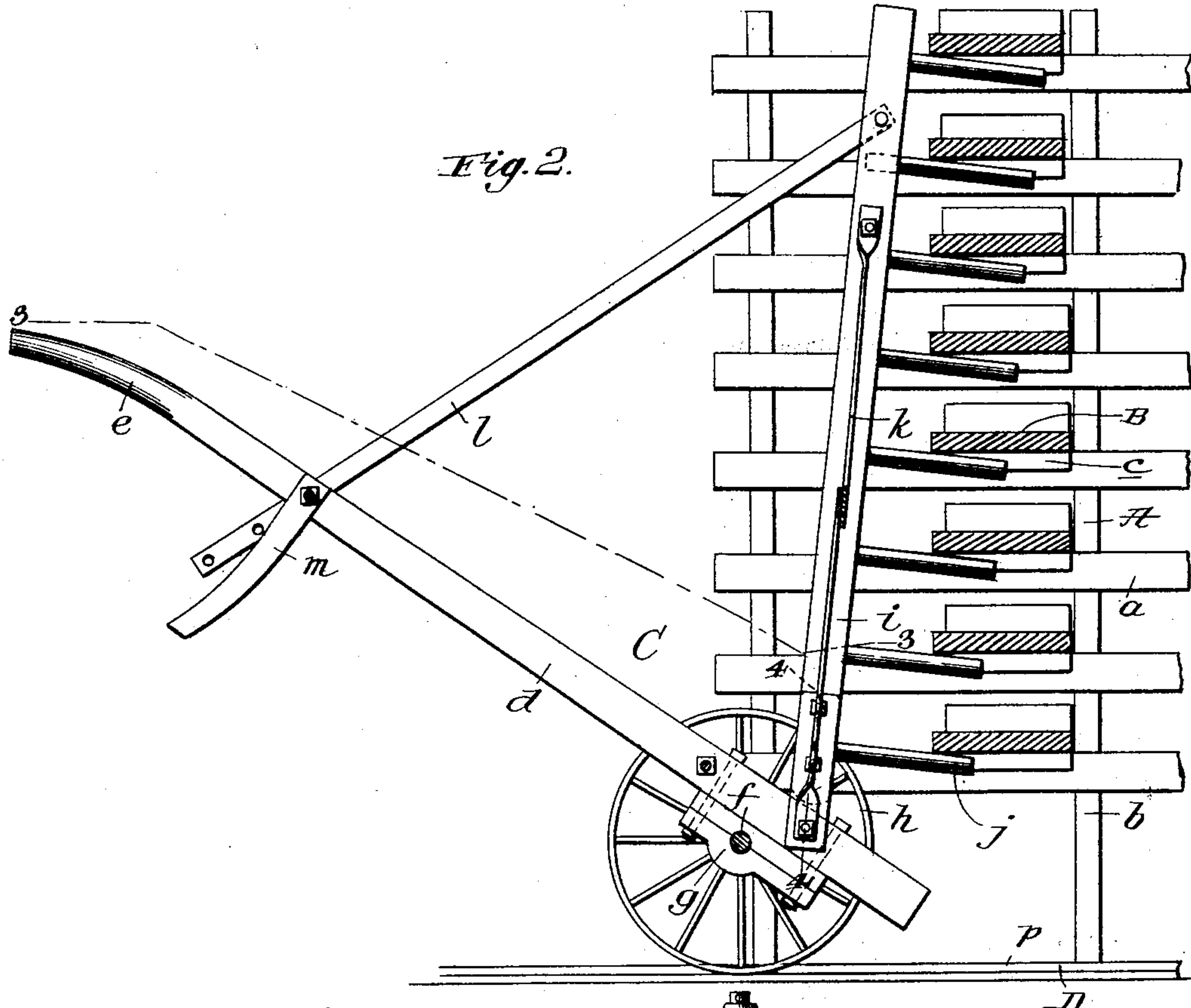
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2 SHEETS—SHEET 2.



Witnesses
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Inventor
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By *James J. Sheehy* Attorney

UNITED STATES PATENT OFFICE.

LOUIS F. HART, OF BATON ROUGE, LOUISIANA.

BRICK-HANDLING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 750,645, dated January 26, 1904.

Application filed June 20, 1903. Serial No. 162,367. (No model.)

To all whom it may concern:

Be it known that I, LOUIS F. HART, a citizen of the United States, residing at Baton Rouge, in the parish of East Baton Rouge and State of Louisiana, have invented new and useful Improvements in Brick-Handling Apparatus, of which the following is a specification.

My invention pertains to brick-handling apparatus; and it has for its object to provide simple and inexpensive means through the medium of which bricks may be easily and expeditiously transferred from a molding-machine to a drier and from the drier to a kiln.

With the foregoing in mind the invention will be fully understood from the following description and claims when taken in connection with the accompanying drawings, in which—

Figure 1 is a sectional perspective view illustrating the relative arrangement of the truck, pallet-boards, and drying-rack of my improved apparatus precedent to the manipulation of the truck necessary to place the pallet-boards in the rack. Fig. 2 is a longitudinal vertical section illustrating the position of the truck immediately subsequent to the placing of the pallet-boards in the drying-rack. Fig. 3 is a sectional view of the truck, taken on the line 3 3 of Fig. 2, looking downwardly; and Fig. 4 is a detail transverse section taken on the line 4 4 of Fig. 2.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which—

A is the drying-rack of the apparatus. This rack in the present and preferred embodiment of my invention comprises two vertical tiers of longitudinally-disposed horizontal rests *a*, arranged about the proportional distance illustrated apart, and uprights *b*, connected to and supporting the rest.

B B are the pallet-boards, which preferably have cleats *c* at their under sides designed to hold them against casual endwise movement while on the truck, and C is the truck. This latter is preferably made up of side bars *d*, which terminate at their rear ends in handles *e* and constitute a body, an axle *f*, journaled in bearings *g* on the side bars at an interme-

diate point in the length thereof, and bearing-wheels *h*, bars *i*, fixedly connected at their lower ends to the portions of the bars *d* in front of the axle and disposed at an acute angle to the rear portions of said bars *d*, pegs *j*, fixed to and extending forwardly from said bars *i* at intervals in the height thereof, crossed braces *k*, interposed between and connected to the bars *i*, braces *l*, arranged between and connected to the upper portions of the bars *i* and the rear portions of the side bars *d*, and legs *m*, connected to and depending from the rear portions of the bars *d* and designed to bear on the ground while the truck is being loaded with pallet-boards bearing bricks. When the said legs bear on the ground, as stated, the body formed by the side bars *d* rests in a horizontal position and the frame formed by the bars *i* and their braces rests in a rearwardly-inclined position, and consequently there is no liability of the truck being tipped over by loaded pallet-boards placed on the pegs *j*.

D D are track-rails arranged on the ground and extending longitudinally between the tiers of horizontal rests *a*. These rails have flanges *p*, designed to guide the wheels of the truck C, which wheels are made without flanges, with a view of adapting the truck to be wheeled anywhere in a brick-making plant.

In the practical use of my improved apparatus the truck C is placed, with its legs *m* on the ground, at a point adjacent to a brick-molding machine, and pallet-boards B, bearing green bricks, are placed in a vertical series on the pegs *j*, as shown in Fig. 1. An attendant then grasps and raises the handles *e* of the truck-body and pushes the truck before him to and within the drying-rack after the manner illustrated in Fig. 1. When the truck-handles are raised, as stated, it will be observed that the frame carrying the pallet-boards will assume a vertical or approximately vertical position, and consequently there is no liability of the pallet-boards falling off the same. It will also be observed that when the truck is on the track-rails D and between the tiers of rests *a* and the frame carrying the pallet-boards is in a vertical or approximately vertical position, Fig. 1, the ends of the pal-

let-boards will rest slightly above the rests *a*, this because each pair of pegs *j* is slightly higher than the corresponding pair of rests *a*. From this it follows that when the handles *e* are raised above the position shown in Fig. 1 the forward portion of the truck will be lowered and the pallet-boards placed in a vertical series on the rests *a*, also that subsequent to the placing of the pallet-boards on the rests of the rack, Fig. 2, the truck may be readily withdrawn from between the tiers of rests *a* and returned to the molding-machine for another load.

When the pallet-boards are to be transferred from the drying-rack to a kiln, (not shown,) the operation described is reversed—*i. e.*, the truck is run into the rack with its handles *e* in a raised position, as shown in Fig. 2, so as to enable the pegs *j* to assume positions below their complementary pallet-boards. The handles *e* are then lowered to the position shown in Fig. 1 to raise the pegs and enable them to lift the pallet-boards off the rest *a*, after which the truck, with its load, is moved out of the drying-rack and to the kiln, where its load is discharged in the same manner as in the drying-rack.

It will be readily appreciated from the foregoing that notwithstanding its simplicity and cheapness my improved apparatus is calculated to enable a single operator to expeditiously transfer a large number of bricks from a molding press or machine to a drying-rack or from the rack to a kiln with but a minimum amount of effort.

I have entered into a detailed description of

the construction and relative arrangement of the parts embraced in the present and preferred embodiment of my invention in order to impart a full, clear, and exact understanding of the same. I do not desire, however, to be understood as confining myself to such specific construction and relative arrangement of parts, as such changes or modifications may be made in practice as fairly fall within the scope of my invention as claimed.

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

A brick-handling apparatus made up of a rack having two vertical and parallel tiers of horizontal rests, and a truck movable between the said tiers of rests, and consisting essentially of a body, an axle connected to the body at an intermediate point in the length, and adjacent to the forward end thereof, one or more traveling wheels on said axle, a frame connected to and extending upwardly and rearwardly from the body at a point in front of the axle to a point in rear of the vertical plane of the axle, pegs extending forwardly from said frame at intervals in the height thereof, and removable pallet-boards resting on said pegs.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

LOUIS F. HART.

Witnesses:

H. Y. RONALDSON,
J. A. MINTON.