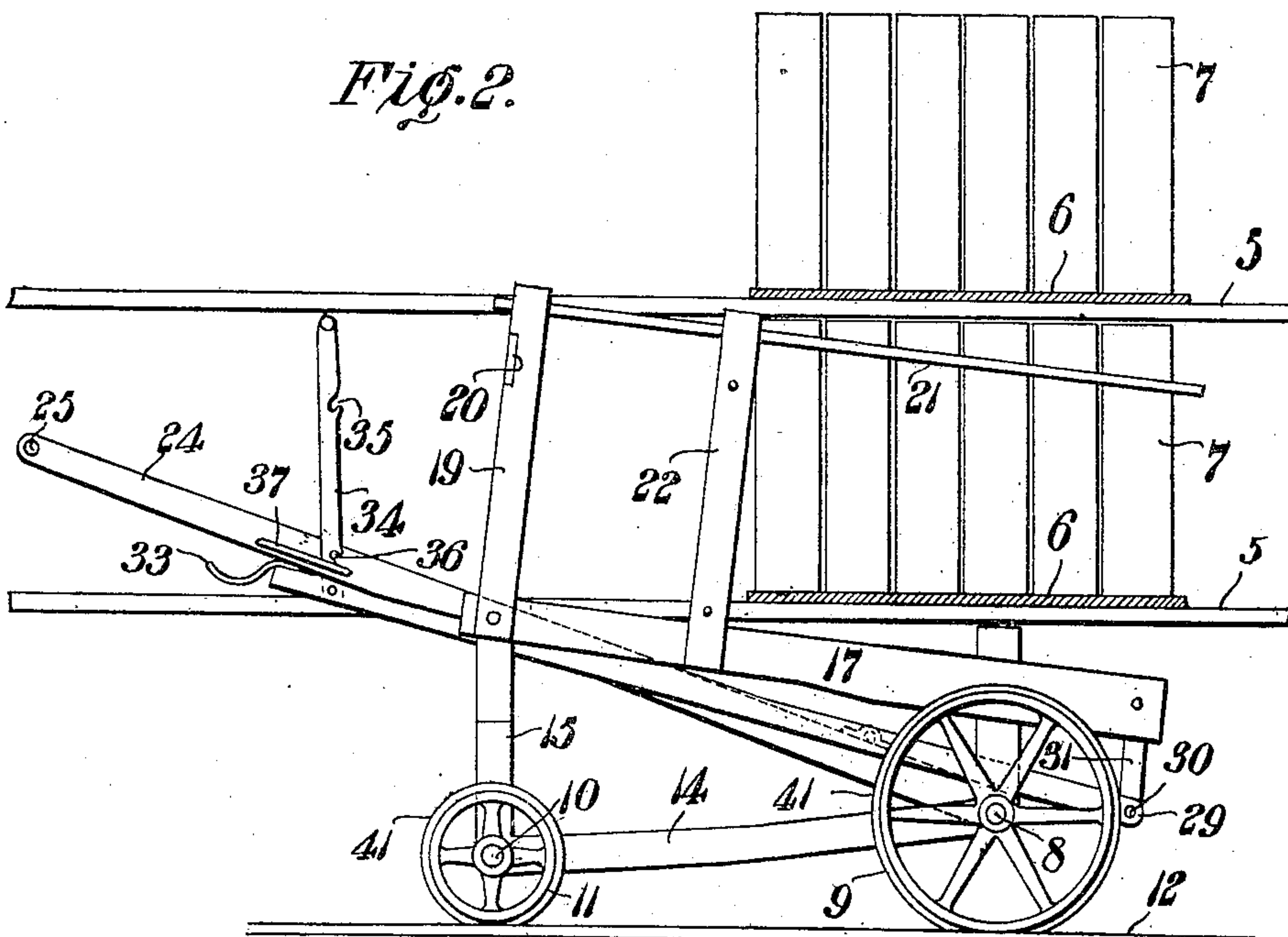
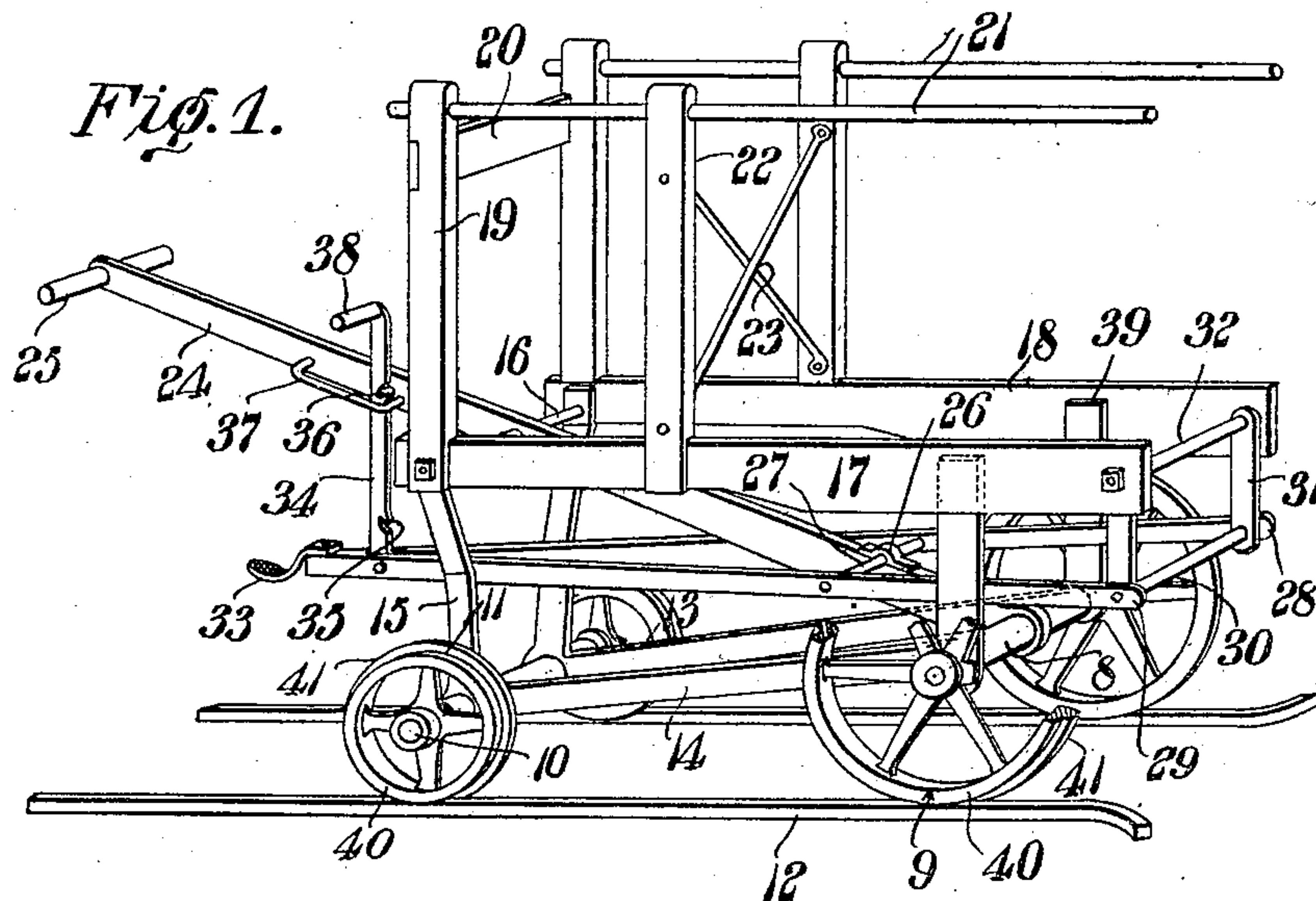


No. 860,699.

PATENTED JULY 23, 1907.

J. F. SIEGEL.  
BRICK AND TILE TRUCK.  
APPLICATION FILED MAR. 5, 1907.



WITNESSES:

*E. J. Hunt*  
*L. M. Allen*

John F. Siegel, INVENTOR

By *C. A. Snow & Co.*  
ATTORNEYS



# UNITED STATES PATENT OFFICE.

JOHN F. SIEGEL, OF CRESTON, IOWA.

## BRICK AND TILE TRUCK.

No. 860,699.

Specification of Letters Patent.

Patented July 23, 1907.

Application filed March 5, 1907. Serial No. 360,699.

*To all whom it may concern:*

Be it known that I, JOHN F. SIEGEL, a citizen of the United States, residing at Creston, in the county of Union and State of Iowa, have invented a new and useful Brick and Tile Truck, of which the following is a specification.

This invention relates to trucks of that general class especially designed for carrying pallets of bricks or tiles from a molding machine to the drying racks.

10 A further object is to provide a strong, durable truck having means for supporting a plurality of pallets and which may be raised or lowered so as to deposit the several tiles or bricks on the drying racks without the necessity of handling the individual tiles.

15 A further object is to provide means for locking the pivoted pallet carrying frame in both raised and lowered position thereby to prevent accidental displacement of the tiles.

20 A still further object of the invention is to generally improve this class of trucks so as to increase their utility, durability and efficiency.

Further objects and advantages will appear in the following description, it being understood that various changes in form, proportions and minor details of construction may be resorted to within the scope of the appended claims.

25 In the accompanying drawings forming a part of this specification: Figure 1 is a perspective view of a tile or brick truck constructed in accordance with my invention. Fig. 2 is a side elevation of the truck showing the manner of depositing the tiles on the drying racks.

Similar numerals of reference indicate corresponding parts in all of the figures of the drawings.

30 The improved truck is principally designed for transferring pallets of bricks or tiles from a molding machine to the drying racks and in Fig. 2 of the drawings there is illustrated a drying rack of the ordinary construction in which 5 designates the longitudinal supporting sills or brackets on which are supported the pallets 6 carrying the tiles 7.

40 The truck comprises a rear axle 8 on which are journaled traction wheels 9 and a front axle 10 carrying similar wheels 11, the wheels 11 being similar to the wheels 9 and disposed in alinement therewith so that said wheels may travel on the guide rails 12.

45 The front and rear axles of the truck are rigidly united by a stationary supporting frame consisting of spaced longitudinal bars 13 and 14 each having one end thereof provided with a vertical extension or upright 15 the terminal of which is deflected laterally and connected by a tie-bolt or rod 16. Pivottally mounted on the tie bolt or rod 16 is the body portion of the truck consisting of spaced longitudinal bars 17 and 18 to which are bolted or otherwise rigidly secured spaced standards 19 having their upper ends connected by a cross bar 20.

Secured to the free ends of the standards 19 are longitudinal rods or bars 21 which are preferably disposed parallel with the bars 17 and 18 and of the same length as said bars. The rods 21 are reinforced and strengthened by auxiliary standards 22 preferably of the same height as the standards 19 and having their inner faces connected by intersecting diagonal braces 23.

The lower longitudinal bars 17 and 18 and the spaced upper bars or rods 21 constitute supports for the pallets 6 so that a plurality of superposed tiles or bricks may be transferred from the molding machine to the drying racks at one time.

Rigidly secured to the rear axle 8 in any suitable manner is a push-beam or draft device 24 having its free end provided with a terminal handle 25 and its intermediate portion pierced by and held in position on the body portion by the transverse rod or bolt 16. Secured to one longitudinal edge of the push-beam 24 is a bearing 26 in which is journaled a stub shaft 27 the opposite ends of which are pivotally connected with a pair of diverging reach bars 28 and 29. The spaced ends of the reach bars 28 and 29 are connected by a transverse rod 30 to which are pivotally connected vertical links 31 which latter are in turn pivotally mounted on a transverse rod 32 connecting the longitudinal bars 17 and 18. The reach bars 28 and 29 extend between the uprights 15 and are provided with a terminal foot-piece or lever 33. Pivottally connected with the reach bars 28 and 29 is a vertically disposed lever 34 having one longitudinal edge thereof provided with spaced notches or recesses 35 adapted to engage a pin or lug 36 extending laterally from the push beam 24, said lever being extended through a loop or keeper 37 on the push beam 24 and provided with a terminal handle 38 by means of which the lever 34 may be actuated to raise and lower the free end of the pivoted body portion.

Rigidly secured to the axle 8 are spaced vertically disposed bars 39 which bear against the longitudinal bars 17 and 18 of the body portion and serve to guide said body portion when the latter is moved to raised or lowered position.

The wheels 9 and 11 are preferably formed with laterally extending flanges 40 adapted to engage the rails 12 and assist in guiding the truck between the drying racks, the periphery of said wheels being also provided with flat bearing surfaces 41 adapted to bear against the ground or floor when transporting the truck from the molding machine to the track 12.

In operation the pallets 6 supporting the tiles or bricks are placed in position on the upper bars 21 and the lower bars 17 and 18 and the truck moved to the drying racks by pushing forward on the handle 25.

When the truck is positioned between the longitudinal sills 5 of the drying racks the lever 34 is moved laterally so as to disengage the adjacent locking notch



from the lug 36 thus permitting the weight of the tiles to depress or lower the free end of the body portion so that the pallets containing the tiles may be deposited on the longitudinal sills 5, as best shown in Fig. 2 of the drawings. The truck is then withdrawn from the racks and the body portion moved to elevated or normal position by depressing the foot-piece 33 and moving the lever 34 laterally into engagement with the lug 36 thus locking the pivoted body portion in a horizontal plane and in position to receive a new set of pallets.

From the foregoing description it will be seen that there is provided an extremely simple, inexpensive and efficient device admirably adapted for the attainment of the ends in view.

Having thus described the invention what is claimed is:

1. A wheeled truck including a pivoted body portion, means for raising and lowering the free end of the body portion, a draft device associated with the truck, and means carried by the elevating means and engaging the draft device for locking the body portion in adjusted position.
2. A truck having front and rear axles, a body portion pivotally mounted for tilting movement on one of the axles and formed of spaced superposed bars constituting pallet supporting members, means for raising and lowering the free end of the body portion, a draft device and means carried by the elevating means and engaging the draft device for locking the body portion in adjusted position.
3. A truck having front and rear axles, a supporting frame rigidly secured to the axles, a body portion pivotally mounted on the supporting frame, means for raising and lowering the free end of the body portion, a push-beam secured to one of the axles and intersecting the pivotal axis of the body portion, and means carried by the elevating means and engaging the push beam for locking the body portion in adjusted position.
4. A truck having front and rear axles, a stationary supporting frame mounted on the axles, a body portion pivotally mounted on the stationary frame, means for raising and lowering the free end of the body portion, vertical guides secured to one of the axles and bearing against the body portion at the free end thereof, and means for locking the body portion in adjusted position.
5. A truck having front and rear axles, a stationary frame carried by the axles, a body portion pivotally mounted on the stationary frame, converging reach bars pivotally connected with the free end of the body portion for raising and lowering the latter, the converging ends of said reach bars being secured together and extended longitudinally beyond the adjacent axle to form a foot piece and a draft device pivotally connected with the reach bars.
6. A truck having front and rear axles, a stationary

frame mounted on the axles, a body portion pivotally mounted on the stationary frame, reach bars pivotally connected with the free end of the body portion for raising and lowering the free end of the body portion, an operating lever secured to the reach bars, and means carried by the push-beam and adapted to engage the operating lever for locking the body portion in adjusted position.

7. A truck having front and rear axles, a stationary frame mounted on the axles, a body portion pivotally mounted on the stationary frame, links depending from the free end of the body portion, a push beam secured to one of the axles, a stub shaft journaled on the push beam, reach bars pivotally mounted on the stub shaft and operatively connected with the depending links, and means for raising and lowering the reach bars thereby to tilt the body portion.

8. A truck having front and rear axles, a stationary frame mounted on the axles, a body portion pivotally mounted for tilting movement on the stationary frame, depending links pivotally mounted on the free end of the body portion, a push beam rigidly secured to the rear axle and intersecting the pivotal axis of the body portion, a stub shaft carried by the push beam, reach bars journaled on the stub shaft and pivotally connecting the links, and a lever pivotally connected with the reach bars for raising and lowering the free end of the body portion.

9. A truck including front and rear axles, a stationary frame mounted on the axles, a body portion pivotally mounted on the stationary frame and formed of spaced superposed bars, links depending from the free end of the body portion, a push beam rigidly secured to one of the axles and provided with a transverse stub shaft, reach bars pivotally connected with the links and pivotally mounted on the stub shaft, means carried by the axles for guiding the free end of body portion, means for raising and lowering the reach bars thereby to tilt the body portion, and means for locking the body portion in tilted position.

10. A truck including front and rear axles, a stationary frame mounted on the axles and provided with spaced uprights connected by a transverse rod, a body portion pivotally mounted on said rod, links depending from the free end of the body portion, a push beam secured to one of the axles and having its free end provided with a keeper, said push beam being intersected by the transverse rod, a stub shaft secured to the push beam, reach bars pivotally connected with the links and having their free ends united and their intermediate portions pivotally mounted on the stub shaft, a lever pivotally mounted on the united ends of the reach bars and extending through the keeper, said lever being provided with spaced recesses, and a pin extending laterally from the push beam and adapted to engage the recesses for locking the body portion in tilted position.

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

JOHN F. SIEGEL.

Witnesses:

R. E. BOYER.

CARL MATTENDORF.