

S. D. WRIGHT.
DRIER CAR.
APPLICATION FILED MAY 25, 1911.

1,064,187.

Patented June 10, 1913.

2 SHEETS-SHEET 1.

Fig. 1

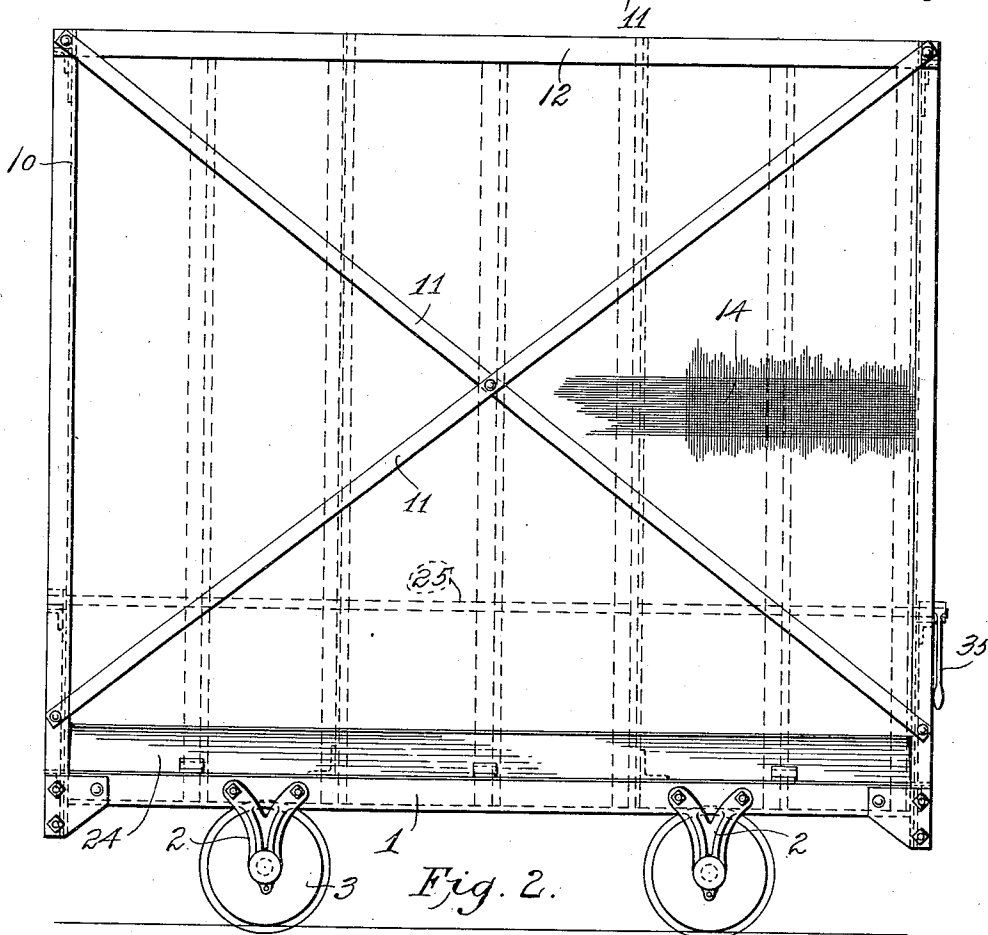
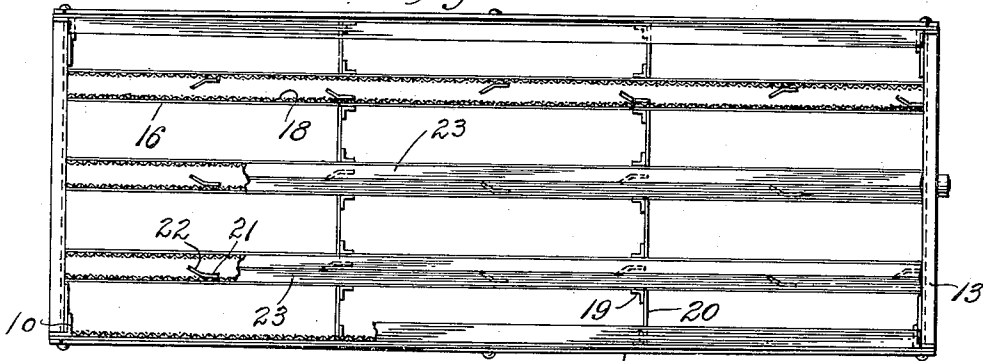


Fig. 2.

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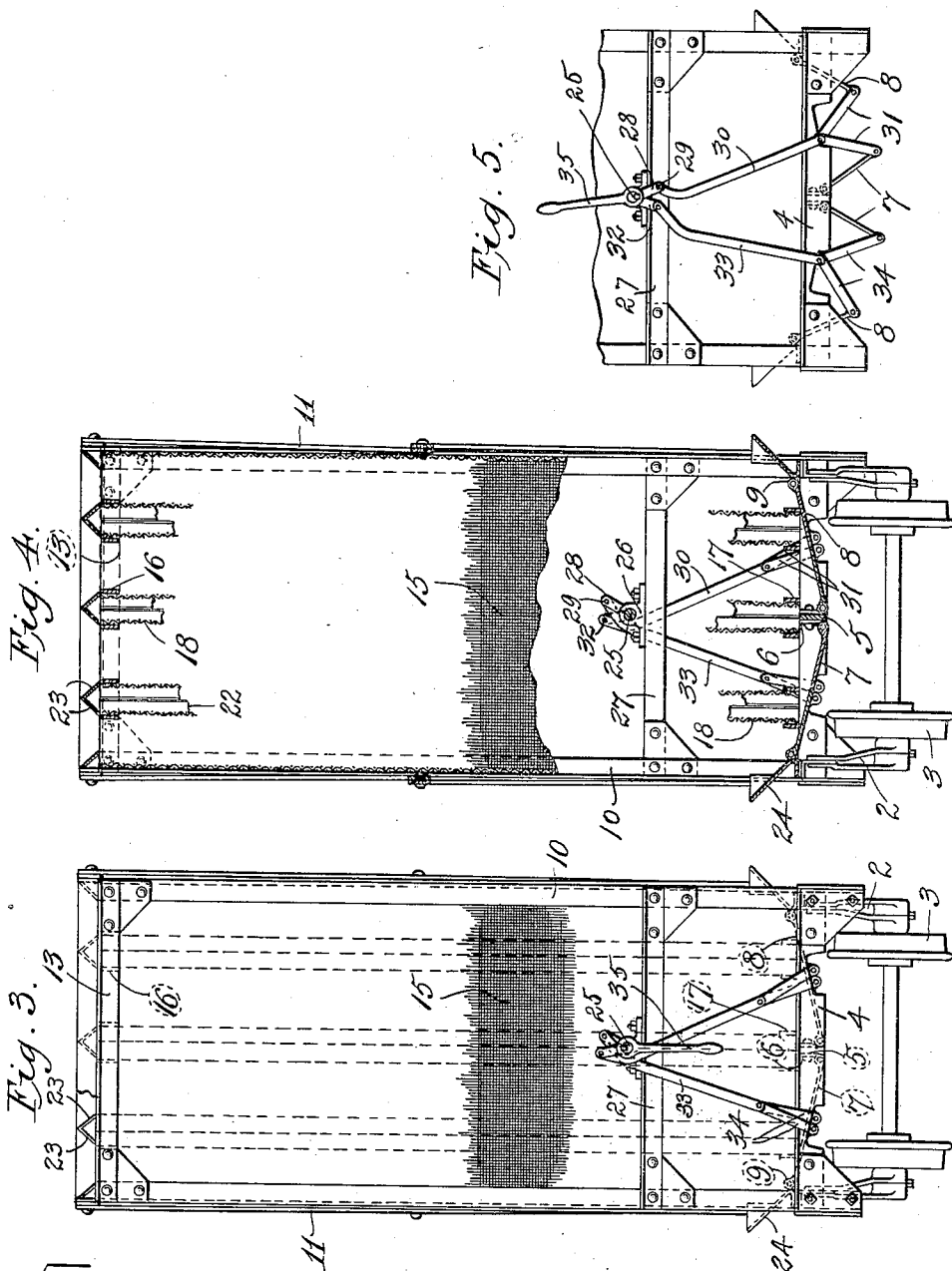
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UNITED STATES PATENT OFFICE.

SAMSON D. WRIGHT, OF CLEVELAND, OHIO.

DRIER-CAR.

1,064,187.

Specification of Letters Patent.

Patented June 10, 1913.

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To all whom it may concern:

Be it known that I, SAMSON D. WRIGHT, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Drier-Cars, of which the following is a specification.

This invention relates to drier receptacles generally and particularly to devices of such character used in connection with or in the form of a car for ready transportation from one point to another during the drying process.

In the specific embodiment in the form of a car it comprises a suitable lower bed or framework mounted upon car wheels and supporting a body in the form of a framework which is provided with sides and ends or sides only of wire mesh and vertically disposed longitudinal partitions of wire mesh spaced apart to form pockets and arranged so that suitable shedding means provided at the top directs the material into alternate pockets whereby air chambers are formed through which air may pass and be directed by suitable baffles against the sides of the pockets in which the material is located, thereby drying the same.

The invention is more specifically set forth in the following description, drawings and claims.

Referring to the drawings, Figure 1 is a top plan view of the receptacle or car; Fig. 2 is a side elevation; Fig. 3 is an end elevation; Fig. 4 is a sectional view; and Fig. 5 is a sectional view showing the doors open.

In carrying out the invention any preferred form and construction of parts may be employed, so long as they possess the necessary characteristics, but I have shown one form in the drawings which is highly effective in operation, and in such embodiment 1 represents side sills extending the full length of the receptacle or car and carrying, in this instance, suitable brackets 2 in which car axles are mounted. These axles are supported on suitable car wheels 3. The two side sills are secured together by end sills 4 which support a central bar 5 running the length of the car and having secured to it, at points throughout the length of the car, hinges 6 for doors 7 one arranged on each side of the bar 5. Doors 8 corresponding in all respects to the doors 7 are also mounted on hinges 9 secured to the side sills 1 so that there are two doors on each side of the cen-

ter and between the bar and each side sill. These doors form the bottom of the receptacle or car and are operated by suitable mechanism to be described.

Secured upon the framework formed by the side sills and the end sills is a body framework comprising corner posts 10 extending up at each corner and supported by diagonal braces 11 on the sides. These four posts are connected by upper side rails 12 and end rails 13. Secured to the corner posts and to the lower side rails or sills and the upper side rails, are sides 14 and ends 15 composed of wire mesh or other foraminous material. Rigidly secured to the upper end rails 13 are longitudinal rails 16 which extend the full length of the receptacle or car, as shown in Fig. 4. Another set of rails 17 is arranged between the end sills 4, and to upper and lower rails are secured vertical partitions 18 of wire mesh, a portion of the wire mesh being shown in view of the fact that it would be very difficult to indicate all of the wire mesh used in the car. These partitions 18 are held in place by vertical angle strips 19 extending from the lower rails 17 to the upper rails 16, and these vertical strips 19 are secured together by cross braces 20, these braces being arranged between the sides of the receptacle or car and the first wire partition, the third wire partition and the next adjacent partition, and so on, alternating in arrangement across the receptacle or car, the pocket formed by the side wall of the car and the first partition being open for the material and the space between this partition and the next adjacent partition serving as an air space. The vertical partitions 18 are still further provided with vertically disposed sheet metal plates 21 for stiffening the wire mesh and each having an outwardly extending flange 22 directed diagonally away from the side of the partition. There are several of these vertical plates 21 throughout the length of each partition and the diagonal flanges serve as baffles. The plates of one partition are staggered with respect to the plates of the other to cause the air passing from one end of the receptacle or car to the other through these spaces to be directed first against one side and then against the other.

Secured to the upper rails 16 are shedding plates 23 which meet to form an edge and slope down to cover the space in which the baffle plates 22 are located. This is clearly

shown in Fig. 3. These shedding plates are for the purpose of directing the material into the pockets meant to contain the material and to prevent the material from going into the air chambers between the pockets. These partitions extend far enough toward the bottom of the receptacle or car to direct the material onto the doors. In order to collect any material which might sift or otherwise pass through the sides, suitable deflector plates or hoppers 24 are secured to the side sills and adapted to direct the material in through the sides onto the doors.

Suitable mechanism is provided for manipulating the doors and it comprises a main rock shaft 25 mounted in blocks 26 secured upon the transverse end angle rails 27 supported by the corner posts. This shaft 25 is provided with a crank arm 28 carrying a pivot 29 to which is secured a link 30 connected by short links 31 with the two doors to the right. The crank arm 28 also carries another pivot 32 spaced from the other post and connected to a link 33 which is connected by a pair of short links 34 to the door 7 to the left, as shown in Figs. 3 and 4. The links 30 and 33 are bent to the right, as shown, whereby when the rock shaft is operated, these bent end portions will swing over the center and hold the doors closed. A suitable operating lever 35 is secured to the shaft 25 for manipulating the same and controlling the operation of the door.

While I have shown my device as provided with wheels in the form of a car, I do not wish to be limited to this arrangement, as the drier receptacle may be used independently and supported in any suitable

manner to meet the requirements and may also be mounted on flat cars or trucks.

Having described my invention, I claim:—

1. In a drier car, a bed frame, supporting wheels, a body mounted on the frame and comprising sides and ends composed of foraminous material, vertical partitions of foraminous material mounted within the body and forming pockets arranged side by side, shedding plates extending over the space between some of the pockets and from one partition to the next partition to form alternate pockets for material and alternate chambers for air, and suitable opening and closing means for the bottom of the car.

2. In a drier car, a bed frame, supporting wheels, a body frame, sides and ends for said body frame and composed of foraminous material, vertical longitudinal partitions of foraminous material mounted within the body frame and forming longitudinal pockets, shedding plates extending over the space between some of the pockets and from one partition to the next adjacent to form alternate pockets for material and alternate chambers for air, means for discharging the material from the material pockets, means for opening and closing said doors, and suitable hoppers extending from the bed frame and adapted to collect the material sifting through the foraminous sides of the car body.

In testimony whereof I affix my signature in presence of two witnesses.

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Witnesses:

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G. O. FARQUHARSON.