

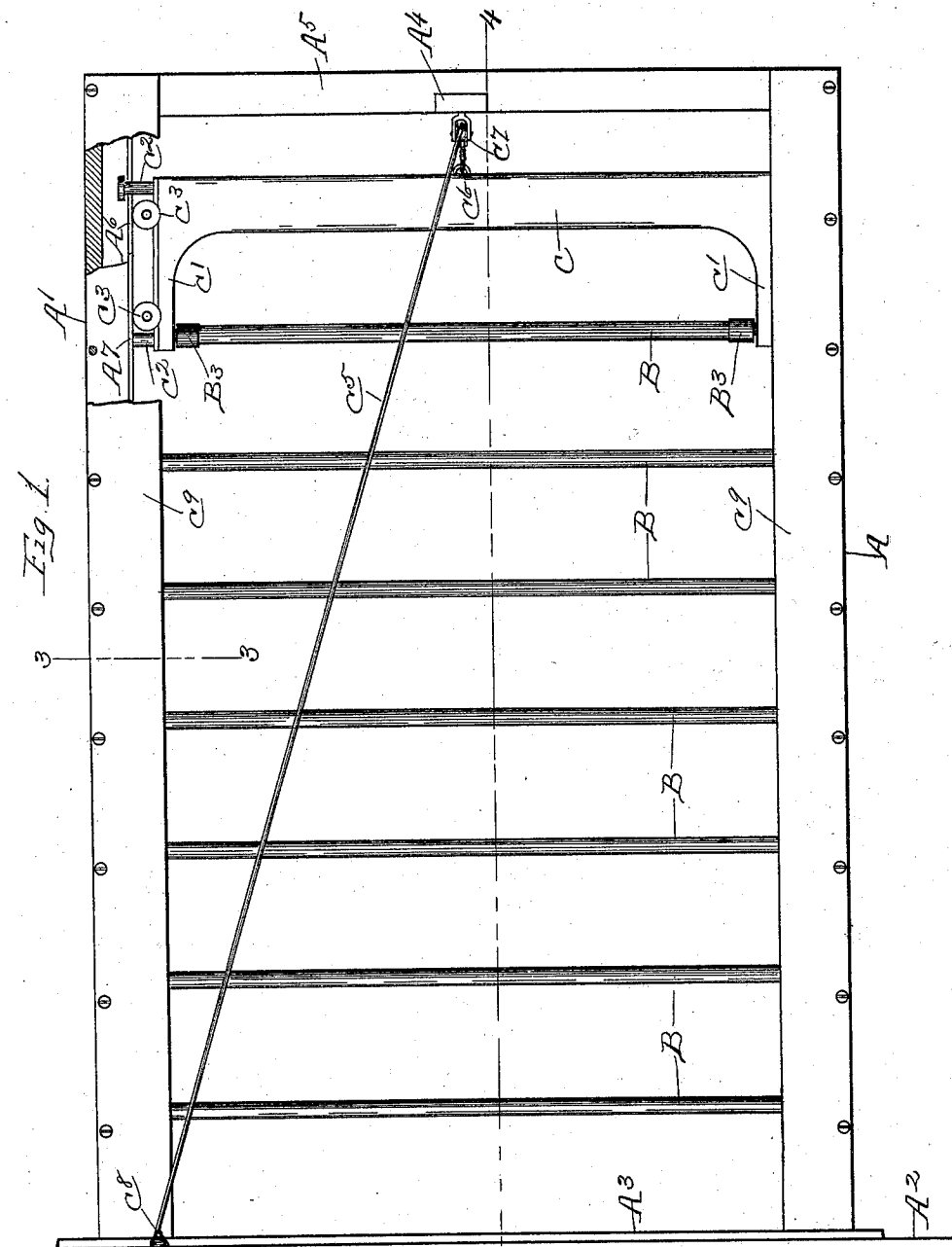
(No Model.)

3 Sheets—Sheet 1.

D. H. & J. H. PAYNE.
CLOTHES DRIER.

No. 550,689.

Patented Dec. 3, 1895.



Witnesses:

J. G. Curtis
G. L. Curtis.

Inventors:

David H. Payne
and Jerome H. Payne
By Mosher Curtis
Attys

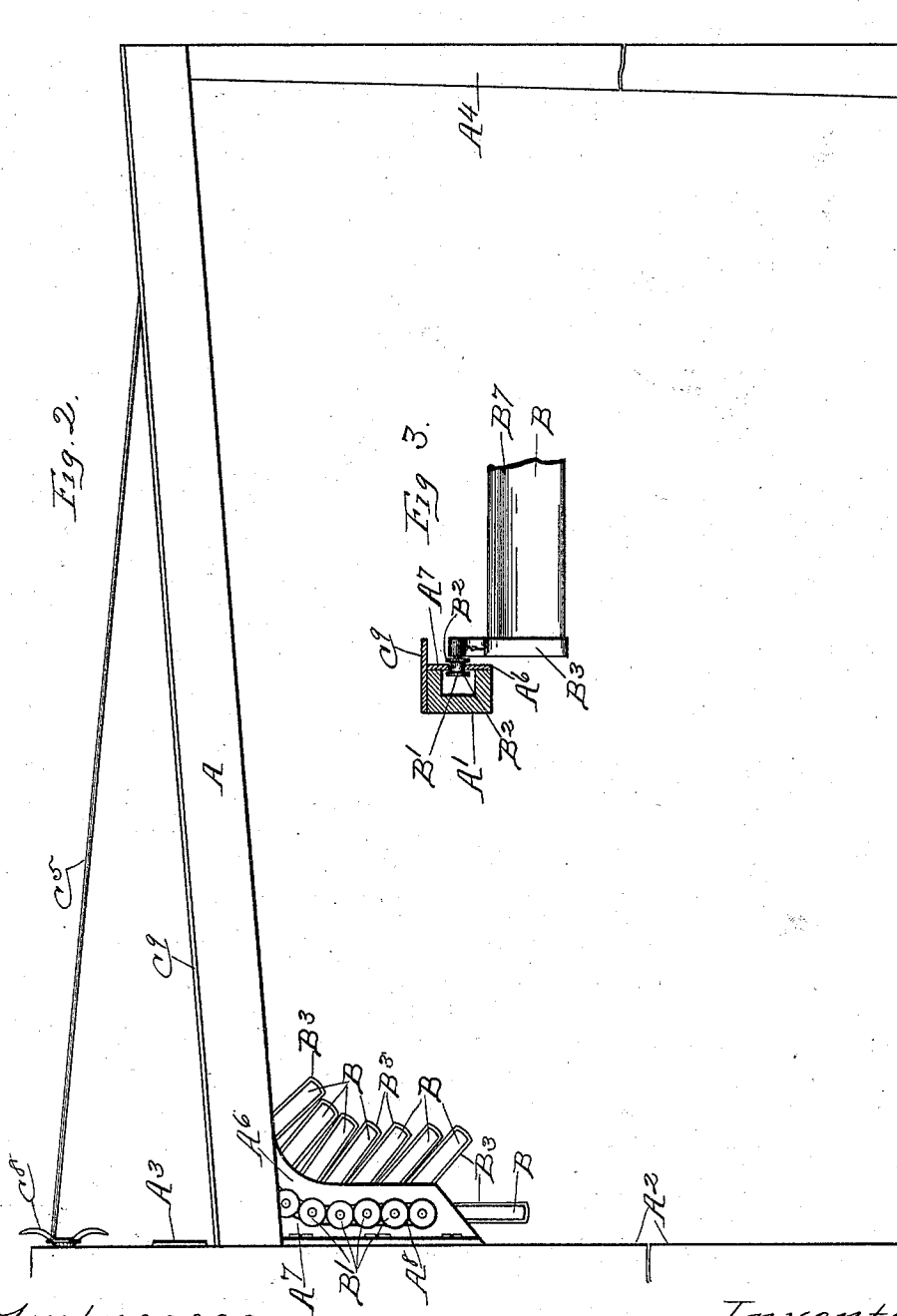
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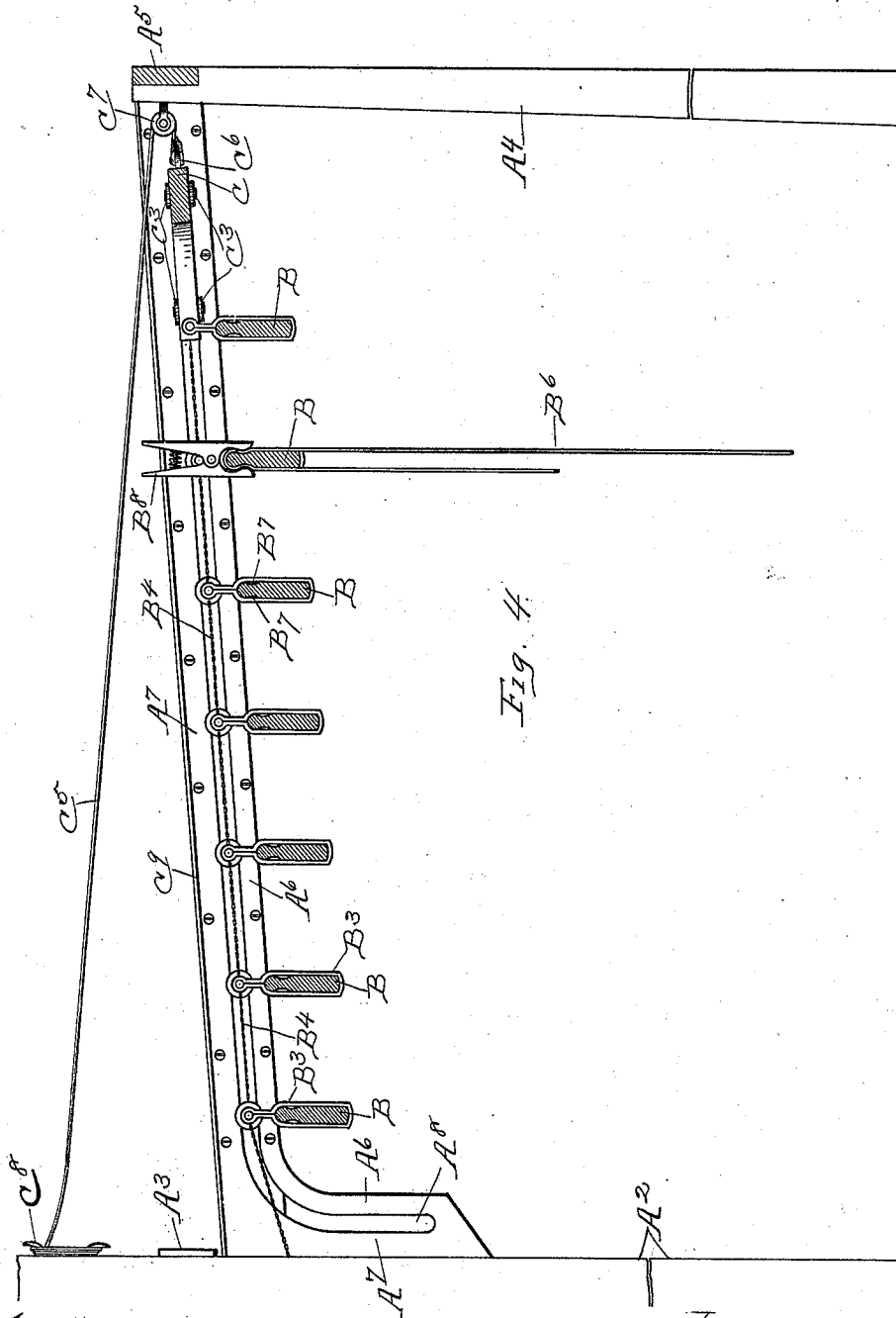
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David H. Payne
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UNITED STATES PATENT OFFICE.

DAVID H. PAYNE AND JEROME H. PAYNE, OF TROY, NEW YORK, ASSIGNORS
OF ONE-THIRD TO JAMES L. HOXSIE, OF SUFFIELD, CONNECTICUT.

CLOTHES-DRIER.

SPECIFICATION forming part of Letters Patent No. 550,689, dated December 3, 1895.

Application filed March 15, 1895. Serial No. 541,877. (No model.)

To all whom it may concern:

Be it known that we, DAVID H. PAYNE and JEROME H. PAYNE, citizens of the United States, residing at Troy, county of Rensselaer, and State of New York, have invented certain new and useful Improvements in Clothes-Driers, of which the following is a specification.

The invention relates to such improvements; and it consists of the novel construction and combination of parts hereinafter described and subsequently claimed.

Reference may be had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Similar letters refer to similar parts in the several figures therein.

Figure 1 of the drawings is a top plan view of the apparatus with the clothes-supporting trucks in position for use. Fig. 2 is a side elevation of the same shown attached to the side of a house. Fig. 3 is a vertical cross-section taken on the broken line 3 3 in Fig. 1. Fig. 4 is a vertical longitudinal section taken on the broken line 4 4 in Fig. 1.

Our present invention comprises an improvement upon the apparatus shown and described in United States Letters Patent No. 261,754, issued to us July 25, 1882, for improvements in clothes-driers, to which patent reference may be had.

The improvements which comprise our present invention consist of a vertical extension of the track which supports the movable trucks or clothes-supporting bars, rigid covered rails and guide-rails for the supporting track wheels or rollers, a leader-truck, and longitudinally-grooved bars in the movable trucks.

A and A' are two stringers secured at one end to an elevated station, as a house-wall, (represented by the line A²), just below the window-sill A³, and projecting outwardly in an approximately horizontal position to a supporting-post A⁴. The outer ends of the stringers are connected by the cross-piece A⁵, which is supported by the post. The stringers have, preferably, the cross-sectional form of channel-irons, as seen in Fig. 3, and are each provided with an under supporting-rail

A⁶ and an upper guide-rail A⁷, together forming a track for the clothes-supporting trucks. The trucks severally comprise a bar B, having on each end a roller B', adapted to run on the supporting-rails. The bars B are preferably made of wood and the rollers of brass or some non-corrosive metal. The space between the roller-flanges B² is made wider than the thickness of the rails, so that the rollers will run freely without binding friction. The roller-spindles project from a metallic loop or hanger B³, which incloses and directly supports one end of bar B.

There may be any desired number of trucks, which are united by a flexible connection, as chains B⁴, whereby the trucks may be brought into engagement with each other, and the maximum space between the neighboring trucks is limited and regulated by the length of the connecting-chains between each truck and its neighboring trucks. The truck-bars support the clothes B⁶ in the manner shown in Fig. 4. The bars are severally provided in their opposing vertical walls with a longitudinal groove B⁷, so that a clothes-pin B⁸ will press the clothes into the grooves and obtain a firm hold, which will prevent their accidental removal from the bars.

The track-rails are curved downwardly at their inner ends adjacent to the house-wall to a vertical position, thereby forming a vertically-extended pocket or housing for the series of rollers on the respective ends of the truck-bars, as shown at A⁸.

When the drier is out of use or is to be brought into position to be put into use, the trucks are drawn into engagement with each other, with the rollers in the vertical portion of the track. In this way the last or outermost truck is brought in close to the house-wall within easy reach from an open window.

The trucks are successively loaded with the clothes, beginning with the outermost truck, and moved out upon the horizontal track as they are loaded. As a means for moving the successively-loaded trucks out upon the horizontal track we provide a leader-truck consisting of a cross-bar C, having its ends C' extended laterally to form supports for the supporting-wheels C², which run upon the track-rails in the same manner as the rollers

of the other trucks, and the guide-wheels C³, which revolve upon vertical axes and engage the sides of the track-rails, as shown, thereby preventing one end of the leader-truck from moving sufficiently in advance of the other end to cause appreciable binding friction. The stringers may also be provided with the projecting roof or cover C⁹, adapted to protect the rails from snow and rain.

A portion of the stringer-cover and stringer is broken away in Fig. 1, at one end of the leader-truck, to show the supporting and guiding wheels, both ends of the truck being alike.

The leader-truck is moved outwardly upon the track by means of a cord C⁵, secured at C⁶ to the truck, passing around the pulley C⁷, fixed to the stationary cross piece or post, and back to the house-wall, where it is within easy reach from the window and can be secured in any known manner, as by cleat C⁸.

Without the vertical portion of the track the number of trucks which could be successfully operated would be so few as to materially impair the usefulness of the apparatus.

With the vertical portion of the track the number of trucks which can be successfully operated is limited only by the length or capacity of the vertical portion, and the outermost truck can be brought within convenient reach for loading or unloading.

In unloading the trucks the cord connected with the leader-truck is released, the innermost truck first unloaded and drawn in toward the house-wall until the next truck is within convenient reach, and so on to the last truck, the unloaded trucks passing down the vertical track out of the way.

By housing the trucks together, one upon another, within the vertical pocket the trucks can be easily covered to protect them from the weather when out of use.

What we claim as new, and desire to secure by Letters Patent, is—

1. In a clothes-drier, the combination with a series of roller-supported clothes-trucks, and flexible connections between the individual trucks, of a rigid track projecting outward in an approximately horizontal direction from an elevated station, comprising a pair of under supporting rails and a pair of upper guide-rails, and a pocket extension of the inner end of the track extending down the vertical wall of the elevated station, and means for moving the trucks outwardly along the horizontal track, substantially as and for the purposes set forth.

2. In a clothes-drier, the combination with a two-rail track and a series of connected two-wheel clothes-trucks severally consisting of a single cross-bar having a track-wheel or roller on each end, of a leader-truck consisting of a rigid cross-frame having on each end supporting and guiding wheels or rollers engageable with the respective rails, and connected with the series of trucks at one end of the series, and means for moving the leader-truck outwardly along the track, substantially as described.

3. In a clothes-drier, the combination with a series of connected clothes-trucks having supporting grooved rollers on each truck, of a track for the rollers comprising in duplicate a rigid under supporting rail, a rigid upper guide-rail, a roof-cover for the rails and rollers, a stringer which supports the rails one above the other in approximately the same vertical plane, means for attaching one end of the stringer to an elevated station, and independent means for supporting the other end of the stringer, substantially as described.

In testimony whereof we have hereunto set our hands this 6th day of March, 1895.

DAVID H. PAYNE.

JEROME H. PAYNE.

Witnesses:

GEO. A. MOSHER,

FRANK C. CURTIS.