C. A. HENDERSHOTT.

DRY KILN TRUCK.

APPLICATION FILED APR. 29, 1921.

1,389,353. **Patented Aug. 30, 1921.**

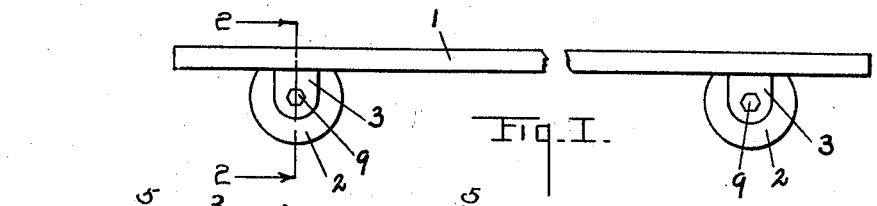


Fig. I.

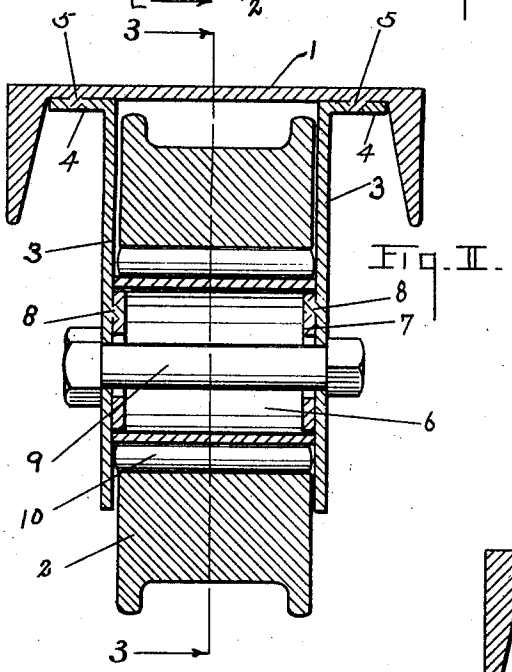


Fig. II.

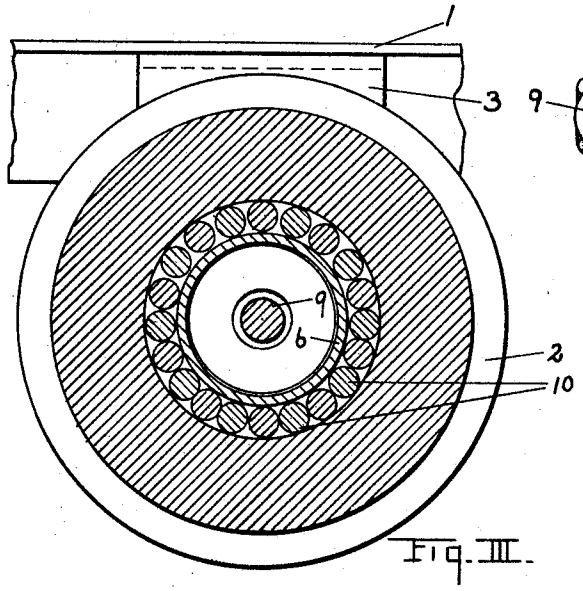


Fig. III.

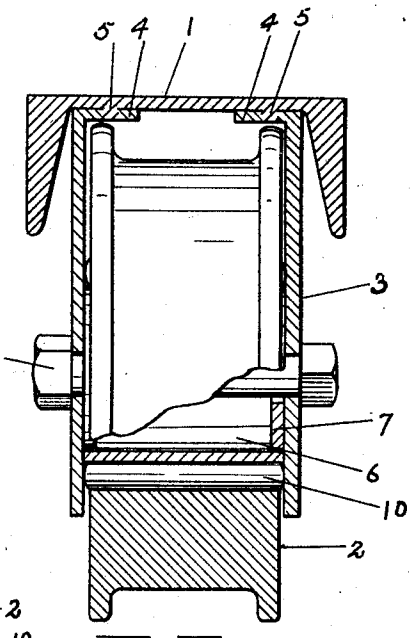


Fig. IV.

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UNITED STATES PATENT OFFICE.

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DRY-KILN TRUCK.

1,389,353. Specification of Letters Patent. Patented Aug. 30, 1921.

Application filed April 29, 1921. Serial No. 465,570.

To all whom it may concern:

Be it known that I, CHARLES A. HENDERSHOTT, a citizen of the United States, residing at Grand Rapids, county of Kent, State of Michigan, have invented certain new and useful Improvements in Dry-Kiln Trucks, of which the following is a specification.

This invention relates to improvements in dry kiln trucks.

The main objects of this invention are,

To provide an improved dry kiln truck which is very simple in its parts, and at the same time is strong and rigid, and not likely to get out of repair.

Further objects, and objects relating to structural details will definitely appear from the detailed description to follow.

I accomplish the objects of my invention by the devices and means described in the following specification. The invention is clearly defined and pointed out in the claims.

A structure which is the preferred embodiment of my invention is clearly illustrated in the accompanying drawing forming a part of this specification, in which:

Figure 1 is a side view of a dry kiln truck embodying the features of my invention, the body of the truck being partially broken away.

Fig. 2 is a vertical transverse section on a line corresponding to line 2—2 of Fig. 1, parts being shown in full lines for convenience in illustrations.

Fig. 3 is a detailed longitudinal section on a line corresponding to line 3—3 of Fig. 2.

Fig. 4 is a detailed view partially in section, showing a slight modification of the structure shown in Fig. 2, modification showing an adaptation to a narrow body.

In the drawing similar reference characters refer to similar parts throughout the several views, and the sectional views are taken looking in the direction of the little arrows at the ends of section lines.

Referring to the drawing, the body 1 of my improved truck is formed of channel iron disposed facing downwardly.

The wheels 2 have channeled peripheries to adapt them to travel on a track.

The wheel hangers 3 are angled, that is, they have horizontal arms 4 which are disposed on the under side of the body against the web thereof, and secured to the web by welding at 5 or by riveting, as may be desired.

These hangers are disposed to embrace the wheels and carry the tubular bearing members 6 which are supported by disks 7, secured on the inner sides of the hangers by spot welding or otherwise, as indicated at 8.

The bolts 9 disposed through the hangers clamp them upon the ends of the bearing members. They also serve as end thrust members for the bearing rollers 10.

In Fig. 4 the arms 4 of the hangers are disposed inwardly to adapt them to the narrower body shown in that figure, otherwise the construction is the same as that described.

By arranging parts as I have illustrated and described, I provide a dry kiln truck which is very strong and rigid, and at the same time is very compact, the height of the truck being but little greater than that of the wheel.

The advantage of this will be understood by those practised in the dry kiln art. It increases the capacity of the truck as the height of the load from the track is ordinarily limited only by the height of the doors of the kiln.

There are no projecting bolts or parts at the sides of the truck and the load is directly upon the hangers, so that there is no shearing strain on the hanger fastenings.

And further, parts are very economical to produce and assemble.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:

1. In a dry kiln truck, the combination of a body formed of channel iron disposed facing downwardly, a wheel, angled wheel hangers disposed within the body, to embrace said wheel and their horizontal arms against and secured to the under side of the web thereof, a tubular bearing member supporting disk secured on the inner sides of said hangers to receive the ends of the bearing member, a bolt disposed through said hangers and bearing member clamping the hangers upon the ends of said bearing member, and bearing rollers for said wheel, said hanger members constituting end thrust members for said rollers.

2. In a dry kiln truck, the combination of a body formed of channel iron disposed fac-

ing downwardly, a wheel, angled wheel hangers disposed within the body, to embrace said wheel and with their horizontal arms against and secured to the under side of the web thereof, a tubular bearing member disposed between said hangers, bearing member supporting disks secured on the inner sides of said hangers to receive the ends of the bearing member, a bolt disposed through said hangers and bearing member clamping the hangers upon the ends of said bearing member.

3. In a dry kiln truck the combination of a body formed of channel iron disposed facing downwardly, a wheel, wheel hangers disposed within the body with their upper ends against and secured to the under side of the web thereof, a tubular bearing member disposed between said hangers, a bolt disposed through said hangers and bearing member clamping the hangers upon the ends of said bearing member, and bearing rollers for said wheel, said hanger members constituting end thrust members for said rollers.

4. In a dry kiln truck, the combination of a body formed of channel iron disposed facing downwardly, a wheel, wheel hangers disposed within the body with their upper ends against and secured to the under side of the web thereof, a tubular bearing member disposed between said hangers, a bolt disposed through said hangers and bearing member clamping the hangers upon the ends of said bearing member.

In witness whereof I have hereunto set my hand and seal in the presence of two witnesses.

CHARLES A. HENDERSHOTT. [L. S.]

Witnesses:
ABE J. VAN STRIEN,
H. G. FISHER.