No. 750,306. PATENTED JAN. 26, 1904.

E. F. ROUSE.

DRY KILN.

APPLICATION FILED JUNE 5, 1903.

NO MODEL.

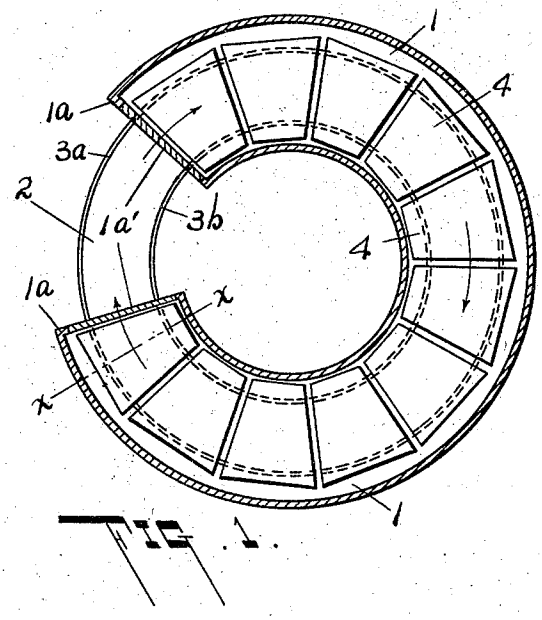


FIG. 1.

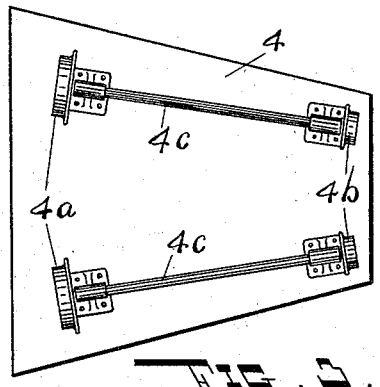


FIG. 3.

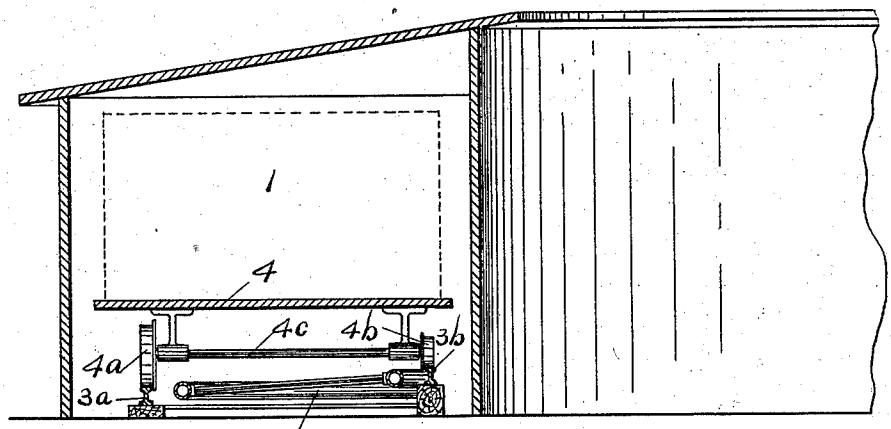


FIG. 2.

WITNESSES:

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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 750,306. Patented January 26, 1904.

UNITED STATES PATENT OFFICE.

EDWIN F. ROUSE, OF BAY CITY, MICHIGAN.

DRY-KILN.

SPECIFICATION forming part of Letters Patent No. 750,306, dated January 26, 1904.

Application filed June 5, 1903. Serial No. 160,246. (No model.)

To all whom it may concern:

Be it known that I, EDWIN F. ROUSE, a citizen of the United States, residing at Bay City, in the county of Bay and State of Michigan, have invented certain new and useful Improvements in Dry-Kilns; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention is a dry-kiln, and is particularly adapted for drying heading and other short lumber.

The objects of the invention are to arrange a dry-kiln so that cars may be loaded and unloaded simultaneously without interfering with the action of the kiln and so that as a loaded car of green boards is pushed into the kiln at one end a car of seasoned boards is pushed out at the exit end, the entrance and exit being close together, so that the handling of empty cars is reduced to the minimum.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a plan view, partly in section, of my dry-kiln. Fig. 2 is a sectional elevation of one side of the kiln, the section being taken on the line x x of Fig. 1; and Fig. 3 is a bottom view of one of the cars

The invention consists in a drying-chamber 1, arranged in annular form, with ends 1^a having doors $1^{a'}$ facing each other across an open space 2, in which cars may be loaded and unloaded. Continuous circular tracks 3^a and 3^b extend around the floor of the building and across the open space. Cars 4 travel around the tracks and carry loads of lumber through the drying-chamber. The building 1 may be of any suitable construction. Steam-pipes 5 between the tracks 3^a and 3^b supply heat for drying. The cars 4 have horizontal axles 4^c, converging radially toward the center of the circular tracks, and the diameters of the wheels 4^a and 4^b on the outer rail 3^a on the inner rail 3^b, respectively, are proportional to the distances of the rails from the center of the circle, so that the cars are adapted to travel smoothly around the circular tracks.

I have thus produced a dry-kiln in which cars loaded with green lumber are pushed in at one end and are carried forward step by step through the heated chamber as other cars follow. By the time the exit end is reached the boards are well dried, and the entrance of another car into the drying-chamber discharges the first car, leaving it in the space 2 to be unloaded. When this car is unloaded, the pushing of a loaded car into the kiln sends out another to be unloaded, which in turn pushes the empty car into position to be loaded and started again on its trip through the drying-chamber. Great economy of time and labor in operation is thus effected.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. An annular drying-chamber having closed ends facing each other across an open space; continuous circular tracks through said chamber and across the open space and separate cars adapted to travel around said tracks.

2. An annular drying-chamber having closed ends facing each other across an open space; continuous circular tracks through said chamber and across the open space and separate cars adapted to travel around the tracks and filling the tracks within the chamber, so that pushing another car into one end will push out a car at the opposite end into said open space.

3. An annular drying-chamber having closed ends facing each other across an open space; continuous circular tracks through said chamber and across the open space and separate cars adapted to travel around the tracks and filling the tracks within the chamber, so that pushing another car into one end will push out a car at the opposite end into said open space; each car having radially-disposed axles, and having small wheels adapted to roll on the inner rail and large wheels adapted to roll on the other rail, said wheels having diameters proportional to the distance of the rails from their common center.

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

EDWIN F. ROUSE.

Witnesses:

JAMES C. HANSON,

A. A. EASTERLY.