(No Model.)

A. T. BEMIS.

LUMBER TRUCK.

No. 482,332. Patented Sept. 13, 1892.

Fig. 1.

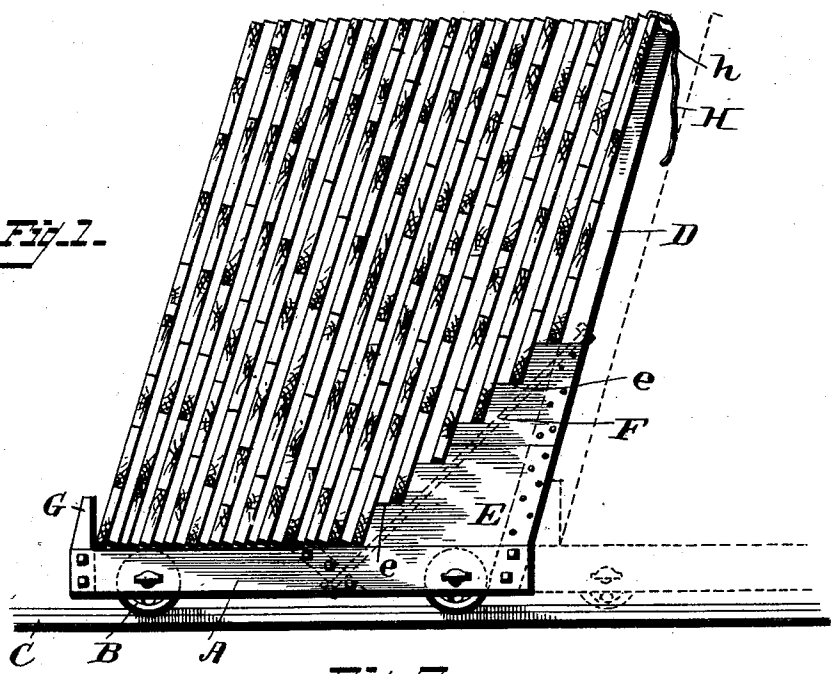
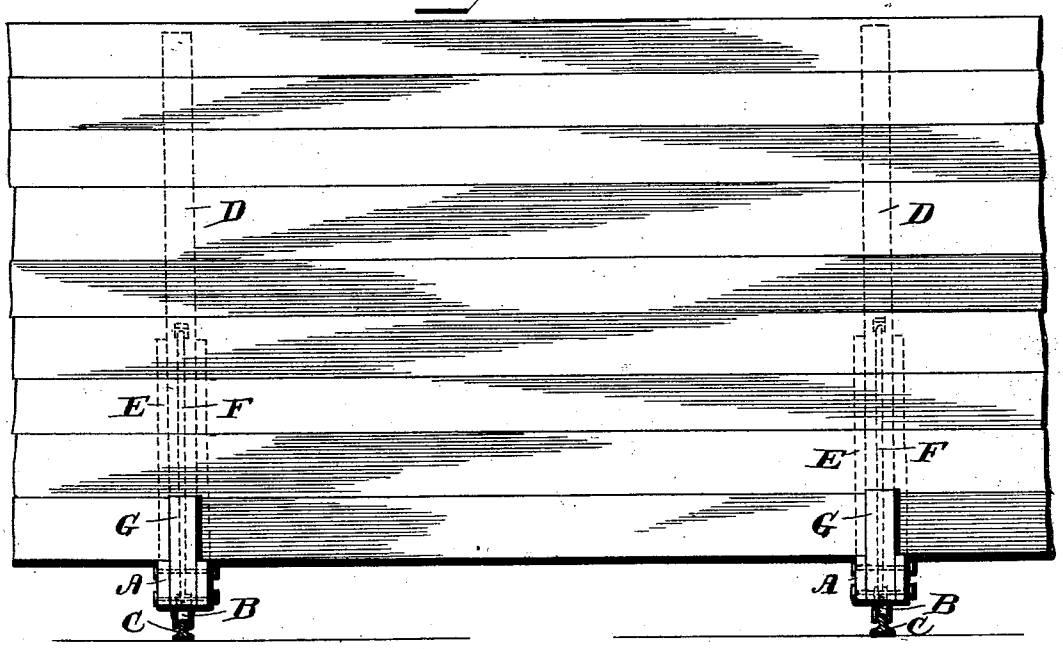


Fig. 2.



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UNITED STATES PATENT OFFICE.

ALBERT T. BEMIS, OF LOUISVILLE, KENTUCKY.

LUMBER-TRUCK.

SPECIFICATION forming part of Letters Patent No. 482,332, dated September 13, 1892.

Application filed June 3, 1892. Serial No. 435,393. (No model.) Patented in Canada June 30, 1892, No. 39,237.

To all whom it may concern:

Be it known that I, ALBERT T. BEMIS, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Trucks for Lumber-Drying Kilns, (for which Letters Patent have been obtained in Canada, No. 39,237, of June 30, 1892;) and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The present invention relates to trucks for lumber-drying kilns; and it has for its object to provide an improved form of lumber-truck in which the lumber to be dried may be piled upon edge in such manner as to permit the free passage of heated air between the courses of boards in such manner as to cause the air-current to come into direct contact with the faces of the boards, thereby insuring the more rapid and uniform drying of the lumber.

It is a well-known fact, which is generally recognized by those employed in kiln-drying lumber, that in order to secure the best possible results it is essential that the lumber upon the truck should be piled in such a manner as to permit the current of heated air in passing through the kiln to contact directly with the faces of the boards, and lumber-trucks have been especially constructed with the view of permitting the boards to be piled upon edge. These trucks have generally been provided with frames or uprights, between which the lumber has been placed. Trucks of this class have been found to be objectionable, as their construction and maintenance are necessarily expensive. The numerous standards employed to hold the lumber in place and to separate the courses of lumber have occupied a great amount of space, thus limiting in a very great measure the capacity of the trucks.

Another serious objection to the trucks mentioned has been due to the extra amount of labor required both in loading and in unloading the lumber, owing to the obstruction offered by the standards.

In my present invention I have sought to overcome the objections mentioned and to provide a truck which may be readily loaded and unloaded and in which the use of the objectionable standards mentioned will be entirely dispensed with. The several courses of lumber are piled upon edge at an angle slightly inclined from a true vertical line, the angle being sufficient to retain the load securely upon the truck, and at the same time not being too great to in any manner obstruct the free upward passage of the drying-current of air which is brought into direct contact with the faces of the lumber.

To these ends and to such others as the invention may pertain the same consists in the peculiar construction and in the novel arrangement, combination, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is an end view of a lumber-truck embodying my improvements, and Fig. 2 is a side view of the same.

Reference now being had to the details of the drawings by letter, A designates the trucks, which are provided with the usual wheels B B, which travel upon the rails C, leading through the dry-kiln.

At one end of the truck an inclined standard D is provided, said standard being securely braced by the planking E, through which is passed a stay-rod F, which rod is at its lower end bolted to the body of the truck and at its upper end it is secured to the inclined standard.

The planking E is formed with a series of steps or notches *e e*, upon which rest the lower edges of the boards at the side of the truck adjacent to the inclined standard, and at the opposite side of the truck is provided an upright G, which secures the lower edges of the last pile of boards, as shown.

In Fig. 1 of the drawings I have indicated in dotted lines the position of the next adjacent truck in the train within the kiln, and it will be noted that the space between the trucks is very slight.

In order to prevent the escape of the drying-current between the ends of the trucks, I provide a curtain H, which along its edge is provided with the hooks *h*, which hooks are engaged with the upper edge of the upper board upon the first series upon the truck. The curtain should be of a width sufficient to permit its lower edge to contact with the lumber upon the next adjacent truck, as shown, thus serving to deflect the air-current and cause the same to pass through the lumber upon the truck.

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

1. In a truck for lumber-drying kilns, the combination, with the body of the truck, of an inclined standard secured at its lower end to the body of the truck and adapted to serve as a support for lumber piled upon the truck, substantially as described.

2. The combination, with the truck, of the inclined standard, the brace for said standard, the planking E, notched as described, and the standards D at the opposite end of the truck, substantially as shown and described, and for the purpose specified.

3. In a lumber-drying truck for dry-kilns, the combination, with the truck, of the inclined standard thereon and the curtain H, extending from the upper end of the standard to the upper face of the lumber piled upon the next adjacent truck in the train, substantially as shown and described, and for the purpose specified.

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

ALBERT T. BEMIS.

Witnesses:
C. F. NICHOLS,
FRANKLIN H. HOUGH.