

(No Model.)

A. T. BEMIS.
BRICK DRIER CAR.

No. 529,675.

Patented Nov. 20, 1894.

Fig. 1.

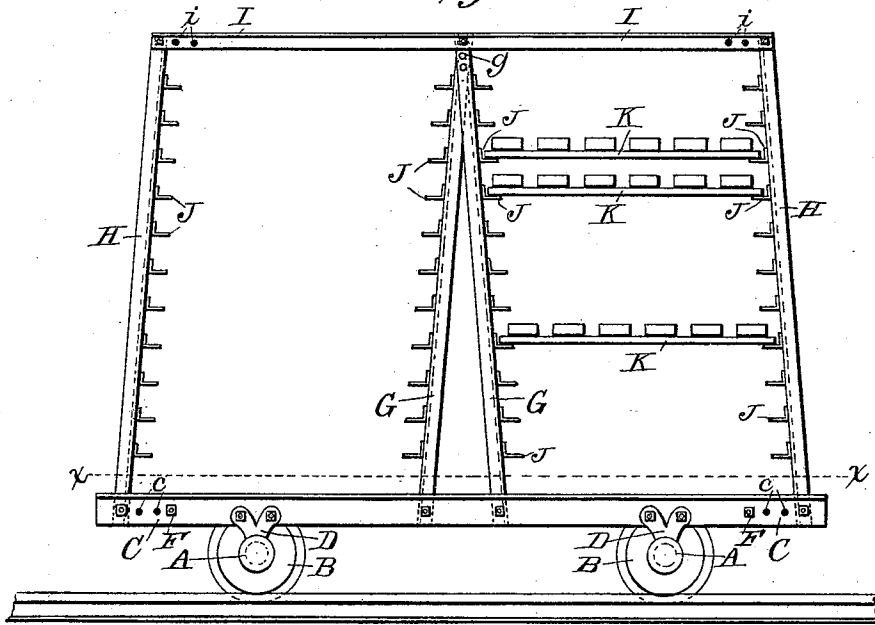


Fig. 2.

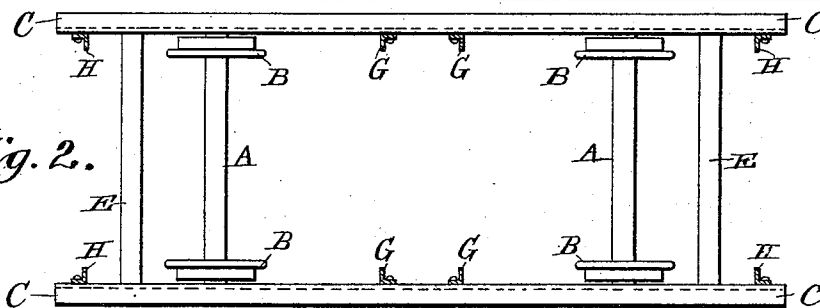
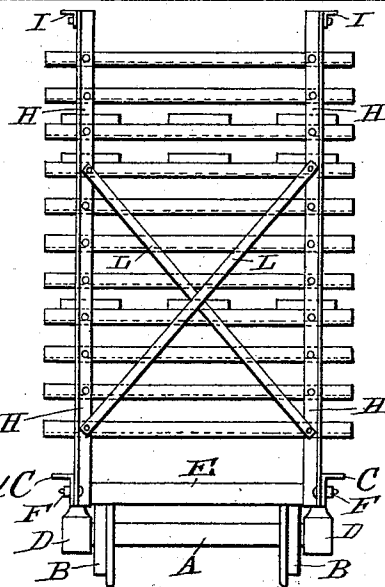


Fig. 3.



Witnesses:

Josh Blackwood

Albert B. Blackwood

Inventor.

Albert T. Bemis

By Wm Hunter Myers

Attorney.

UNITED STATES PATENT OFFICE.

ALBERT T. BEMIS, OF INDIANAPOLIS, INDIANA.

BRICK-DRIER CAR.

SPECIFICATION forming part of Letters Patent No. 529,675, dated November 20, 1894.

Application filed June 1, 1894. Serial No. 513,178. (No model.)

To all whom it may concern:

Be it known that I, ALBERT T. BEMIS, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Brick-Drier Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improved car of the class employed in conveying brick to and from a drying kiln, the brick being piled thereon in such manner as to permit a free circulation of heated air around and between the courses during the operation of drying. A peculiarity of a car of the above class is that it admits of no central, longitudinal or diagonal side bracing, as such would interfere with the insertion and removing of the loaded pallets, and as a consequence the car has heretofore been required to be made of heavy material to support the immense weight it is required to carry, this weight often exceeding a ton and a half. Even when made heavy and cumbersome as heretofore the car has not proved satisfactory to users, because of the racking strain and breakage to which it was subjected by reason of the longitudinal momentum acquired by the load when the car is brought to a sudden standstill, as is often done in the yard or kiln, from which cause the standards are frequently twisted and broken from their attachment to the sills.

The object of my invention is to provide a car framework so constructed that the center of gravity of the load placed thereon will fall over or toward the axles, instead of about midway between them, as in previous constructions, whereby I am enabled to make a durable car much lighter and at a considerable less cost than heretofore.

The invention will first be described in connection with the accompanying drawings, and then pointed out in the claims.

Figure 1 of the drawings is a side elevation of my car showing several loaded pallets in place thereon. Fig. 2 is a horizontal section taken on the line *x x*, Fig. 1. Fig. 3 is an end elevation of the car.

Referring to the drawings, A A are the axles on which the carrying wheels B B are mounted in the usual manner.

C C are the longitudinal sills, from which are suspended the journal-boxes D D, these sills being connected near their ends by cross-bars E, secured to the sills by bolts and nuts, as shown at F. To each sill, midway between the axles, I bolt two standards G G in such a position that while their lower ends are about eight inches apart their upper ends are preferably brought together, lapped, and riveted, as at *g*.

H H are the end standards, bolted at their lower ends to the sills C C, and each inclined toward the longitudinal center at an angle coincident with the angle of the central standard facing it. These standards are connected at the top by a tie-bar I, to which the upper ends of the center standards are also secured. Both the sills and the tie-bar are provided with a series of holes *c* and *i*, respectively, in order that the end standards may be made adjustable in position to meet the requirements of pallets of different lengths. To all the standards are secured suitable brackets J for supporting the pallets K. As seen in Fig. 3, the end standards are braced on the outer side by cross-braces L L. The framework thus constructed is exceedingly light and durable, as all the parts except, perhaps, the sill connections are made of L-shaped angle-iron.

It will be noticed that by the inclination of the standards, the center of gravity of the load is not only thrown toward the axles, but that a space is left between the inner ends of the pallets, permitting the heated air to circulate throughout the central portion of the material to be dried.

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

1. In a brick-drier car, a framework comprising longitudinal sills, cross connections therefor, two central standards secured at their lower ends to each sill at a suitable distance apart and inclining longitudinally toward each other, end standards secured at their lower ends to the sills and each inclined toward the longitudinal center at an angle coincident with the incline of the central standard facing it, longitudinal tie-bars connecting the standards at the top, and pallet-brackets carried by the standards.

2. In a brick-drier car, a framework comprising longitudinal sills, cross connections therefor, two central standards secured at their lower ends to each sill at a suitable distance apart and meeting at their upper ends and secured together, end standards secured at their lower ends to the sills and each inclined toward the longitudinal center at an angle coincident with the incline of the central standard facing it, longitudinal tie-bars connecting the standards at the top, and pallet-brackets carried by the standards.

3. In a brick-drier car, a framework comprising longitudinal sills, cross connections therefor, two central standards secured at their lower ends to each sill at a suitable dis-

tance apart and meeting at their upper ends and secured together, end standards adjustably secured at their lower ends to the sills and each inclined toward the longitudinal center at an angle coincident with the incline of the central standard facing it, longitudinal tie-bars adjustably connecting the end standards with the central standards, and pallet-brackets carried by the standards.

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

ALBERT T. BEMIS.

Witnesses:

WM. HUNTER MYERS,
DAVID W. GOULD.