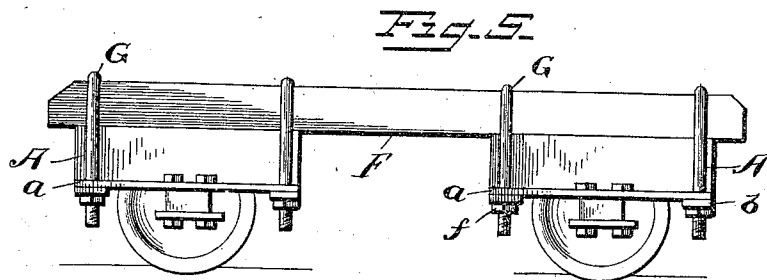
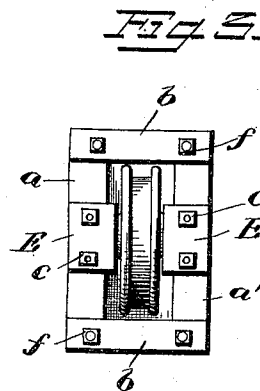
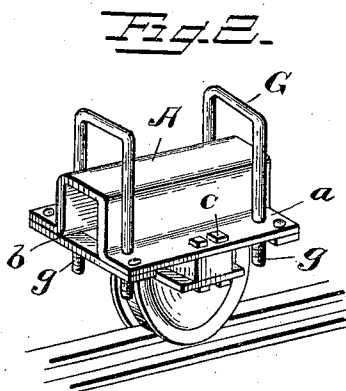
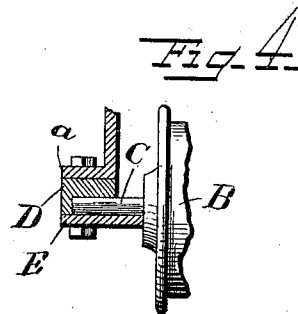
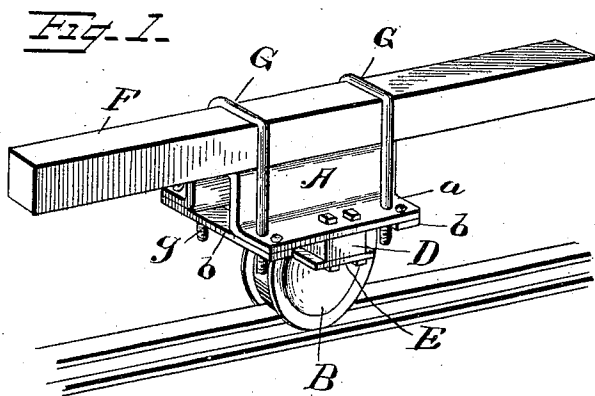


(No Model.)

F. KIRK.
LUMBER TRUCK FOR DRY KILNS.

No. 515,232.

Patented Feb. 20, 1894.



Witnesses
Howard D. Cur.
J. H. Guffey

Inventor
Franklin Kirk
by
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His Attorney

UNITED STATES PATENT OFFICE.

FRANKLIN KIRK, OF KANSAS CITY, MISSOURI.

LUMBER-TRUCK FOR DRY-KILNS.

SPECIFICATION forming part of Letters Patent No. 515,232, dated February 20, 1894.

Application filed August 7, 1893. Serial No. 482,555. (No model.)

To all whom it may concern:

Be it known that I, FRANKLIN KIRK, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Lumber-Trucks for 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, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to trucks used in dry kilns for lumber, and for analogous purposes, and has for its general object the improvement of the construction of such trucks whereby their strength and durability are increased, their construction simplified and the cost of producing them reduced, and to this end my invention consists in the several details of construction and combination of parts hereinafter fully described and more particularly pointed out in the claims.

Referring to the drawings: Figure 1, is a perspective view of my improved truck and its bolster. Fig. 2, is a similar view with the bolster removed. Fig. 3, is a bottom view of the truck. Fig. 4, is a section through the axle box, the truck and part of the wheel, the other part being broken away; and, Fig. 5, is a side elevation of two trucks connected together by the bolster.

Similar letters of reference indicate corresponding parts in each figure of the drawings.

A represents the chair forming the truck frame consisting of one piece of sheet metal of any desirable character, as iron or steel, and of sufficient thickness to give it the necessary strength and rigidity. This sheet metal is arched above or bent into substantially a U shape to form the main body portion of the truck-frame, and the side edges of the sheet are bent at a right angle to the vertical walls of the main body portion to form horizontal flanges *a*. At each end of the chair a cross bar *b*, is riveted to the underside of the flanges *a*, of the body of the chair to prevent the chair from spreading when a heavy weight is imposed upon it.

B represents the wheel and C its axle, each end of which is journaled in a suitable box

D. These boxes D are secured to the flanges *a*, of the truck frame, which are mounted thereon, one on each side of the wheel, by means of bolts *c*, which pass through the flanges *a*, boxes D and bottom plates E. The boxes D may be of any suitable construction and may have their outer ends closed as shown at *d*, to prevent the entrance of dirt or other extraneous matter.

F is a bolster supported on top of the truck frame A and held securely in position by means of the stirrup bolts G. These stirrup bolts embrace the bolster and main body portion of the truck-frame and their threaded ends *g*, pass through the flanges *a*, and cross bars *b*, to receive the nuts *f*, on their lower ends.

In Fig. 5, I have shown two trucks A, constructed in the manner just described, connected together by one bolster F. If desired a corresponding double truck may be made and placed on a track parallel to this one, and cross beams loosely laid on the bolsters F from one to the other, forming thereby a four wheel truck upon which a large quantity of lumber or other material may be placed and moved from one point to another as desired.

The advantages of my improved truck are as follows: The chair or truck frame A being entirely of metal, will not shrink or become warped when subjected to the high temperature of a drying kiln, as is the case with frames constructed in whole or in part of wood. A great saving is thereby effected in the matter of repairs. Should the bolster shrink, the stirrup bolts may be readily tightened up to firmly secure it to the truck frame, and in case it should become worn out, it can readily and easily be replaced by a square piece of timber of uniform size usually kept in stock.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. A chair for a truck made of sheet metal, its main body portion being arched or U shaped and supporting a bolster thereon and having horizontal side flanges mounted on and secured to the journal boxes, substantially as described.

2. A chair for a truck frame made of sheet metal, having its main body portion arched or U shaped, and provided with horizontal

side flanges, and end connecting bars, substantially as described.

3. In a chair for a truck the combination with a truck frame having an arched portion and horizontal side flanges, of a bolster supported on the arched portion, stirrup bolts embracing the bolster and arched portion of the frame, and passing through the side flanges, and securing devices to hold the stirrup bolts in position, substantially as described.

4. In a chair for a truck, the combination with a truck frame having an arched portion and horizontal side flanges, of journal boxes

below the flanges, supporting plates below the boxes, bolts passing through the flanges, the boxes and the supporting plates to secure them together, and a wheel having its axle journaled in the boxes, substantially as described and for the purpose set forth.

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

FRANKLIN KIRK.

Witnesses:

GEORGE M. BARNETT,
M. BARNETT.