

No. 747,722.

PATENTED DEC. 22, 1903.

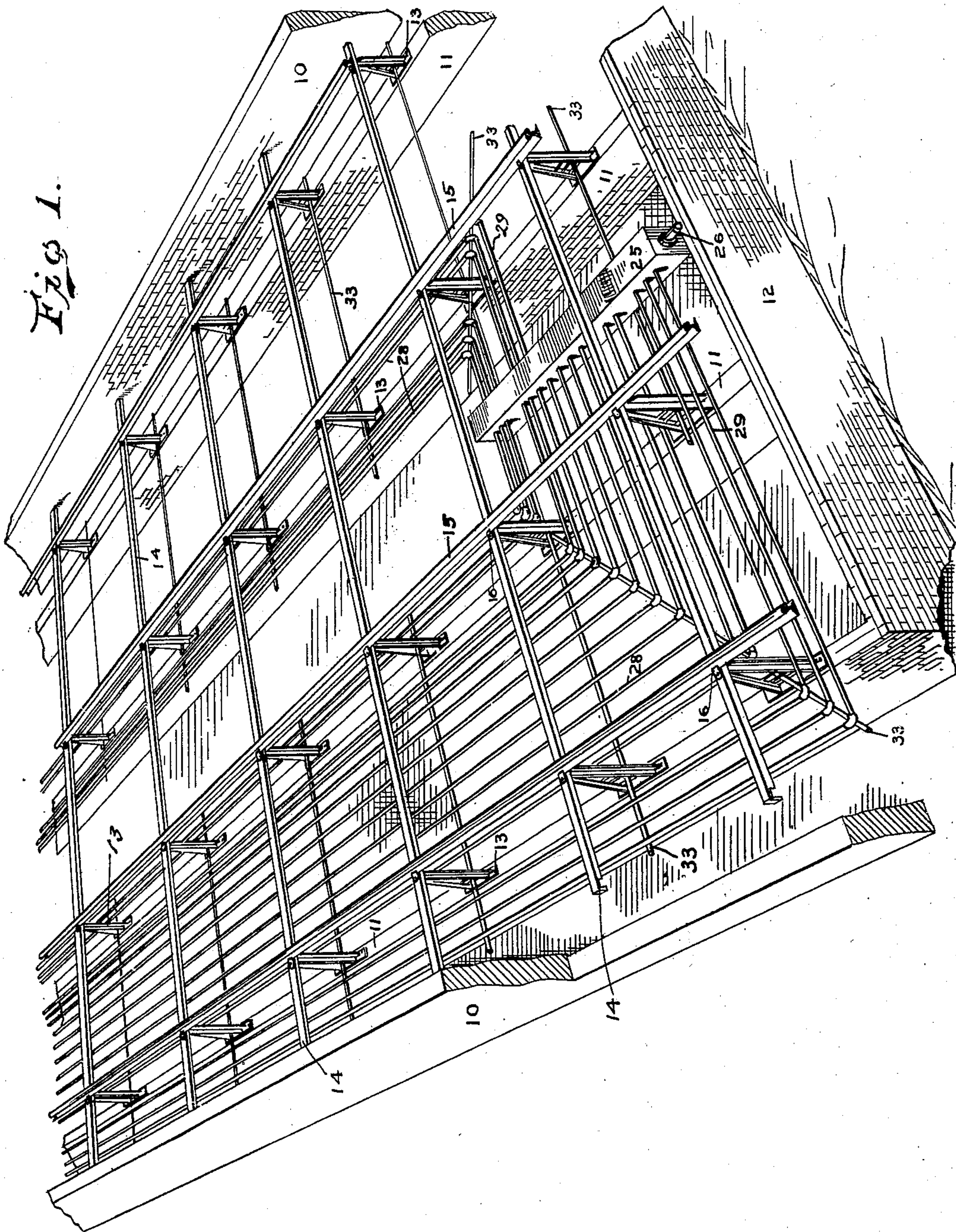
W. P. HUSSEY.
LUMBER DRY KILN.

APPLICATION FILED MAY 14, 1903.

NO MODEL

2 SHEETS—SHEET 1.

Fig 1.



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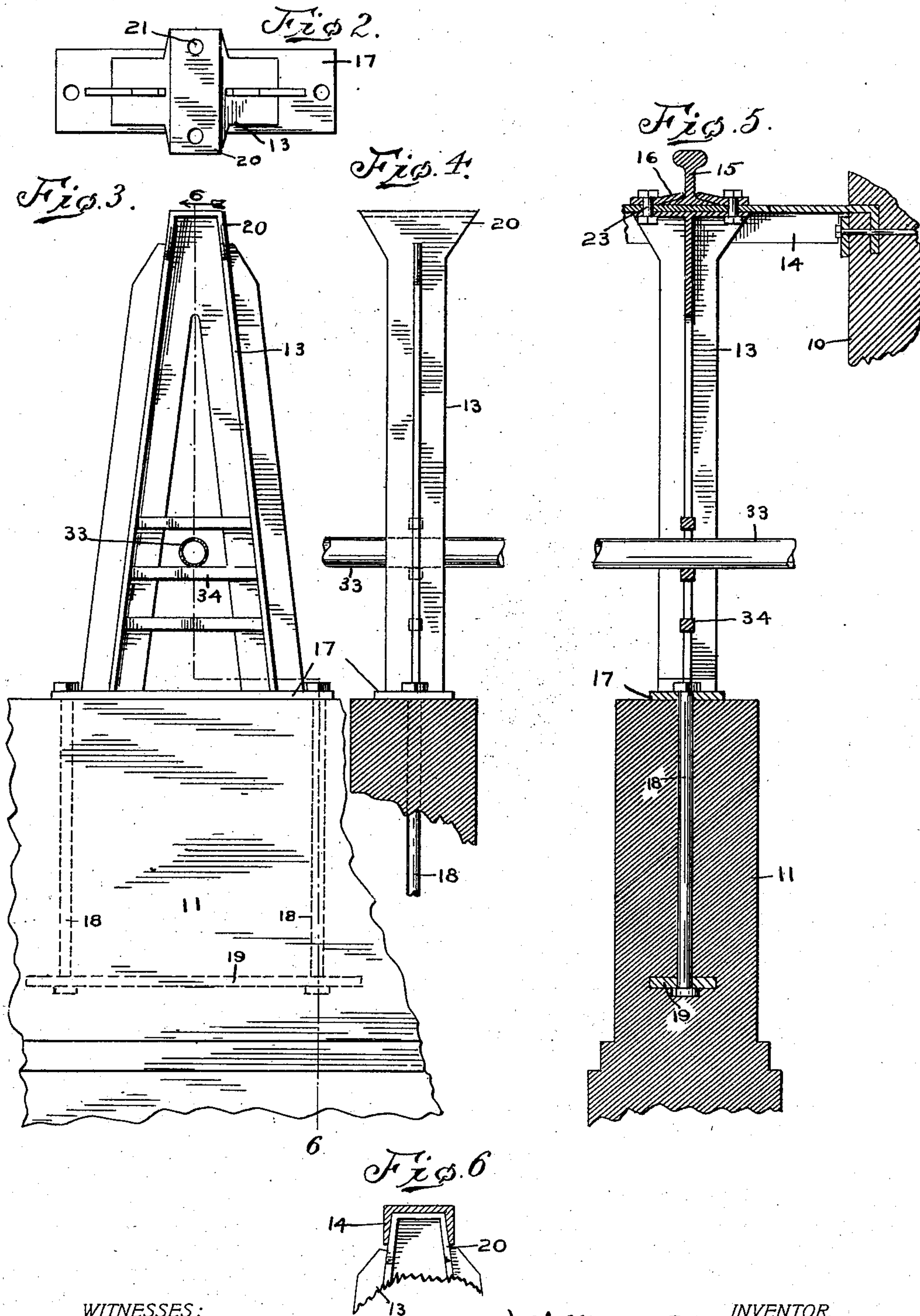
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

WILLIAM P. HUSSEY, OF INDIANAPOLIS, INDIANA, ASSIGNOR TO THE
STANDARD DRY KILN COMPANY, OF INDIANAPOLIS, INDIANA, A
CORPORATION OF KENTUCKY.

LUMBER DRY-KILN.

SPECIFICATION forming part of Letters Patent No. 747,722, dated December 22, 1903.

Application filed May 14, 1903. Serial No. 157,037. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. HUSSEY, of Indianapolis, county of Marion, and State of Indiana, have invented a certain new and useful Lumber Dry-Kiln; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which like letters refer to like parts.

The object of this invention is to improve the construction of dry-kilns for drying lumber and other material that may be loaded on a car or other movable support for introducing it into the dry-kiln and removing it therefrom.

The nature of this invention will be understood from the accompanying drawings and the following description and claims.

In the drawings, Figure 1 is a perspective view of a dry-kiln with the top removed and parts broken away. Fig. 2 is a plan view of one of the stands for supporting the rails forming the track in the dry-kiln. Fig. 3 is a side elevation of the support and its mounting, parts of latter being broken away. Fig. 4 is an end elevation of what is shown in Fig. 3, part of the base being broken away and the other part of the base being in vertical section. Fig. 5 is a section on the line 6-6 of Fig. 3 with parts added to the upper end. Fig. 6 is the same as the upper end of Fig. 3 with the channel-bar added in transverse section.

In detail, 10 is an outer wall built of brick or any other suitable material. 11 represents inner foundation-walls built of brick preferably, and 12 is an end wall connecting them. There are four foundation-walls 11 in the kiln shown parallel with each other and formed into two groups, each supporting a series of stands 13, that are arranged in rows both transversely and longitudinally of the kiln. Their tops are connected by cross channel-bars 14, and a track-rail 15 is laid over each longitudinal row of stands 13. This makes in the kiln shown, therefore, two tracks side by side and separated somewhat, and each track is adapted to receive a car or cars containing lumber or other material to be dried. The manner of constructing these tracks is illustrated in

Figs. 2 to 6. The stands 13 have each two legs approaching each other at the top and united there, but inclined apart at the bottom and integral with the base-plate 17. The base-plate is provided with a pair of holes through which bolts 18 extend through the brick or foundation work 11 and an anchor-plate 19 embedded therein, as shown in Figs. 3 and 5. The legs of the stands 13 are spread longitudinally of the wall 11 and of the track-rails 15, so they will not rock or yield longitudinally. They are suitably ribbed for strength and have laterally-widened heads 20, as seen in Figs. 2 and 4. The heads are each provided with holes 21 and are narrow transversely to receive the channel brace-bar 14, that fits over said head 20 on all of the stands in the transverse row. The lateral flanges or sides of the channel-bar 22 extend downward and fit snugly against each side of the head 20 of the stand. Said channel-bar is provided with holes that register with the holes 21 in the head of the stands. The rails 15 are placed over each longitudinal row of stands and apertured fish-plates 16 laid on each side, and the fish-plates 16, channel-bar 14, and head 20 of the stands are all secured together by the bolts 23. The channel-bars 14 thus prevent transverse movement of the stands, and while the parts can readily be assembled when constructed in the manner described and shown the finished structure gives a substantial support for the track-rails, so that they cannot spread or have longitudinal or lateral rocking movement.

In the heating systems, 25 is a header, 28 represents longitudinally-extending heating-pipes, and 29 represents end or extension pipes connecting the header and said longitudinal pipes. The steam-pipes are supported on a pipe or round rod 33, that extends transversely of the track and of the pipes and rests loosely upon the cross-bars 34, extending between the legs of the stand 13 and preferably integral therewith, as shown in Figs. 3, 4, and 5. Since the pipe 33 rests loosely, it can roll one way or the other freely and permit the steam-pipes 28, resting thereon, to have such longitudinal movement as may be caused by the expansion due to the heat. There are three

of the cross-bars 34, so that the heating-pipes may be put higher or lower, as the case may demand. One advantage arising from this arrangement is that gaps can be made of the piping at any point to accommodate the piping system to the structure on which it is placed or to the parts of a building. Where the rows of stands 12 are placed, one line of piping is omitted. Said stands 12 and the supporting-pipes 33 are shown in dotted lines. This is a very important feature in the practical construction and building of a dry-kiln, and, as seen in Fig. 1, at the bend of the heating-pipes the supporting rod or pipe 33 can be placed diagonally.

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

1. In a dry-kiln, stands arranged in longitudinal rows and also in transverse rows, said stands having perforated heads, channel-bars placed upon the transverse rows with the flanges thereof extending downward, railway-rails placed on said channel-bars over each longitudinal row of said stands, and means for securing the tops of the stands, the transverse channel-bars and the railway-rails together.

2. In a dry-kiln, stands arranged in longitudinal rows and also in transverse rows, said stands being spread longitudinally at the bottom and flattened at the top and contracted longitudinally and widened transversely with holes through the top, means for securing the lower widened ends of said stands in place, channel-bars placed on the tops of the stands in each transverse row with the flanges extending downward and adapted to fit snugly on the tops of the stands with holes therein registering with the holes in the stands, railway-rails placed on said channel-bars over

each longitudinal row of stands with lower flanges, perforated fish-plates on the flanges on each side of the rails, and bolts extending through the holes in the fish-plates, channel-bar and stands for securing said parts together.

3. In a dry-kiln, track-rails, stands located at intervals for supporting the same, round loosely-mounted rods or pipes extending transversely of the track, and heating-pipes resting upon said rods or pipes.

4. In a dry-kiln, stands arranged in transverse pairs that have legs spread at the bottom longitudinally of the kiln, a suitable track mounted on said stands, a bar extending from one leg to the other of each of said stands, a round rod or pipe extending through the transverse pairs of said stands and resting upon said bars so as to turn freely, and heating-pipes mounted upon said rods or pipes so that the heating-pipes may freely creep.

5. In a dry-kiln, stands arranged in transverse pairs that have legs spread at the bottom longitudinally of the kiln, a suitable track mounted on said stands, a plurality of bars connecting the legs of each stand and placed one above the other, a round rod or pipe extending through the transverse pairs of said stands and resting upon said bars so as to turn freely, and heating-pipes mounted upon said rods or pipes so that the heating-pipes may freely creep, whereby the heating-pipes may be placed at the desired elevation.

In witness whereof I have hereunto affixed my signature in the presence of the witnesses herein named.

WILLIAM P. HUSSEY.

Witnesses:

HARRY I. PEARCE,
NELLIE ALLEMONY.