No. 768,458. PATENTED AUG. 23, 1904.

W. P. HUSSEY.

TRACK CONSTRUCTION FOR DRIERS.

APPLICATION FILED MAY 20, 1904.

NO MODEL. 2 SHEETS—SHEET 1.

Fig. 1.

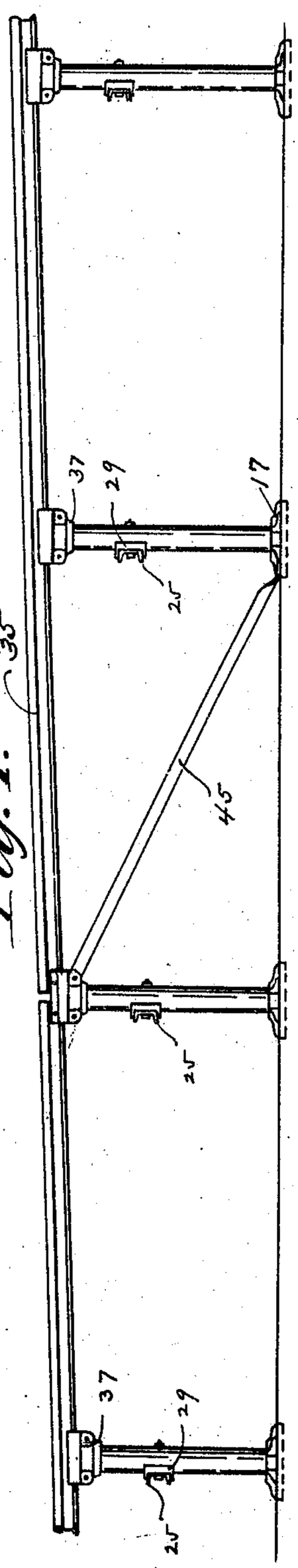


Fig. 3.

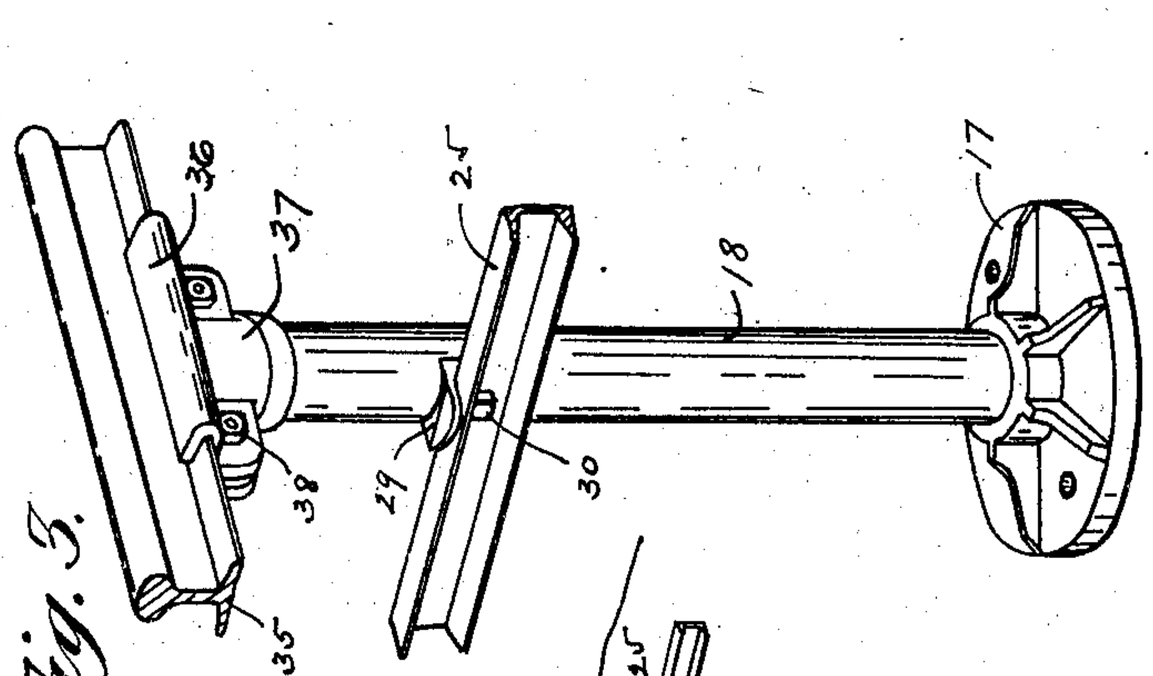
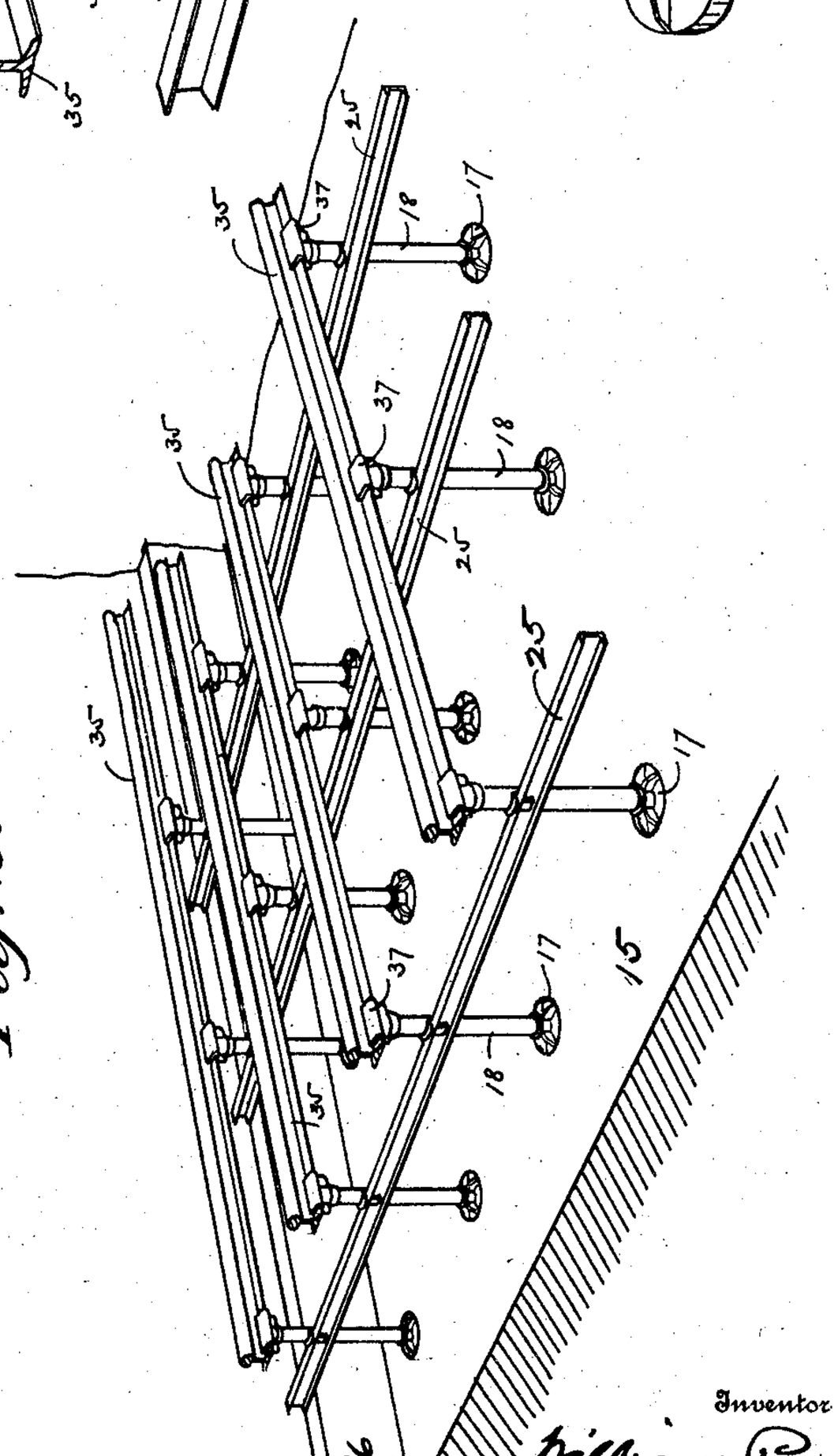


Fig. 2.



Witnesses

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TRACK CONSTRUCTION FOR DRIERS.

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NO MODEL. 2 SHEETS—SHEET 2.

Fig. 5.

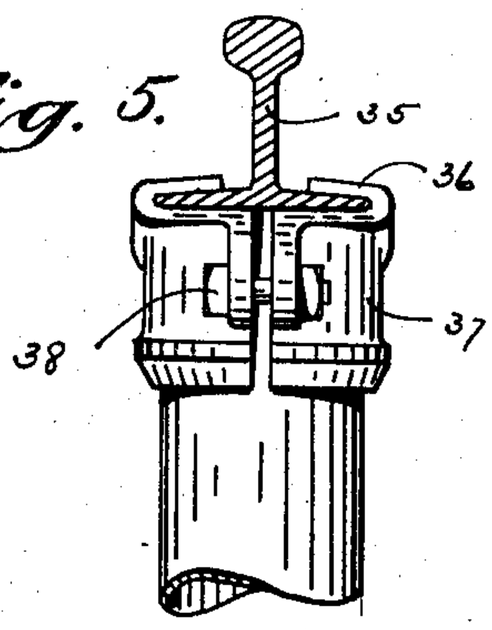


Fig. 6.

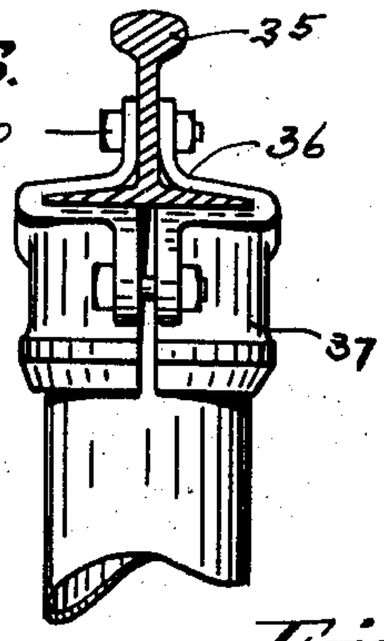


Fig. 7

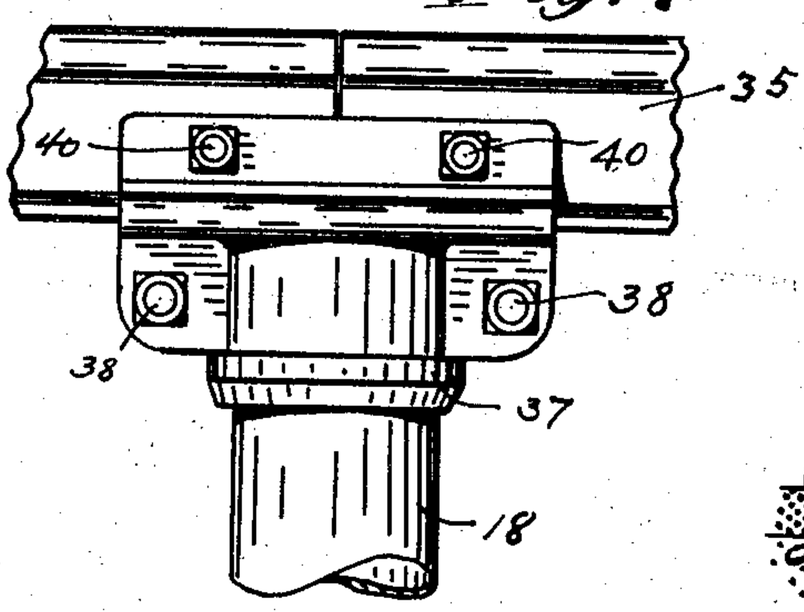
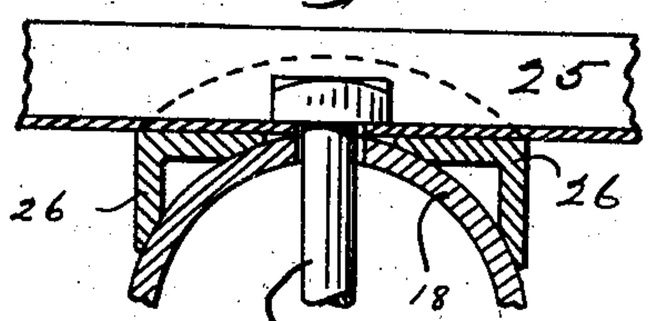


Fig. 8



Witnesses

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N. Allmony

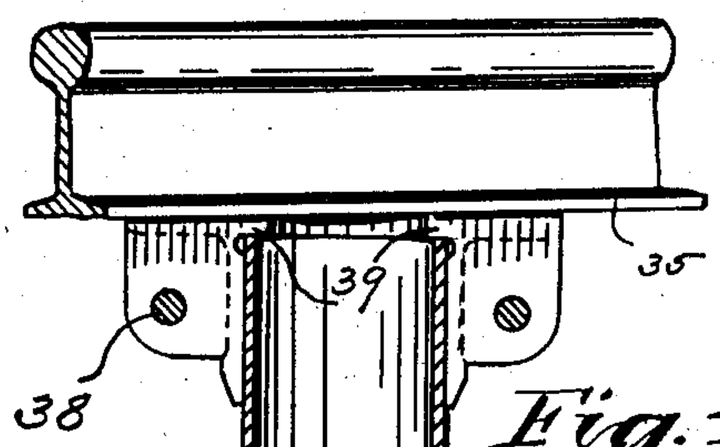
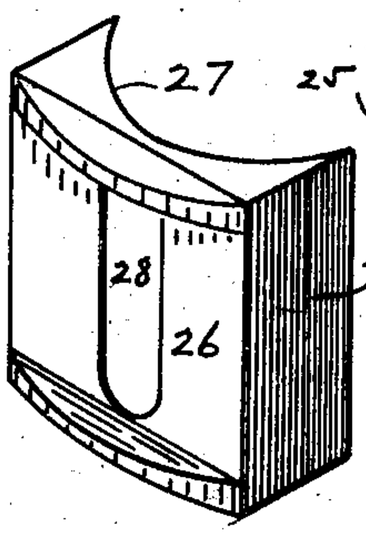


Fig. 4.

Fig. 9.



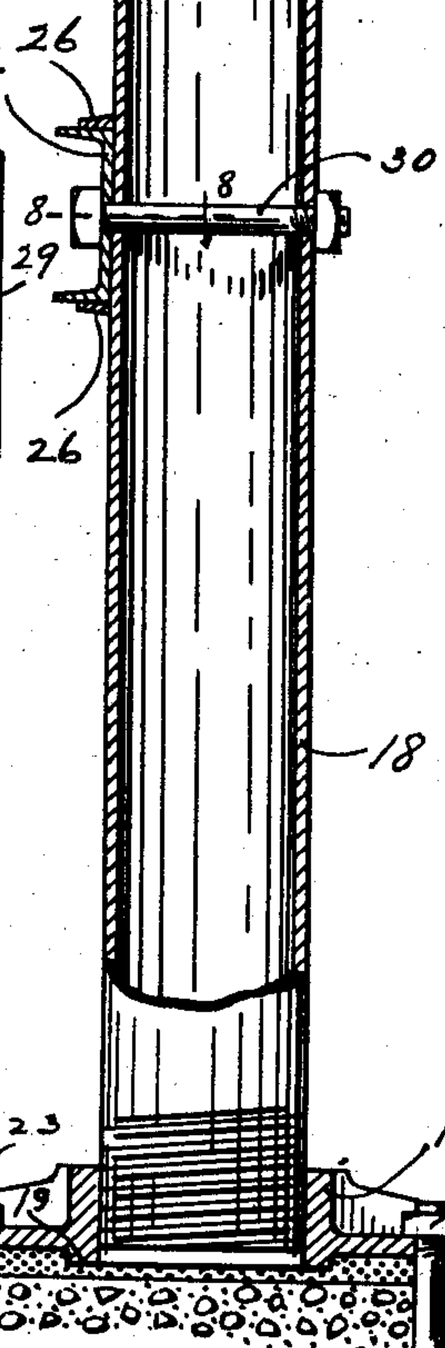
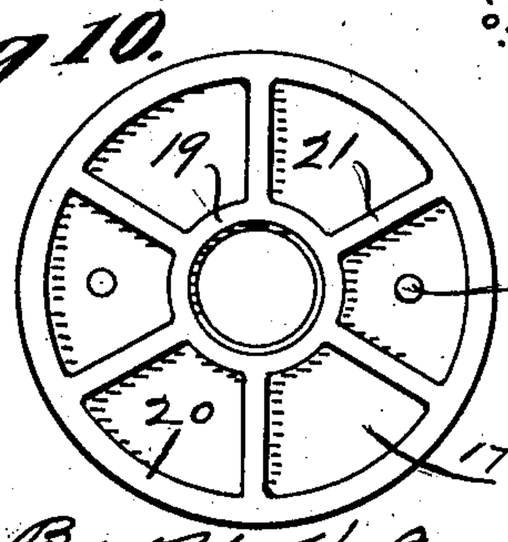


Fig 10.



47

Inventor

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By V. H. Lockwood

Hrs

Attorney

No. 768,458. Patented August 23, 1904.

UNITED STATES PATENT OFFICE.

WILLIAM PENN HUSSEY, OF INDIANAPOLIS, INDIANA, ASSIGNOR TO STANDARD DRY KILN COMPANY, OF INDIANAPOLIS, INDIANA, A CORPORATION OF INDIANA.

TRACK CONSTRUCTION FOR DRIERS.

SPECIFICATION forming part of Letters Patent No. 768,458, dated August 23, 1904.

Application filed May 20, 1904. Serial No. 208,976. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM PENN HUSSEY, of Indianapolis, county of Marion, and State of Indiana, have invented a certain new and useful Track Construction for Driers; 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 figures refer to like parts.

The object of this invention is to provide a simple and rigid track construction for dry-kilns and the like.

One feature consists in mounting railway-stands on a horizontal foundation, said stands being mounted in rows and the stands of each row being graduated in length and a track-rail mounted upon each graduated row of stands, so that the track will be inclined. One feature of invention in this connection is the arrangement of a railway-clamp so as to support an inclined rail and the combination between an inclined rail and vertical stands of clamping-plates and fish-plates secured to the vertical stands and with the upper portion of them inclined to support the rails at an inclined position.

Another feature of invention consists in means for preventing lateral movement of the railway-stands in the construction. To this end each railway-stand carries a saddle that clamps tightly on the stand, and cross-bars are secured to the saddles on the transverse rows of railway-stands, so that by reason of the saddles enveloping the stands somewhat and also enveloping the cross-bar an absolutely rigid structure is made, so far as lateral movement is concerned, and the track-rails prevent longitudinal movement.

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

In the drawings, Figure 1 is a side elevation of a track construction of the kind referred to, parts being broken away. Fig. 2 is a perspective view of such a track construction, parts being broken away. Fig. 3 is a perspective view of one railway-stand and a portion of a track-rail and a cross-bar, the latter two being broken away. Fig. 4 is a central vertical section through a railway-stand and its connections, parts being broken away. Fig. 5 is an elevation of the upper part of the railway-stand with a railway-clamp thereon and the track-rail in cross-section, the lower part of the stand being broken away. Fig. 6 is the same view as Fig. 5, excepting a fish-plate is shown instead of a rail-clamp. Fig. 7 is a side elevation of what is shown in Fig. 6. Fig. 8 is a horizontal section on the line 8 8 of Fig. 4 on a somewhat larger scale and parts being broken away. Fig. 9 is a perspective view of one of the saddles. Fig. 10 is a bottom view of a base-plate for a railway-stand.

In detail the drawings herein show a cement foundation 15, with the side wall or ledge 16 built of cement or some other suitable material. Base-plates 17 for the railway-stands 18 are secured upon or in the cement foundation. As shown in Figs. 4 and 10, the base-plates have downwardly-extending and circular flanges 19 and 20, with radial flanges 21 between them and with bolt-holes 22. These flanges sink into the cement, and through the bolt-holes suitable bolts 23 are sunk down into anchor-plates 47, embedded in the foundation, so as to render the structure more stable. Each base-plate is centrally apertured and threaded to receive the threaded lower end of a railway-stand. This arrangement permits some vertical adjustment of the railway-stand, so that the upper ends of a row of railway-stands may be readily put into exact alinement. These railway-stands are arranged in longitudinal and transverse rows. They are held from transverse movement by cross bars or braces 25, preferably in the shape of angle-irons, that are embedded in saddles 26. Said saddles have upper and lower flanges, that embrace the upper and lower edges of the cross-bars. Said saddles have inwardly-extending upper walls 27, with curved inner edges that embrace the curved outer surface of the circular railway-stand, and the saddle also has a vertical slot 28, through which a bolt 30 passes for clamping it on the stand.

The stand has oppositely-located holes through it for said bolt, and the cross-bar 25 has also a hole through it for said bolt. With this construction the cross-bars are rigidly connected with all the railway-stands in a cross-row, and by reason of the upwardly-extending flanges on the saddles and the inwardly-extending flanges of the saddles that partially surround the railway-stands there is an effective clamping union between the cross-bar and the stands, so that the stands can have no lateral movement. The side walls 29 of each saddle also bear against the sides of the stand to increase the hold between the saddles and stands when the bolt is drawn tightly.

The railway-stands in each longitudinal row are graduated in length, as shown in Fig. 1, so that the track-rail 35, secured upon the stands of each row, is inclined. In dry-kilns of various kinds inclined tracks are desirable, and with this construction it is rendered possible and convenient to build an inclined track without inclining the foundation and yet build a steel construction, which is necessary in dry-kilns. The track-rails are secured upon the stands by plates 36 on the clamps 37. These clamps extend downwardly and are circular and horizontally disposed for clamping union with a railway-stand, and the clamping-plates are mounted upon the clamps 37 and are inclined for supporting and clamping the track-rail and holding it in a slightly-inclined position. These are preferably made in two halves, the clamp surrounding the upper end of a stand and clamped by bolts 38, as seen in Figs. 4 and 5. There is an annular lip 39 on each clamp, that rests upon the upper end of the railway-stand, as shown in Fig. 4. One side of this lip is higher or thicker than the other side, so that it gives to the plate 36 a slight inclination, as seen in Fig. 4, so as to hold the rail in the desired inclined position and give to the rail a firm support. At the joints of the rails the plates 36 are extended to form fish-plates and are secured to the web of the track-rails by bolts 40. The structure is braced from longitudinal movement by the braces 45 extending from the top of one stand to the base of another.

From the foregoing description it is seen that this track construction is well adapted to use in dry-kilns, is a steel fireproof construction, is inclined, as desired in such structures, with a horizontal foundation, which is preferable to an inclined one, and the structure is rigid and free from both lateral and longitudinal movement.

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

1. In a dry-kiln, a track structure having railway-stands arranged in rows, the stands of each row being graduated in length, a track-rail carried upon each row of stands, and means for preventing lateral movement of the stands.

2. In a dry-kiln, a track structure consisting of a horizontal foundation, railway-stands arranged in rows upon said foundation, the stands of each row being graduated in length, track-rails mounted on said stands so as to be inclined, and means for preventing lateral movement of said stands.

3. In a dry-kiln, a track structure consisting of a horizontal foundation, railway-stands arranged in vertical and transverse rows on said foundation, the stands in the longitudinal rows being similarly graduated in length, track-rails mounted on the longitudinal rows of stands so as to be similarly inclined, and a cross-bar secured to each transverse row of stands, substantially as set forth.

4. In a dry-kiln, a track structure having railway-stands arranged vertically in rows, the stands of each row being graduated in length, a track-rail mounted upon each row of stands, and means intermediate each stand and the track-rail for uniting them, the lower part of such uniting means being horizontally disposed for union with the railway-stand, and the upper portion being inclined for supporting and clamping the rail thereon.

5. In a dry-kiln, a track structure having railway-stands mounted vertically and in rows, the stands of each row being graduated in length, a track-rail mounted upon each row of stands, and means for uniting said track-rail with each stand which consists of a lower portion that surrounds the upper end of the railway-stand with the lip resting upon the railway-stand, and the upper portion inclined with reference to the lower portion and adapted to clamp the track-rail.

6. In a dry-kiln, a track structure having railway-stands mounted vertically and in rows, the stands of each row being graduated in length, a track-rail mounted upon each row of stands, means for uniting the track-rail with each railway-stand, which consists of a pair of plates for clamping the track-rail with a downwardly-extending circular portion adapted to envelop the upper end of the railway-stand and having a lip that rests upon the railway-stand, said plates that clamp the rail being inclined with reference to the downwardly-extending portion, and bolts for drawing said clamping-plates together so as to clamp the rails and also clamp the downwardly-extending portions on the railway-stand.

7. In a dry-kiln, a track structure consisting of track-rails, railway-stands supporting the track-rails and arranged in rows transversely of the track-rails, cross-bars for each transverse row of stands, and saddles for securing said cross-bars to each stand, said saddle embracing or extending over the sides of the cross-bars and stands to prevent the lateral movement of the stands.

8. In a dry-kiln, a track structure consisting of track-rails, railway-stands supporting

the track-rails and arranged in rows transversely of the track-rails, cross-bars for each transverse row of stands, a saddle between each stand and the cross-bar and having inwardly-extending flanges that partially surround the stand and outwardly-extending flanges that partially surround the cross-bar, and means for securing the cross-bar and saddle to each stand.

9. In a dry-kiln, a track structure consisting of track-rails, railway-stands supporting the track-rails and arranged in rows transversely of the track-rails, cross-bars for each transverse row of stands, a saddle between each stand and the cross-bar and having inwardly-extending flanges that partially surround the stand and outwardly-extending flanges that partially surround the cross-bar, a bolt passing through each stand and a cross-bar, and a saddle intermediate the cross-bar and stand for clamping them together.

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

WILLIAM PENN HUSSEY.

Witnesses:

V. H. LOCKWOOD,

N. ALLEMONG.