J. WEEKS.

Railroad-Track Scales.

No. 150,805. Patented May 12, 1874.

Fig. I.

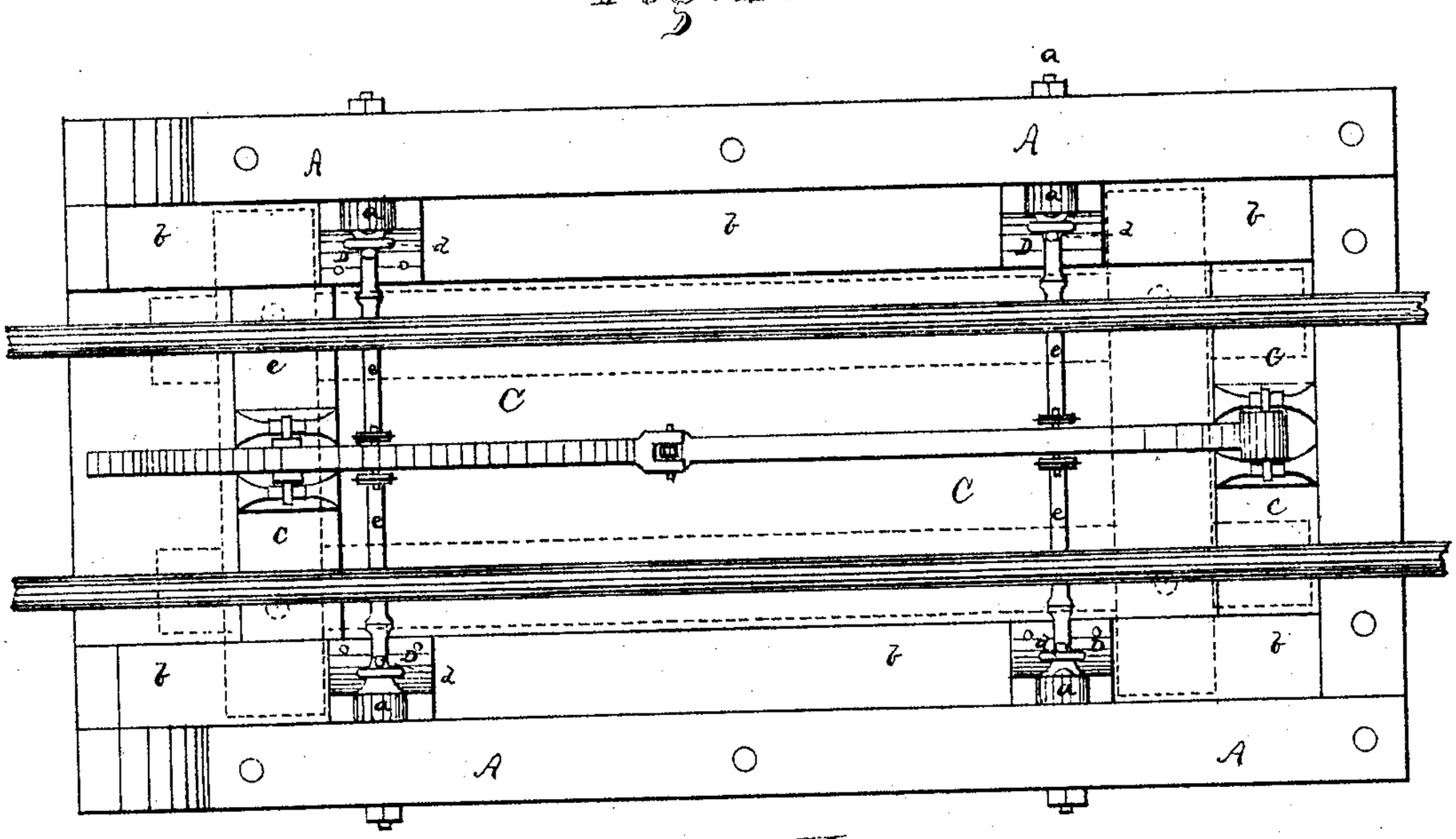
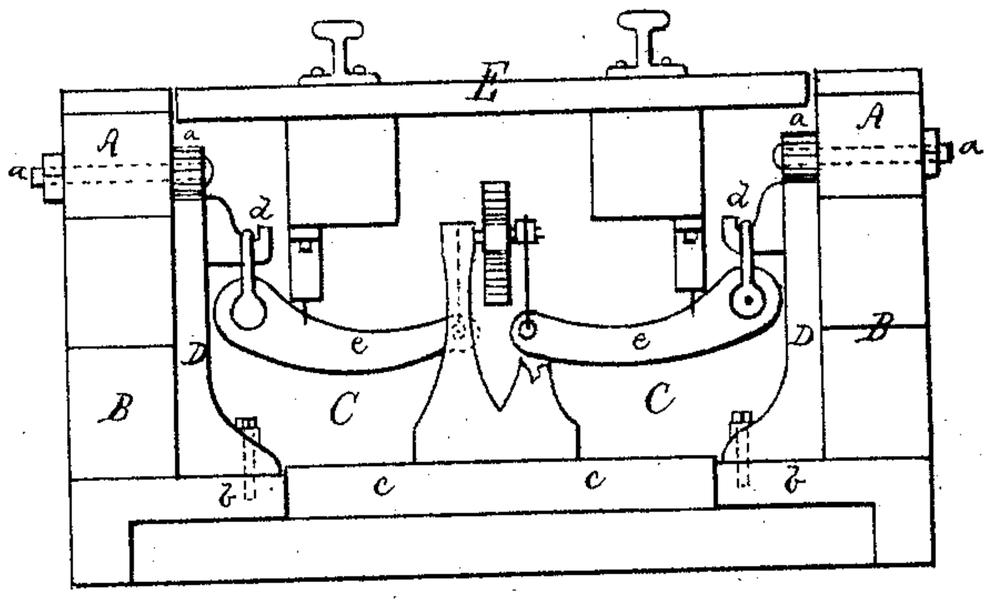


Fig. II.



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UNITED STATES PATENT OFFICE.

JOHN WEEKS, OF BUFFALO, N. Y., ASSIGNOR OF ONE-HALF HIS RIGHT TO BUFFALO & NIAGARA SCALE COMPANY, OF SAME PLACE.

IMPROVEMENT IN RAILROAD-TRACK SCALES.

Specification forming part of Letters Patent No. **150,805**, dated May 12, 1874; application filed July 26, 1873.

To all whom it may concern:

Be it known that I, JOHN WEEKS, of the city of Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Railroad-Track Scales, of which the following is a specification:

The object of this invention is to provide a chair that will keep its position and prevent the pressing in of the earth and walls on either side of the pit of a railroad-track scale; and the invention consists in the construction and use of a combined wall and lever support, and made in one piece, as hereinafter described.

In the drawings, Figure 1 is a plan; Fig. 2, end elevation.

A A represent the side or timbers of the frame of a track-scale, which are securely bolted to the stone wall or foundations B B, which inclose on two sides the scale-pit C, which contains the weighing devices, (not necessary to particularly specify.) The main feature of this invention is the wall-bracing post or lever-chair D set inside of and against the mason-work B, its upper end attached by bolts *a a* to the frame or timber A, as shown, and its lower part formed into a foot or base, which is securely bolted to the stone foundation *b*, and which is held in position by cross-pieces *c c*, on which the stud-loops set. The upper part of these posts, of which there are several, their number depending somewhat on the length of the track-scale, is formed into a hook, *d*, on which one end of the transverse levers *e* is hung. These hooks are cast on the posts D. E is the usual track-platform, which rests on the weighing-levers *e e*.

My invention is very important in heavy platform-scales used for weighing cars, locomotives, &c., to prevent the side walls of these scales from pressing inward, as they now do, in consequence of outward pressure, caused by heavy trains or heavy teams running alongside, making the ground tremble, and jarring down the earth, stones, &c., into the weighing-pit, or forcing the side timbers of the frame against the platform and weighing machinery, thereby causing friction and preventing correct working.

It has been customary in such scales to use a lever-support standing by itself, or to suspend the scale from irons fastened to the wooden frame of the scale, and the side walls had to be anchored by outside posts or other devices.

It is obvious that any movement of the foundation will derange the perpendicular and interfere with the proper action of the levers, and, therefore, the scale cannot operate properly or correctly; and when the weight is dependent on bolts or screws fastened to a wooden frame, they are very liable to break, besides the outside pressure against the timbers, as before mentioned.

By my arrangement, the lever-posts bolted to the foundations *b*, and to the timbers A, cannot possibly be inclined either way, and avoids all the disadvantages of other constructions, besides performing the double function of a combined lever and wall support.

I am aware that hangers having hooked upper ends have been hung from the end sills of a box containing the operating mechanism of a scale; but such is not my invention.

I claim—

In a railroad or other platform-scale, the supporting-standards D D, secured to the foundation and sides of the pit C, and formed with a fulcrum-hook, *d*, substantially as and for the purpose set forth.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

JOHN WEEKS.

Witnesses:
J. R. DRAKE,
T. H. PARSONS.