

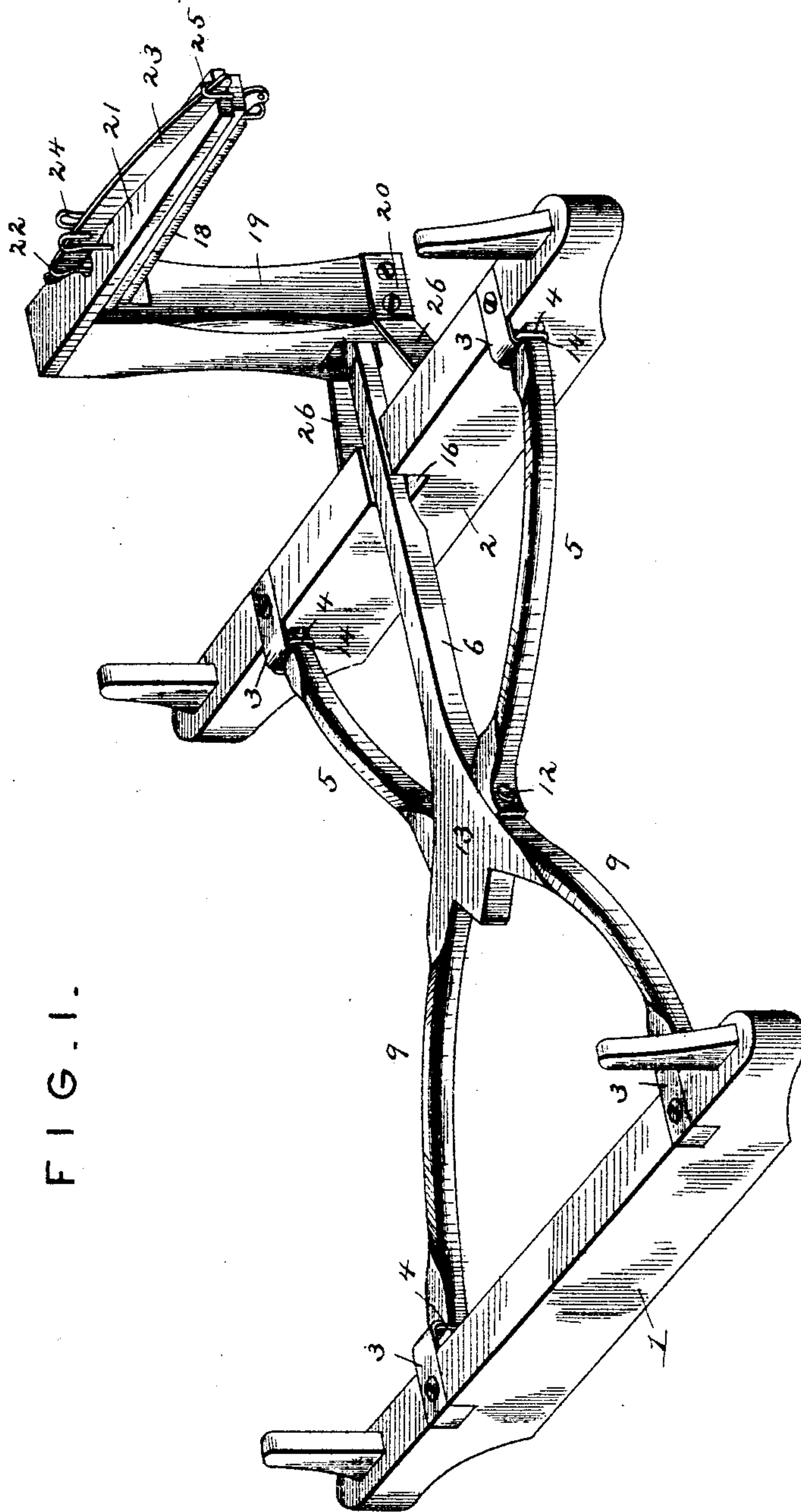
(No Model.)

2 Sheets—Sheet 1.

G. RILEY & H. H. YORK.
COMBINED WAGON BODY AND WEIGHING SCALE.

No. 516,659.

Patented Mar. 20, 1894.



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Witnesses

Harry L. Amer.
N. H. P. 1897

By their Attorneys.

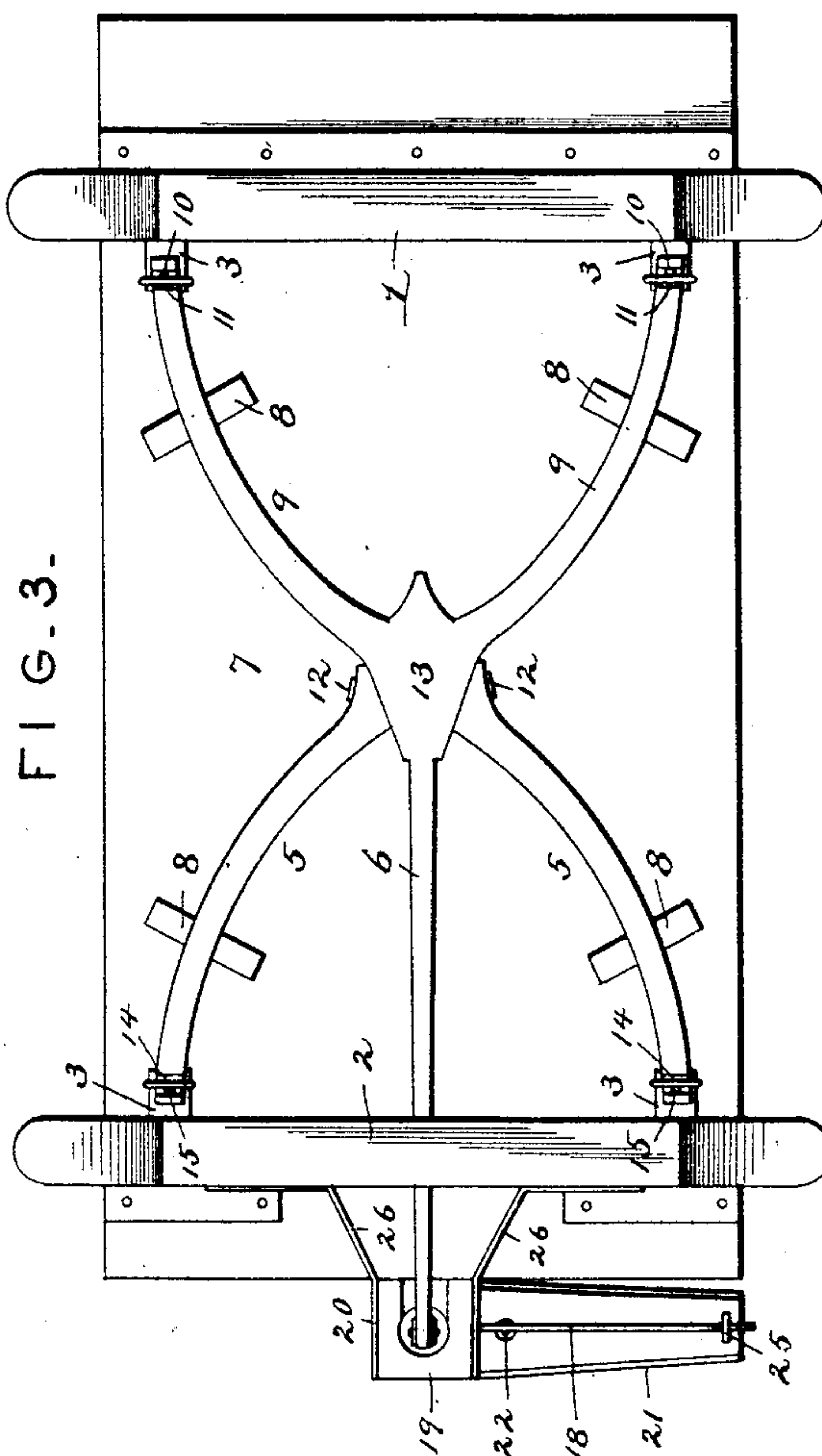
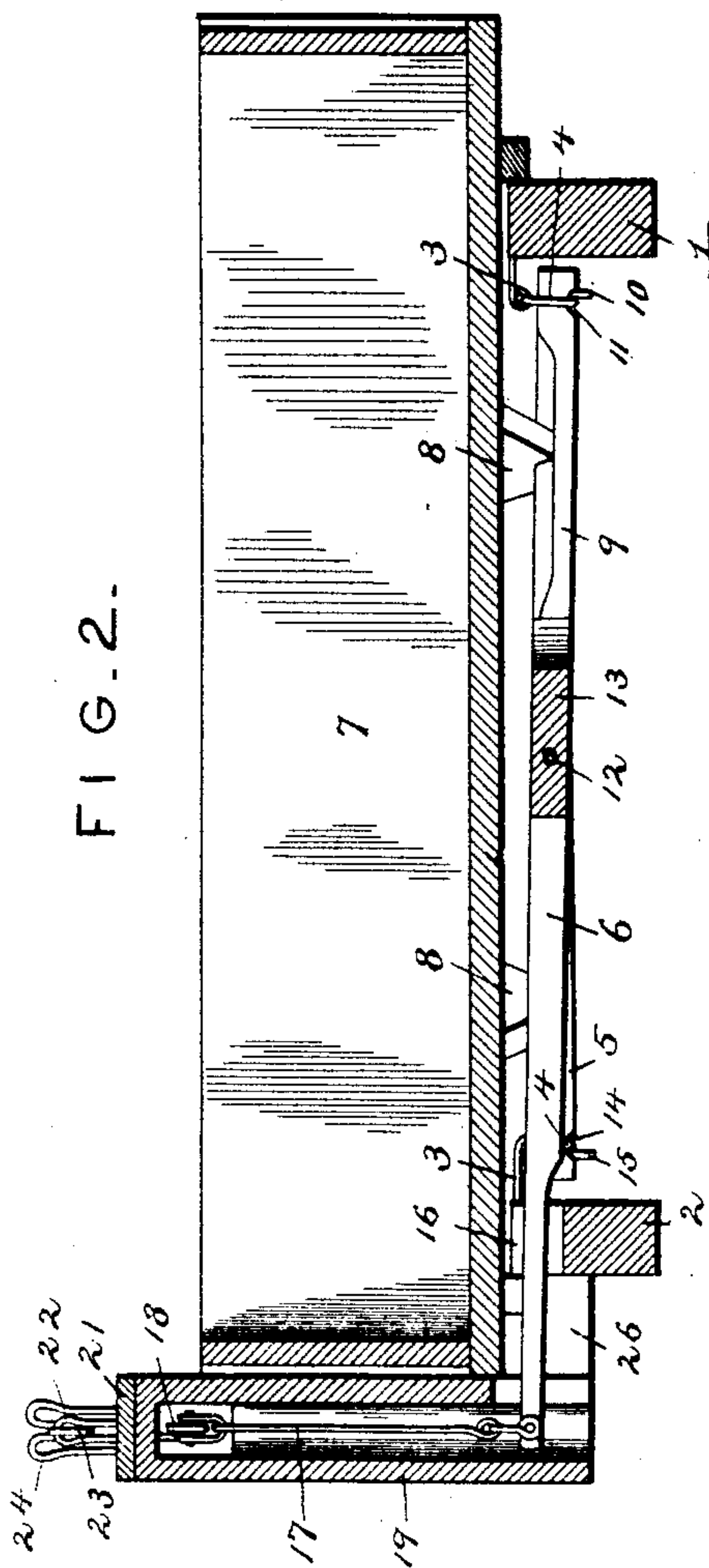
Inventors
George Riley and
H.M. York.

Chas. Snow & Co.

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UNITED STATES PATENT OFFICE.

GEORGE RILEY AND HUGH H. YORK, OF FAYETTEVILLE, ARKANSAS; SAID
RILEY ASSIGNOR TO SAID YORK.

COMBINED WAGON-BODY AND WEIGHING-SCALE.

SPECIFICATION forming part of Letters Patent No. 516,659, dated March 20, 1894.

Application filed July 7, 1893. Serial No. 479,846. (No model.)

To all whom it may concern:

Be it known that we, GEORGE RILEY and HUGH H. YORK, citizens of the United States, residing at Fayetteville, in the county of Washington and State of Arkansas, have invented a new and useful Wagon-Scale, of which the following is a specification.

The invention relates to improvements in wagon scales.

10 The object of the present invention is to provide for wagons a detachable scale, designed to be mounted on the running gear and arranged independent of the wagon bed or body to permit the latter to be readily re-
15 moved and replaced without disturbing it, and capable of being readily thrown into and out of weighing action.

A further object of the invention is to enable the scale to be readily detached from
20 the running gear for use elsewhere.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed
25 out in the claims hereto appended.

In the drawings—Figure 1 is a perspective view of a portion of a running gear provided with a scale constructed in accordance with this invention, the body being removed. Fig.
30 2 is a longitudinal sectional view the wagon body being in position. Fig. 3 is a reverse plan view of the same.

Like numerals of reference indicate corresponding parts in all the figures of the draw-
35 ings.

1 and 2 designate bolsters of a running gear having secured to them and extending inward from them hangers 3, from which are suspended by links 4 platform levers 5 and 6.
40 The platform levers 5 and 6 are arranged beneath a wagon body 7 and are adapted to be slightly centrally raised to carry them into engagement with depending bearing-lugs 8 of the wagon body, whereby the scale is
45 brought into weighing action. The platform lever 6 has a forked front portion, the diverging arms 9 of which are slightly curved outward, and are provided at their outer extremities at their lower edges with notches
50 to engage the links 4 of the front hangers 3;

and the said curved arms are provided with depending stops 10 to prevent the link from becoming disengaged from the notches 11. The rear ends of the platform levers 5 are connected at opposite sides of the lever 6 by
55 a pivot 12, which passes through a platform lever 6 adjacent to the fork at an enlargement 13, having forwardly converging sides to which the front ends of the levers 5 conform. The front ends of the levers 5 are pro-
60 vided with notches 14 and depending stops 15 for confining the links of the front hangers.

The upper edges of the arms 9 of the lever 6 and those of the levers 5 are oppositely beveled to receive the depending bearings 8 of
65 the wagon body without friction.

The hangers 3 are L-shaped, and are detachably secured to the bolsters 1 and 2, and extend over the upper and outer faces of the same. The front bolster is provided at its
70 upper face with a central recess 16 to receive the stem of the fork lever 6; and the said stem extends forward beyond the bolster, and is connected by a vertical rod 17 with the short arm of a weighing beam 18. The ver-
75 tical connecting rod 17 is arranged within a tubular standard or weighing box 19, which is detachably secured by a bracket 20 to the front bolster 2. The tubular standard is provided at its upper end with the usual arm 21,
80 and the weighing beam is suspended by a hanger 22, which is connected at its top to an operating lever 23, fulcrumed on a support 24 and adapted to have its outer end depressed and engaged with a hook 25 to raise
85 the weighing beam and the platform levers for bringing the scale into weighing action.

When the scale is brought into weighing action the platform levers, which connect the bolsters are centrally elevated sufficiently to
90 lift the wagon body clear of the bolsters to enable the contents of the wagon body to be weighed.

The bracket 20 is composed of two similar sides or angle irons secured to the front bol-
95 ster and to the lower end of the tubular standard, and having slightly divergent portions 26 between the standard and the bolster.

By mounting the weighing levers on the bolsters and supporting the weighing box 19
100

therefrom, the principal parts of the scale are independent of the wagon body, and the latter may be readily removed to enable the bolsters and the scale to be detached for use on the ground or other support to form an ordinary platform scale.

It will readily be seen that the wagon scale is simple, inexpensive, strong and durable, and is adapted to be readily brought into weighing action.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What we claim is—

The combination of a detachable wagon body provided with bearing lugs, the bolsters,

weighing levers, a weighing box supported from one of the bolsters and being independent of the wagon body and having connection with the weighing levers, and links attached to the bolsters and connected to the ends of the weighing levers, whereby the entire apparatus may be removed from a wagon, and the body removed, to permit the apparatus to be used as ordinary platform scales, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

GEORGE RILEY.
HUGH H. YORK.

Witnesses:

FRANK HILL,
J. W. BELL.