



(No Model.)

2 Sheets—Sheet 2.

O. W. PARSELL.  
WEIGHING TRUCK.

No. 566,931.

Patented Sept. 1, 1896.

Fig. 5.

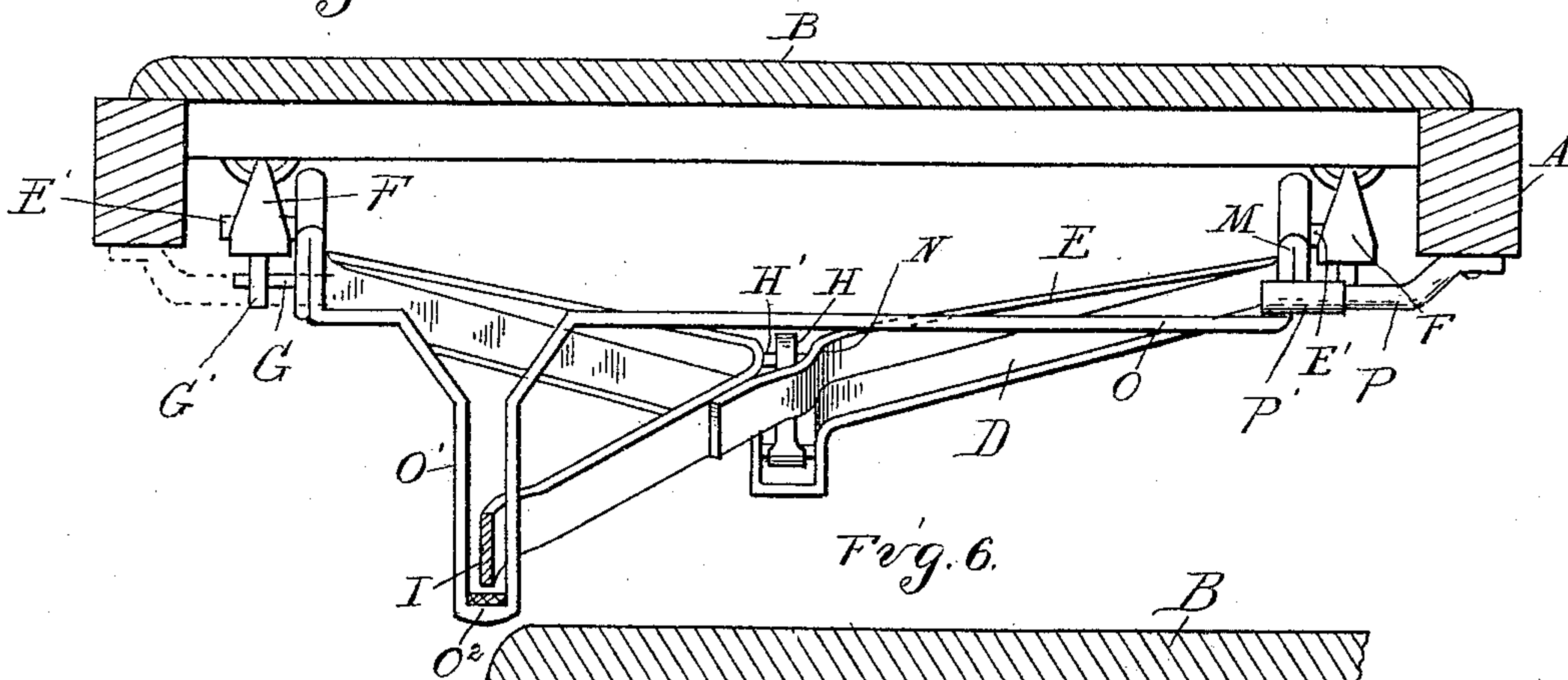


Fig. 6.

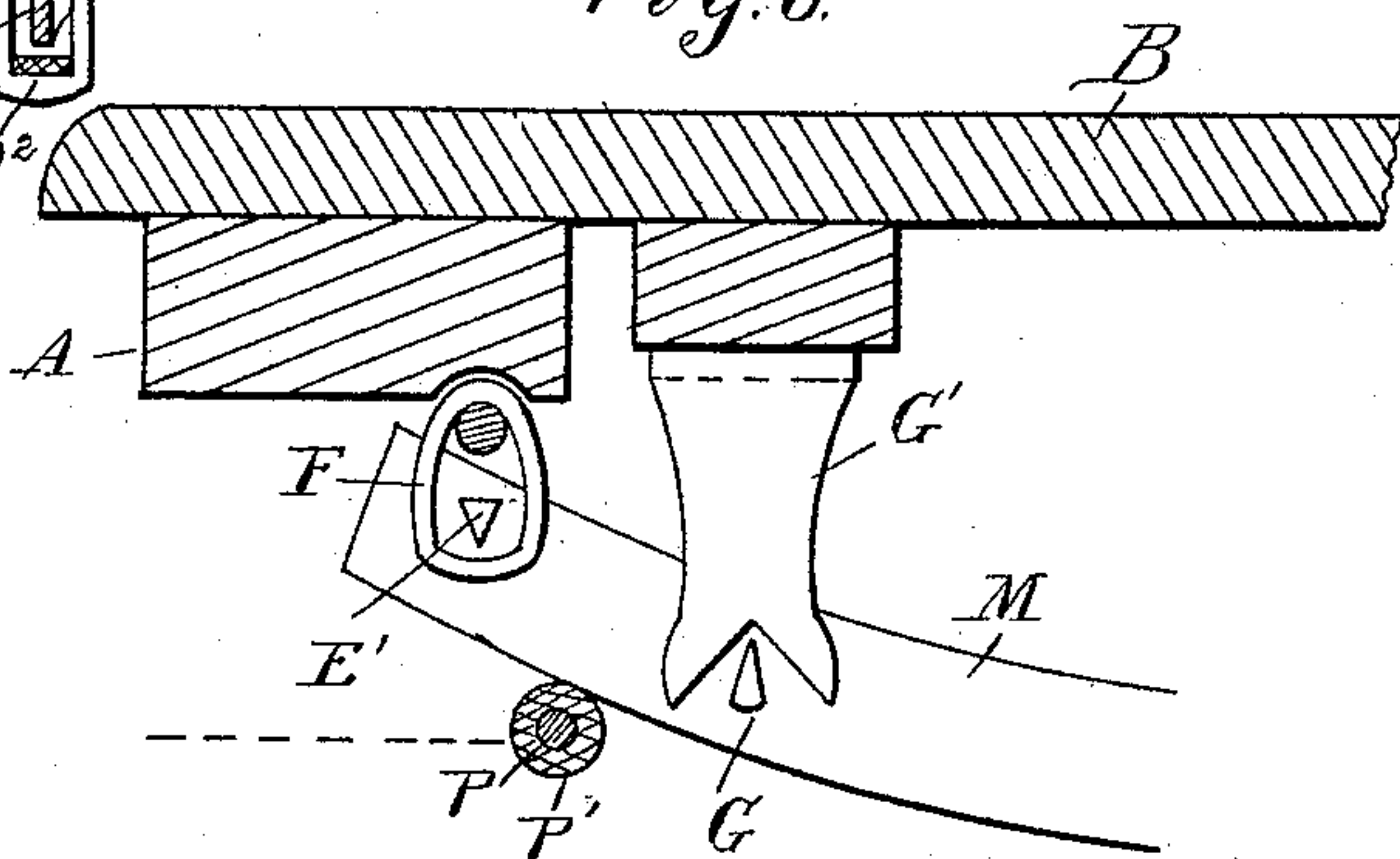


Fig. 7.

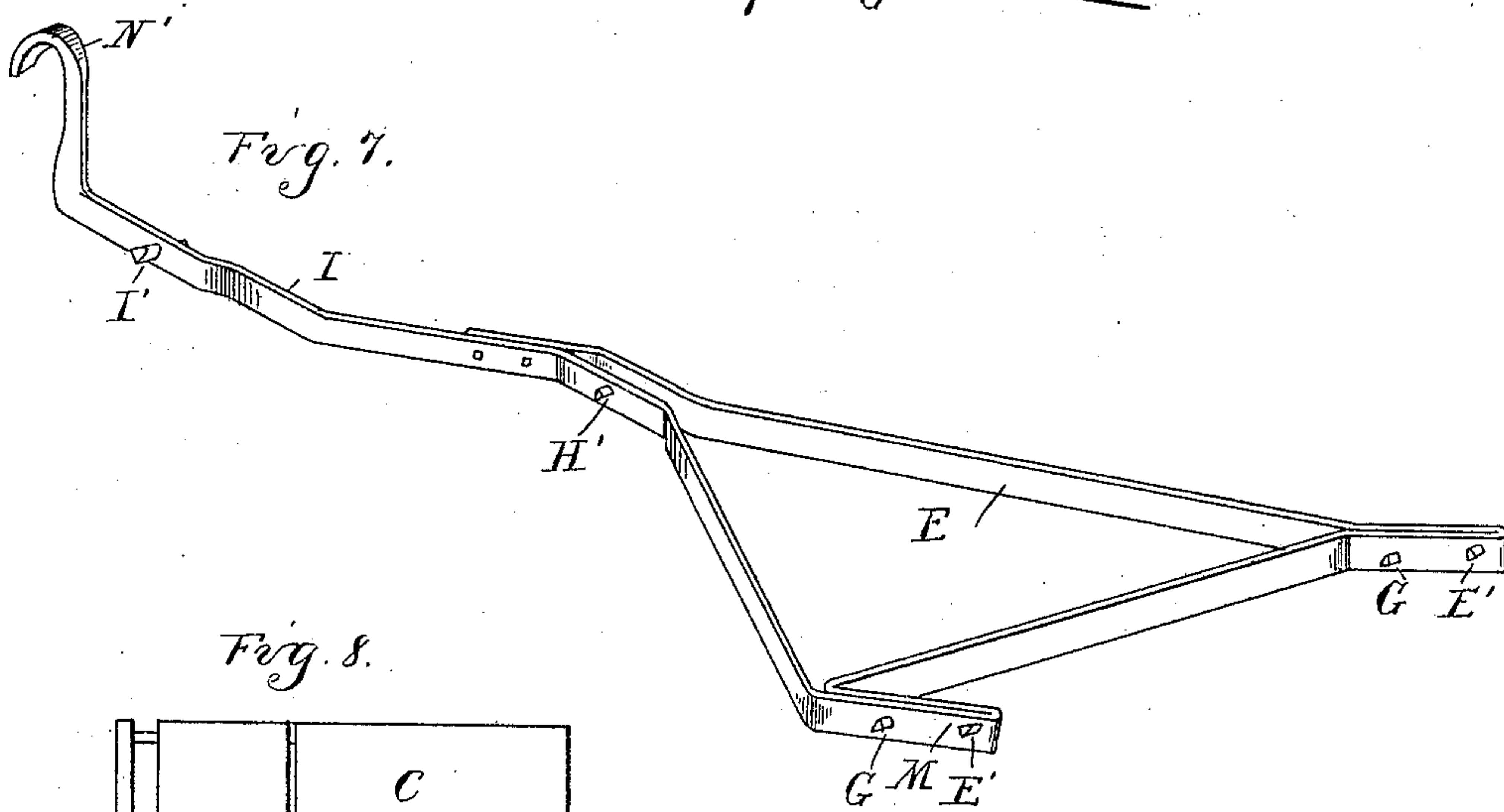
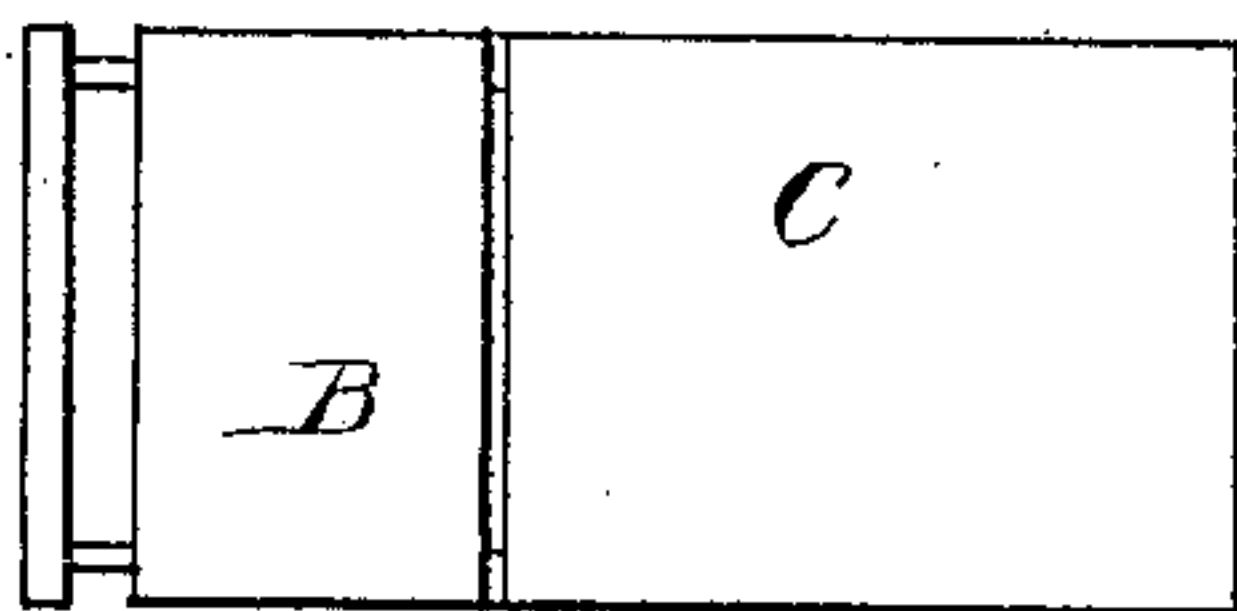


Fig. 8.



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# UNITED STATES PATENT OFFICE.

ORLANDO W. PARSELL, OF FLUSHING, MICHIGAN.

## WEIGHING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 566,931, dated September 1, 1896.

Application filed July 15, 1895. Serial No. 555,951. (No model.)

*To all whom it may concern:*

Be it known that I, ORLANDO W. PARSELL, a citizen of the United States, residing at Flushing, in the county of Genesee and State

5 of Michigan, have invented certain new and useful Improvements in Weighing-Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

10 The invention consists in the construction of a weighing-truck, and particularly in the construction of weighing-levers, and in the construction, arrangement, and combination of the various parts, all as more fully herein-

15 after described.

In the drawings, Figure 1 is a bottom plan view of a weighing-truck embodying my invention with running-gear not shown. Fig. 2 is a vertical central section therethrough, showing in diagram the running-gear. Fig. 20 3 is a front elevation of the beam, showing in section the supporting-brackets therefor and illustrating the construction of the beam-clamps. Fig. 4 is a detached perspective view of one of the beam-supporting brackets, showing the operation of the beam-clamp. Fig. 5 is a vertical section on line *xx*, Fig. 2. Fig. 6 is a longitudinal section through the plat-

30 form, showing the position of the parts when the levers are down. Fig. 7 is a detached perspective view of one of the platform-levers, and Fig. 8 is a top plan view of the truck of slightly-different construction from that shown in the other figures.

35 A is the frame.

B is the platform, preferably extending over the frame at the edges, as shown in Fig. 2, and in its lower position rests thereon.

In Figs. 1 and 2 I have shown the truck 40 formed with a weighing-platform over its entire surface, and in Fig. 8 I have shown the construction which I prefer, in which the weighing-platform B is at or near the end of the truck, while the remaining portion C of the platform is simply a truck-platform, upon 45 which the goods may be placed after they have been weighed.

D and E are two platform-levers having the end pivots E' supported in loops F from the 50 platform and having the bearing-pivots G, upon which the bearing-feet G' of the plat-

form are adapted to rest. These levers are connected together centrally by the loop H, engaging the pivots H' in the meeting ends of the two levers. The lever E is provided with 55 a beam extension I, provided at its forward end with a pivot I', adapted to engage in the hooked clevises J, secured to the beam-clevises J' J'. This hooked clevis J is provided with the outwardly-bent hooks J<sup>2</sup>, which are 60 provided with the tapering pivot-bearing J<sup>3</sup>, so as to at all times bring the pivot on the scale in the same relation to the hook-clevis when in use.

L is the beam, the lever I formed of bars or 65 bands of metal bent into substantially triangular shape, the corners or outer ends having the double folded section M to form the pivot-section for supporting the pivots G and E'. At the inner end of this triangular frame 70 is formed the pivot-supporting extension N, across which the pivot H' is driven and between the sides of which the clevis H is supported. The extension I is provided with a hook or handle N' at its forward end. By 75 making these levers of bar or band iron or steel, bent into substantially triangular shape, with reinforcing loops or bends at two angles thereof, gives me a construction which is exceptionally light, strong, and yet which gives 80 me a wide bearing for the pivots at all points where they are used, the central pivot H' having separated bearings. This is especially advantageous in a scale of this kind where it is desirable to add as little to the weight of 85 the truck as possible. At the same time it is necessary with a construction of this kind that the scale should be built of ample strength to stand the rough usage which such devices receive. In this construction the cross-bar O 90 of the front platform-lever, forming the base of the triangle, I provide with the vertical loop O', forming within a vertical guide for the lever I. At the lower end of this loop I preferably place a rubber packing or buffer 95 O<sup>2</sup> to receive the blow of the lever when it is in its dropped position.

In order to take off the blow from the knife-edges of the pivots when the lever is dropped, I provide the bearing or pins P between the 100 pivots G and E' of each lever. This pin I preferably cover with a casing P', of rubber



or other suitable material. These pins or bearings are so arranged in relation to the lever that when the lever I is detached from the hook I' of the beam and dropped into its lower position, as shown in Fig. 5, the levers will fulcrum upon the pins, raising the pivots E' from engagement with their supporting-loop and permitting the pivots G to move below the bearing-feet G', as shown in Fig. 6, thus sustaining the entire weight of the levers on these bearing-pins P in the dropped position of the levers.

As is usual in drop-lever scales the platform in the drop position of the levers rests upon the frames of the trucks. In this drop position of the levers the tapering meeting ends of the platform-levers wedge together, while the lever I is held firmly against lateral movement in the guide formed by the loop O'.

In putting the scale into operation the operator takes hold of the hook N' and raises the same until the pivot I' is engaged with the hook-clevises J. As the lever I rises in its guide, which holds all the pivots in proper relation to the bearing-feet and clevises, so that when this lever leaves its guideway the platform is properly supported on the pivots and the scale will be sure to weigh accurately.

The beam is supported on the pivot Q in a suitable bracket of the frame. It is provided at its ends with the nose and butt extensions *a a'*, which project into brackets *b b'*, secured on the frame at opposite ends. The bracket *b* has a stop or cross bar *c* to limit the upward movement of the nose *a*, and the bracket *b'* has a similar bracket or cross-bar *c'* to limit the downward movement of the butt extension *a'* of the beam.

Opposite the bars *c c'*, above and below the extensions *a a'* of the beam, are pivoted the locking-plates *d d'*, which preferably have rubber bearings *e* to impinge against the surfaces of the beam extensions. These plates are actuated through cranks *f*, which are connected by a connecting-rod *g* and handle *h* for operating, one plate serving to move both. Thus when it is desired to lock the beam against movement the operator turns the handle *h*, which locks the extensions *a* and *a'* against the cross-bars *c* and *c'* and prevents movement of the beam in any direction or any possibility of its being displaced from its proper bearing.

The parts being thus constructed and in the position shown in Fig. 2, the scale is ready for weighing, with the construction shown in Fig. 8 the baggageman may receive the baggage upon the scale-platform B, weigh it, and, shifting it to the extension-platform C of the platform, leaves the scale-platform free for further weights.

When it is desired to load the truck to its full capacity, the scale-platform B may be utilized by dropping the drop-lever and piling the baggage thereon. Thus the baggage may be weighed on the truck and moved off the

platform without lifting it up and off the truck, and thus greatly expediting the weighing and handling of the baggage.

When it is desired to drop the platform, the operator simply lifts upon the hook N', swings the hooked clevis J from engagement with the pivot I', and allows the lever I to drop into the loop O', as shown in Fig. 5. He may then, if he desires, lock the beam against any possible movement by turning the handle *h* as described. In this position of the parts the platform of the scale rests on the truck-frame, the levers are all securely locked against accidental movement or displacement, as is the beam, and the truck may be moved about for any ordinary uses with impunity.

What I claim as my invention is—

1. In a weighing device, the combination with a frame, and the beam of a platform, platform-levers, a detachable connection between one lever and the beam-supporting pivots for the levers on the frame, platform-bearing pivots, and bearings adapted to support the levers with the frame and platform pivots free from the bearings when the lever is detached from the beam.

2. The combination with the platform, and the beam, of a platform-lever having a cross-bar formed integral therewith, the lever I, a detachable connection between said lever and beam, and the guide-loop O' formed in the said cross-bar for guiding and supporting the lever I in its dropped position, substantially as described.

3. The combination with the platform and the beam, of the two platform-levers, one having formed integral therewith a guide and supporting-loop O', an extension on said other lever working and guided in said guide, adapted to be supported thereby, in its dropped position, and having a handle extending beyond the beam, and a detachable connection between the extension and the beam, substantially as described.

4. In a weighing-truck, of a platform-lever formed of a metal band bent into substantially triangular shape, the reinforced pivot-supporting sections M at the corners formed by bending the metal upon itself, the ends of the band being secured together, and the pivot-supporting section N at the inner end.

5. The combination with the platform and scale-beam, of the two triangular platform-levers, an extension on one lever projecting beyond the second lever and having a detachable connection with the beam, and a vertical guide-bearing for said extension formed in and integral with the second lever and forming a support for the latter in its dropped position, substantially as described.

6. The combination with the beam having extensions on opposite ends thereof, a pivoted locking-plate for one extension, means for actuating said plate, a pivoted locking-plate for the other extension, cranks on said plates and a link connecting said cranks for oper-



ating the second plate, substantially as described.

7. In a weighing-truck the combination with the beam having nose and butt extensions, brackets into which such extensions project, oppositely-arranged locking-plates for such extensions a handle for operating one of said plates and connected cranks by means

of which such plates are simultaneously actuated in opposite directions.

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

ORLANDO W. PARSELL.

Witnesses:

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