

(No Model.)

2 Sheets—Sheet 1.

G. H. WALL.  
BAGGAGE HANDLER.

No. 584,800.

Patented June 22, 1897.

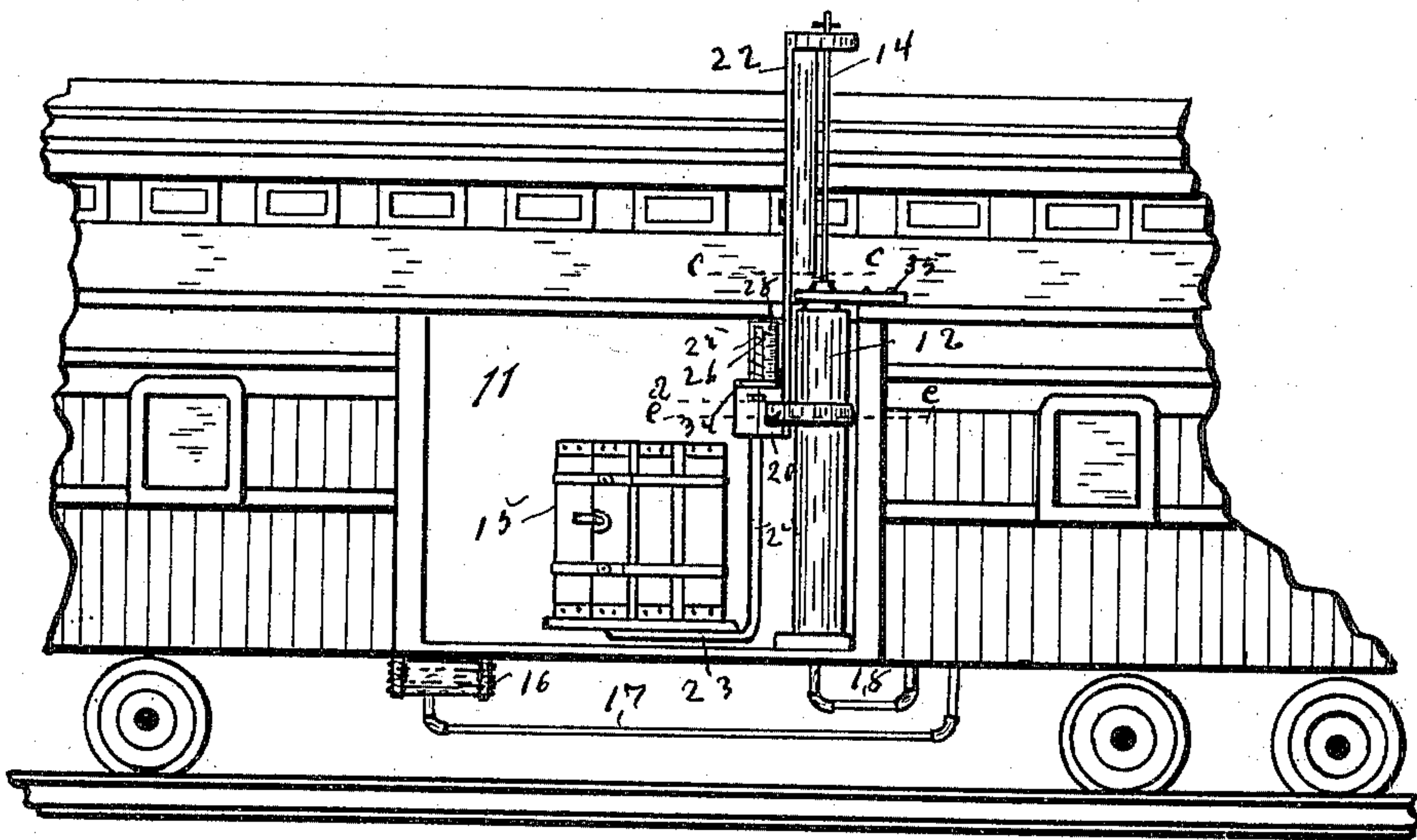


Fig. 1.

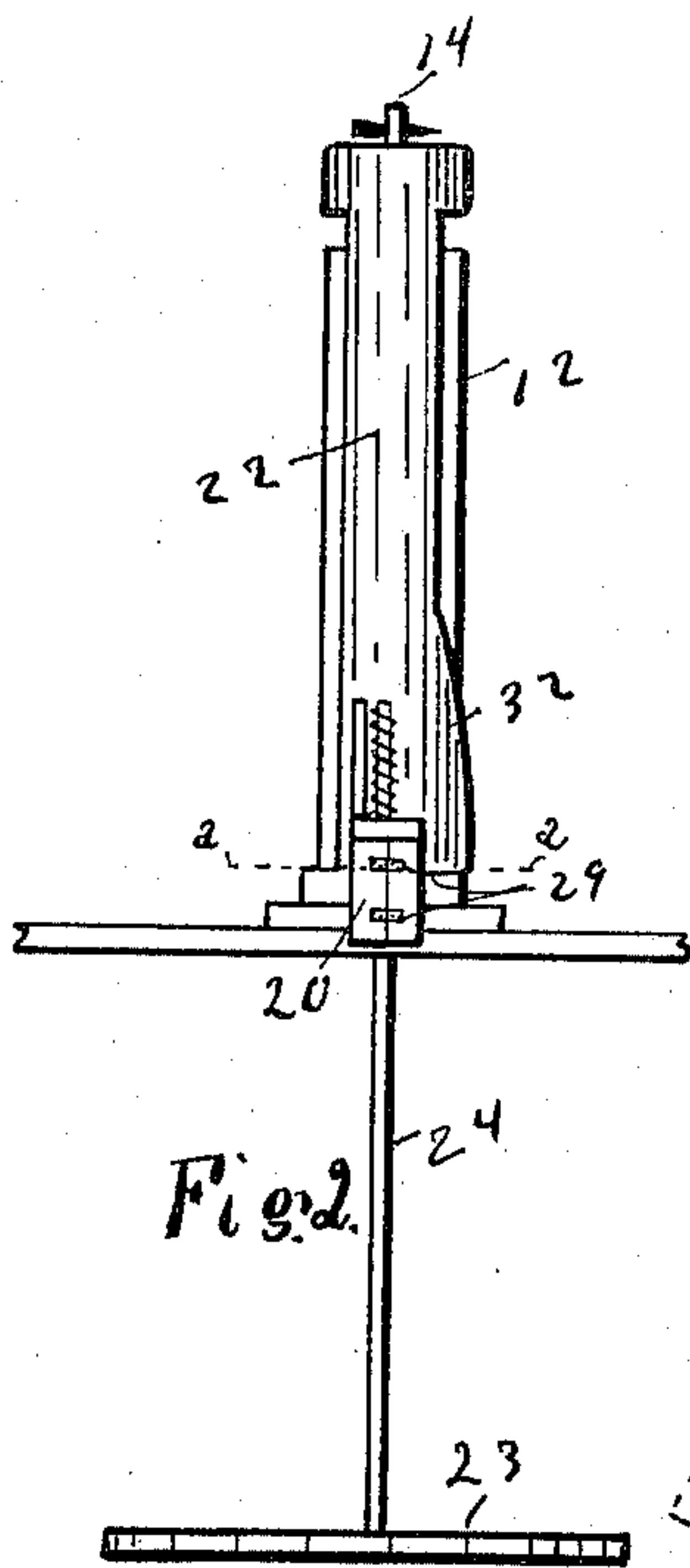


Fig. 2.

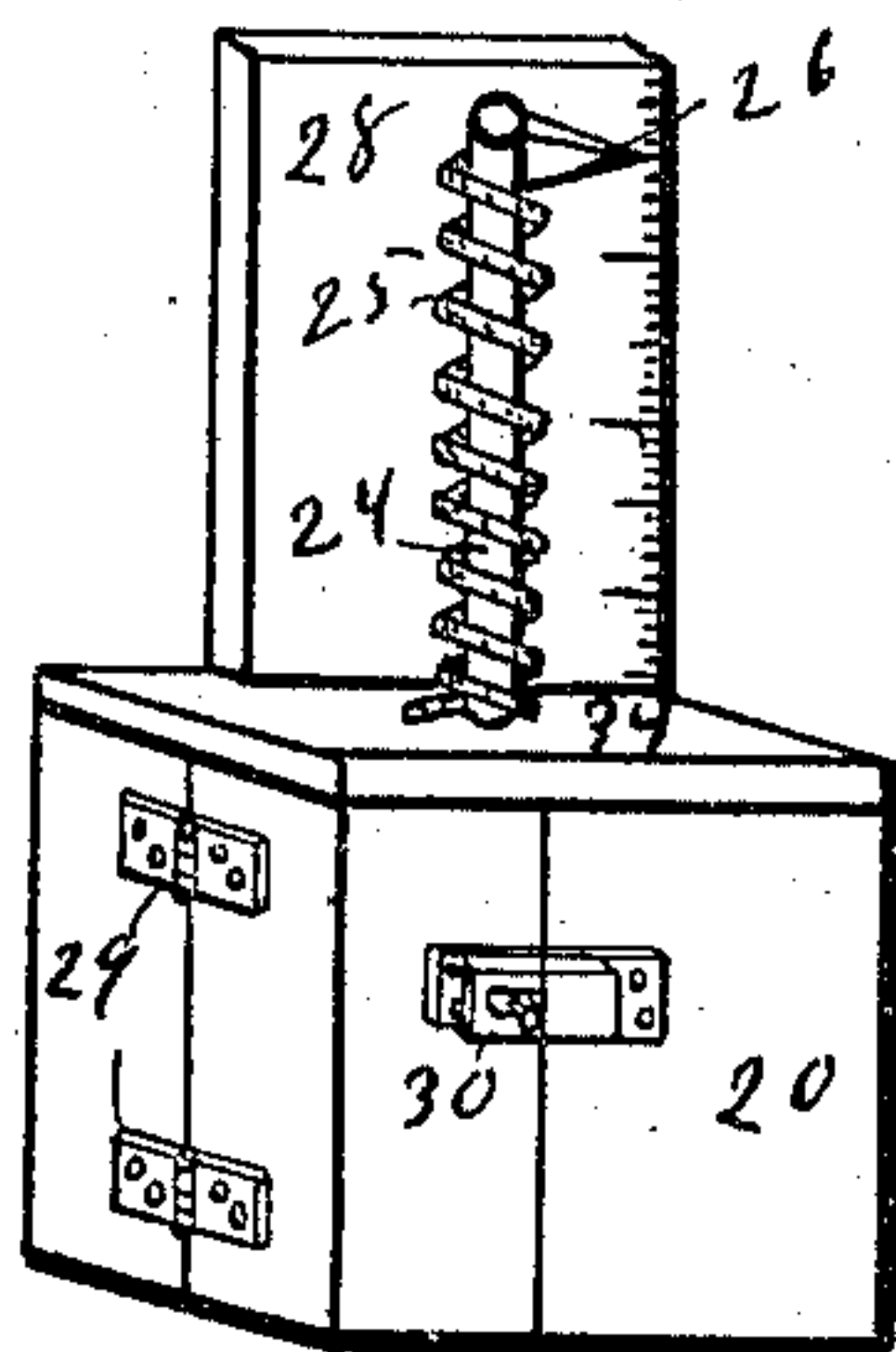


Fig. 3.

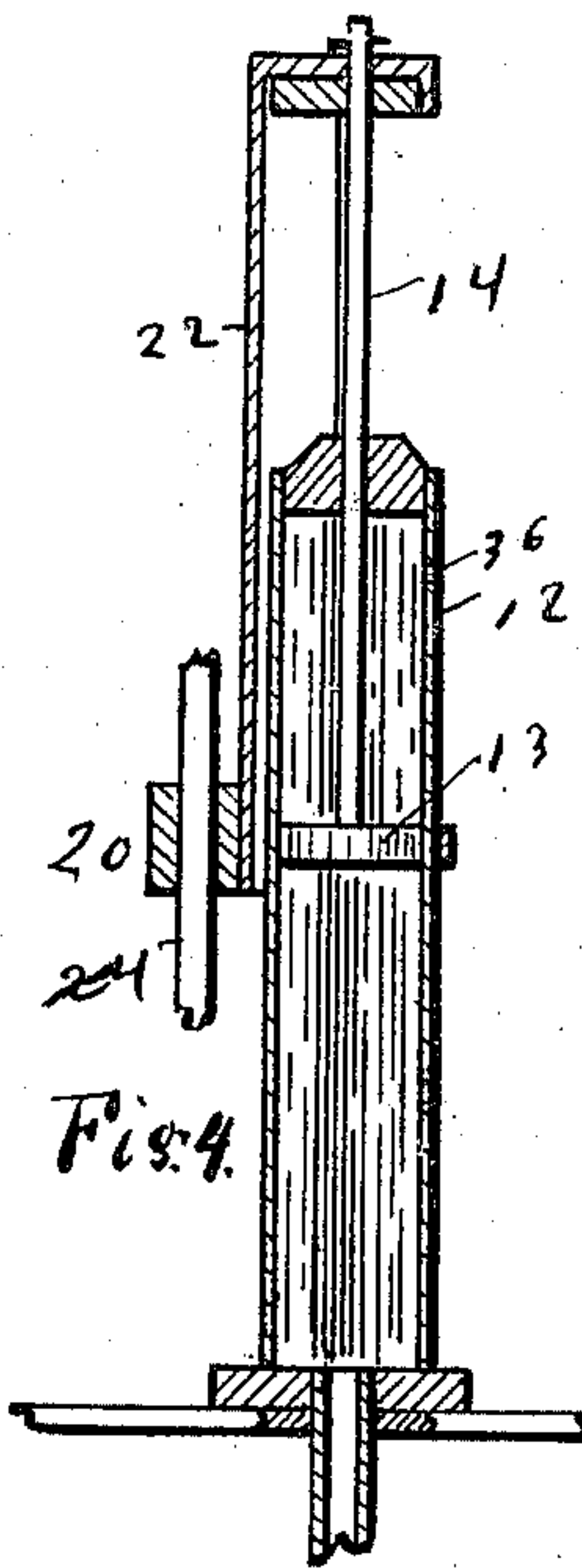


Fig. 4.

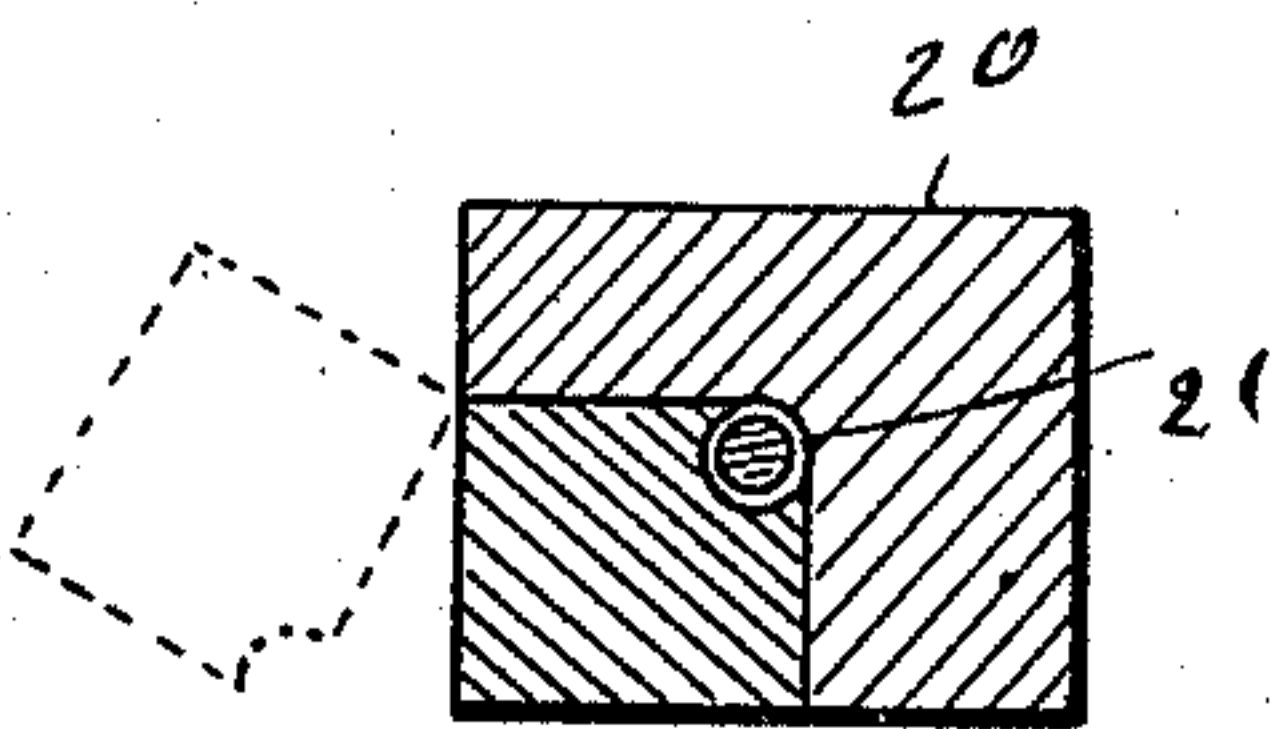


Fig. 5.

Witnesses  
Thomas H. Stewart  
Levi J. Coe

Inventor  
George H. Wall  
By his Attorney Lucius C. West.

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G. H. WALL.  
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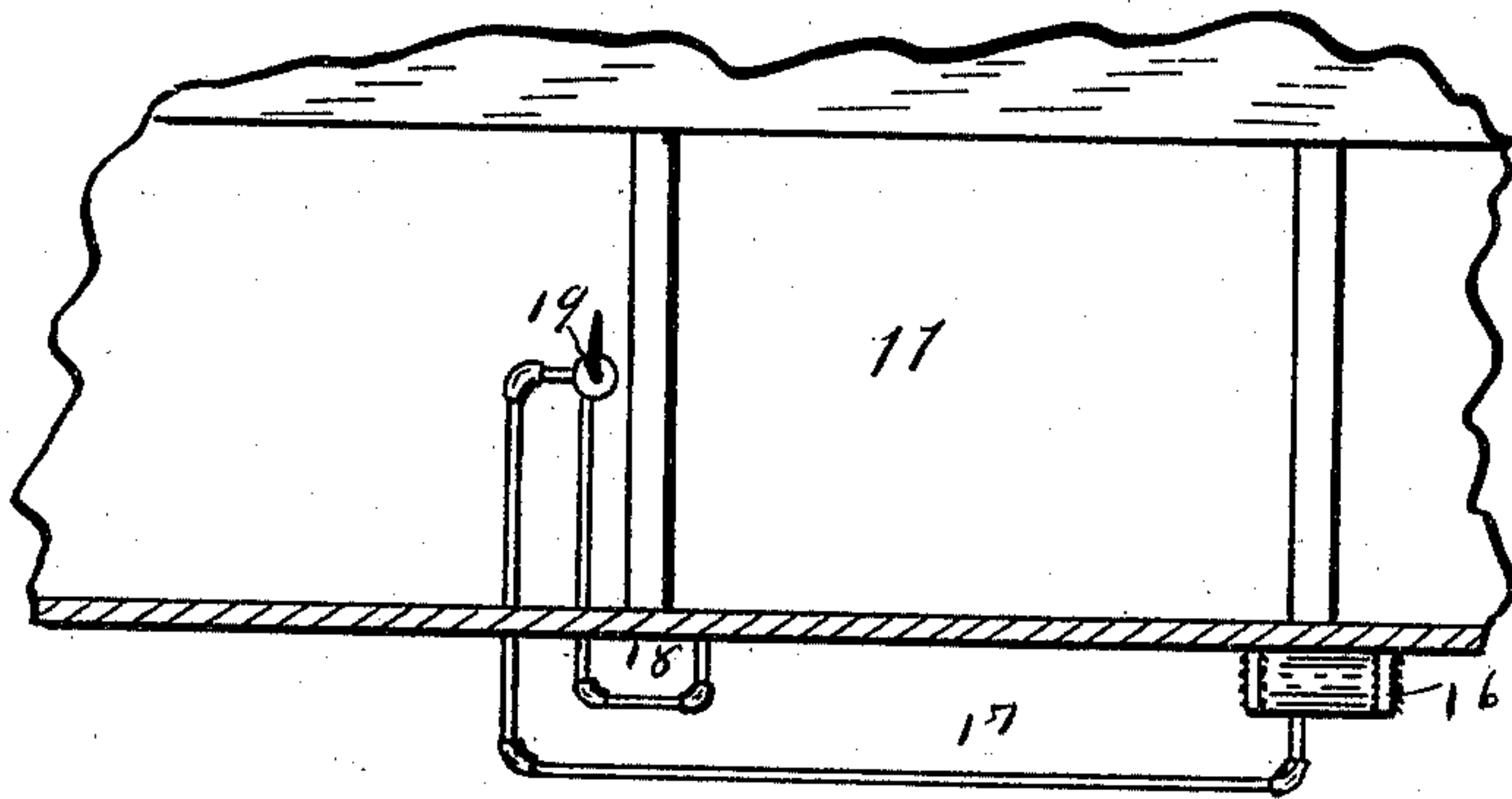


Fig. 6.

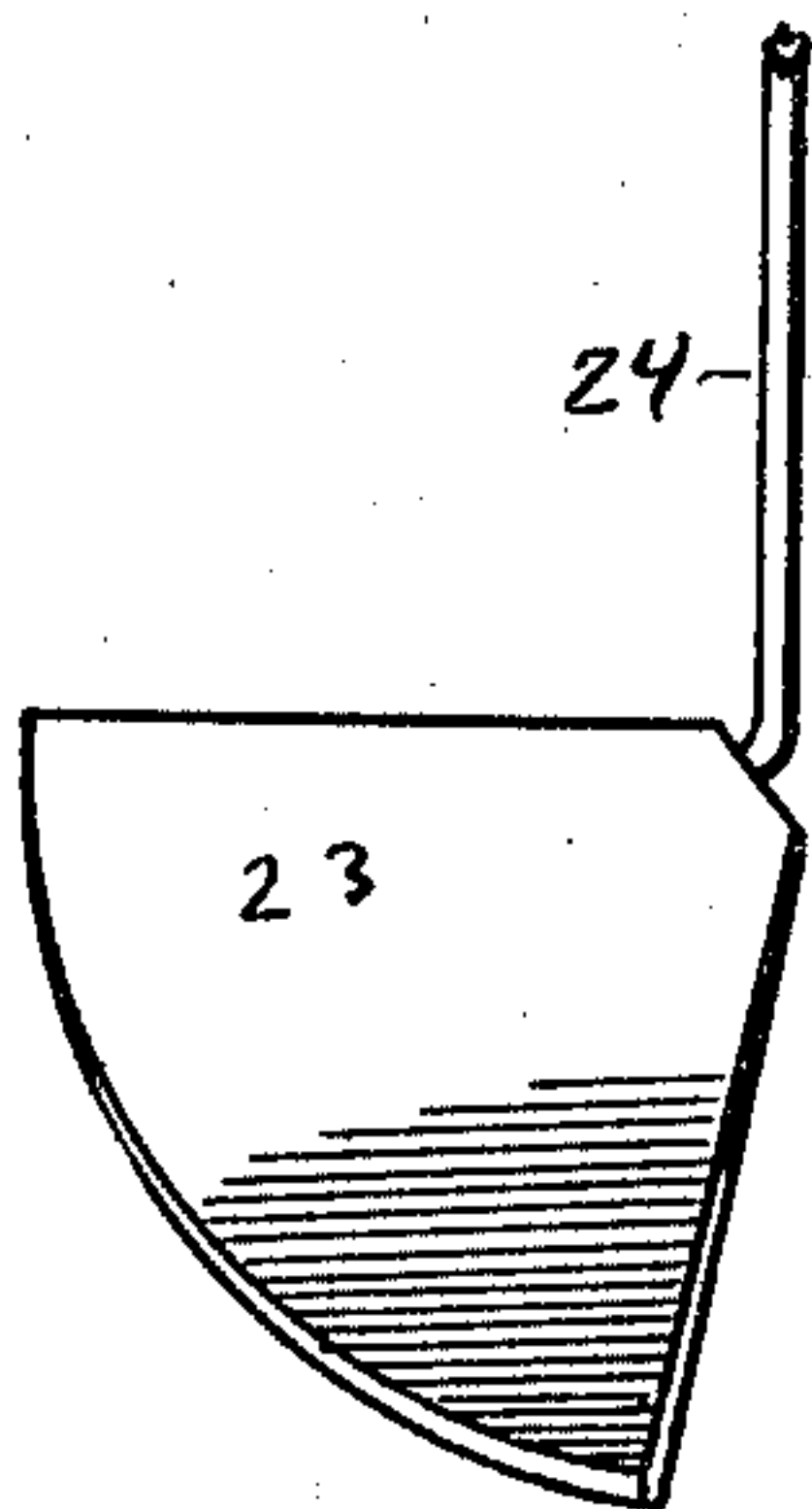


Fig. 7.

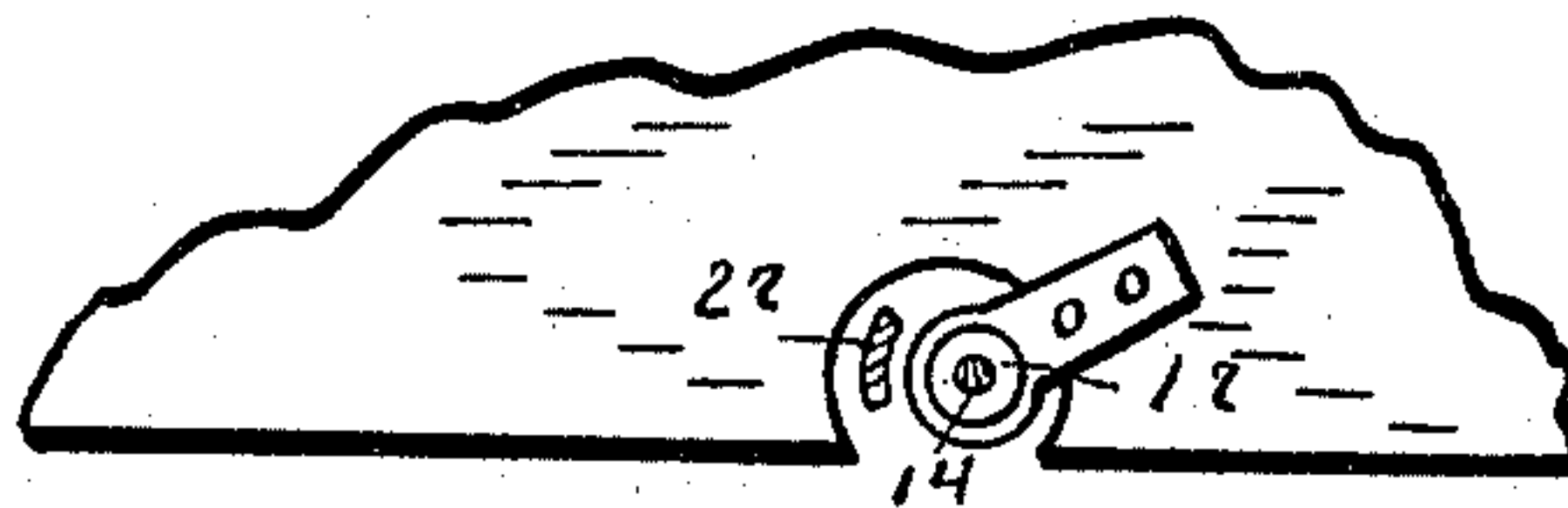


Fig. 8.

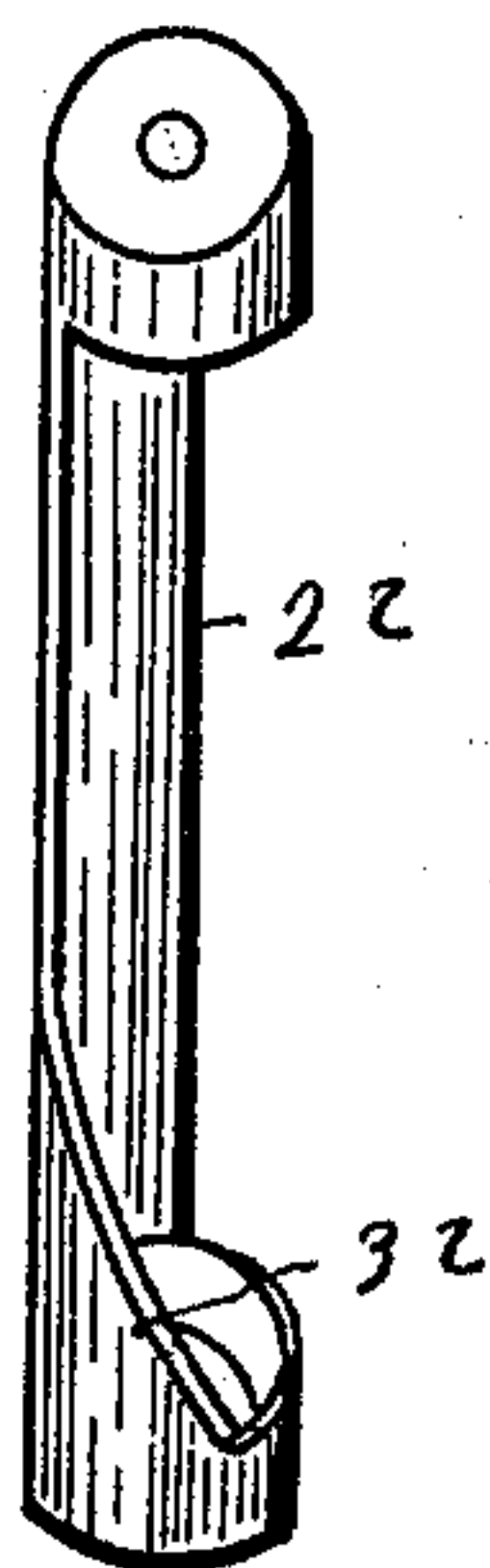


Fig. 9.

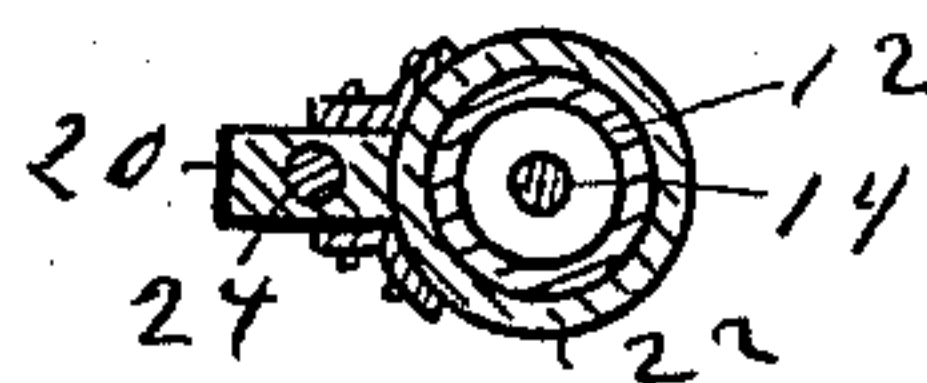


Fig. 10.

Witnesses  
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# UNITED STATES PATENT OFFICE.

GEORGE HENRY WALL, OF CADILLAC, MICHIGAN.

## BAGGAGE-HANDLER.

SPECIFICATION forming part of Letters Patent No. 584,800, dated June 22, 1897.

Application filed January 21, 1897. Serial No. 620,054. (No model.) Patented in Canada September 15, 1896, No. 53,492.

*To all whom it may concern:*

Be it known that I, GEORGE HENRY WALL, a citizen of the United States, residing at Cadillac, in the county of Wexford, State of Michigan, have invented a new and useful Baggage-Handler, (for which a patent has been granted me in Canada bearing date September 15, 1896, and numbered 53,492,) of which the following is a specification.

10 This invention more especially relates to a baggage-handler patented to me in the United States August 11, 1896, No. 565,711, in which was employed an air-cylinder and swiveled baggage-support so contrived that the air  
15 would raise a piston to which the baggage-support was attached and raise the baggage from the ground or lower it from the car, and that when the baggage was elevated the proper height the swiveled baggage-support could  
20 be swung laterally into the car and also out of it.

My present invention has for its object to weigh the baggage as it is being loaded, so as to save the extra labor usually required for  
25 this purpose, and also insuring the weighing of many pieces of baggage which ought to be weighed but would not otherwise be weighed, and thus saving to the railroad company many dollars for excess of baggage.

30 Another object is to provide the swiveled portion of the baggage-support with a curved cam portion so arranged that it will come in contact with the upper support of the cylinder or any other suitable projection and automatically swing the baggage into the car  
35 as well as raise it by the force of the air.

In the drawings forming a part of this specification, Figure 1 is a side elevation of a broken car, showing the baggage-handler in use;  
40 Fig. 2, an enlarged elevation of the cylinder and baggage-support; Fig. 3, an enlarged perspective of the scale portion of the invention; Fig. 4, a vertical section, enlarged, of the cylinder and connections in Fig. 1; Fig. 5, a cross-  
45 section, enlarged, on line *a a* in Fig. 1; Fig. 6, a longitudinal section showing the interior of the car or the reverse of that shown in Fig. 1. Fig. 7 shows the baggage support or tray in perspective; Fig. 8, a plan of a broken portion of the roof of the car with parts in section on line *c c* in Fig. 1; Fig. 9, a perspective  
50 view of the swiveled portion of the bag-

gage-support enlarged from Fig. 1; and Fig. 10 is a cross-section on line *ee* in Fig. 1, looking from a point above.

Referring to the parts of the drawings 55 pointed out by numbers, 11 is a car-door, upon the threshold of which sits the air-cylinder 12, Figs. 1, 2, 3, and 10.

13 is the piston-head, and 14 is the piston-rod. 60

To the upper end of the piston-rod 14 is attached the upper end of a partially-tubular portion of the baggage-support, which portion is swiveled to the cylinder so as to turn laterally thereon to take the baggage 15 into the car after it has been elevated, as in Fig. 1, by the pressure of air from the air-supply 16 through pipes 17 and 18. Pipe 17 runs from the air-supply to a valve 19, Fig. 6, and thence  
70 over pipe 18 to where it connects with the lower end of the air-cylinder 12.

A block 20, having a vertical hole 21 through it, is attached to the lower end of the swiveled portion 22, Figs. 1, 4, and 10. 75

Thus far the invention is like that described in my former patent above referred to, and in said patent was a baggage-tray 23, Figs. 1, 2, and 7, attached by its upwardly-extending rod 24 to the block 20 by a set-screw to hold  
80 it at different heights; but in the present invention this rod 24 plays loosely in the vertical hole in the block 20 against the resistance of the spring 25. There are also other changes in the present case. The upper end  
85 of the rod 24 is provided with a pointer 26, and on the block 20 is a graduated scale 28 in position, so that the pointer will point to the scale upon it when the weight of the baggage bears down on the baggage-tray 23 in  
90 the act of loading and unloading the baggage. The scale for weighing here shown is to illustrate the idea, for while it is very practical I apprehend that changes may be made in its mechanical construction as its use progresses. 95  
The scale and spring are attached to the rod 24, and I prefer to detachably attach them to the block 20 when desiring to use the handler. To this end I have made the block 20  
100 in two parts, hinged together at 29 and held by a latch at 30, Figs. 1 and 3. By this means the block can be opened as a station is being approached, and the baggage-tray with its connecting weighing-scale attached, as shown



in Figs. 1 and 3. Fig. 4 shows by dotted portion how the block opens to receive the rod 24. As I have constructed the scale the scale-plate 28 proper projects upward from a base-plate 34, the latter of which rests on the block 20, and said base-plate has a hole through it through which the rod 24 loosely plays or works.

At one side of the lower end of the swiveled portion 22 I have provided said portion with a curved cam portion, which is shown in Figs. 2 and 9 at 32. When this cam comes in contact with the plate 35 at a point over door 11 during the elevation of the baggage, it will cause said swiveled portion to swing automatically around, carrying the baggage into the car. Such action has just taken place in Fig. 1, the cam portion of course being behind the cylinder out of sight in this figure. It may be mentioned in this case, as in the former referred to, that the cylinder is provided with an air-escape hole 36, Fig. 4, so that as soon as the piston-head raises above the hole the air will escape and the piston will not raise any higher.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The combination, of the air-cylinder, swiveled portion of baggage-support, a bag-

gage-tray, and a scale device attached to the tray in a manner to automatically weigh the baggage as it is being loaded, substantially as set forth.

2. The combination of an air-hoist, a baggage-tray, and scale, the tray and scale being attached together, a swiveled vertically-playing portion on the cylinder, said tray and scale being detachably connected, substantially as set forth.

3. The combination of the cylinder, a suitable projection, a baggage-support swiveled to the cylinder, and the latter being provided with a cam portion adapted to contact with the projection and swing the baggage-support around automatically when the baggage is elevated, substantially as set forth.

4. In a baggage-handler, the combination of a swiveled baggage-support having a cam portion and a suitable projection with which the cam comes in contact to turn the baggage-support substantially as set forth.

In testimony of the foregoing I have hereunto set my hand in the presence of two witnesses.

GEORGE HENRY WALL.

Witnesses:

U. L. WALL,  
P. R. ESTRY.