

No. 609,902.

Patented Aug. 30, 1898.

O. W. PARSELL.
WEIGHING TRUCK.

(Application filed Aug. 30, 1897.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

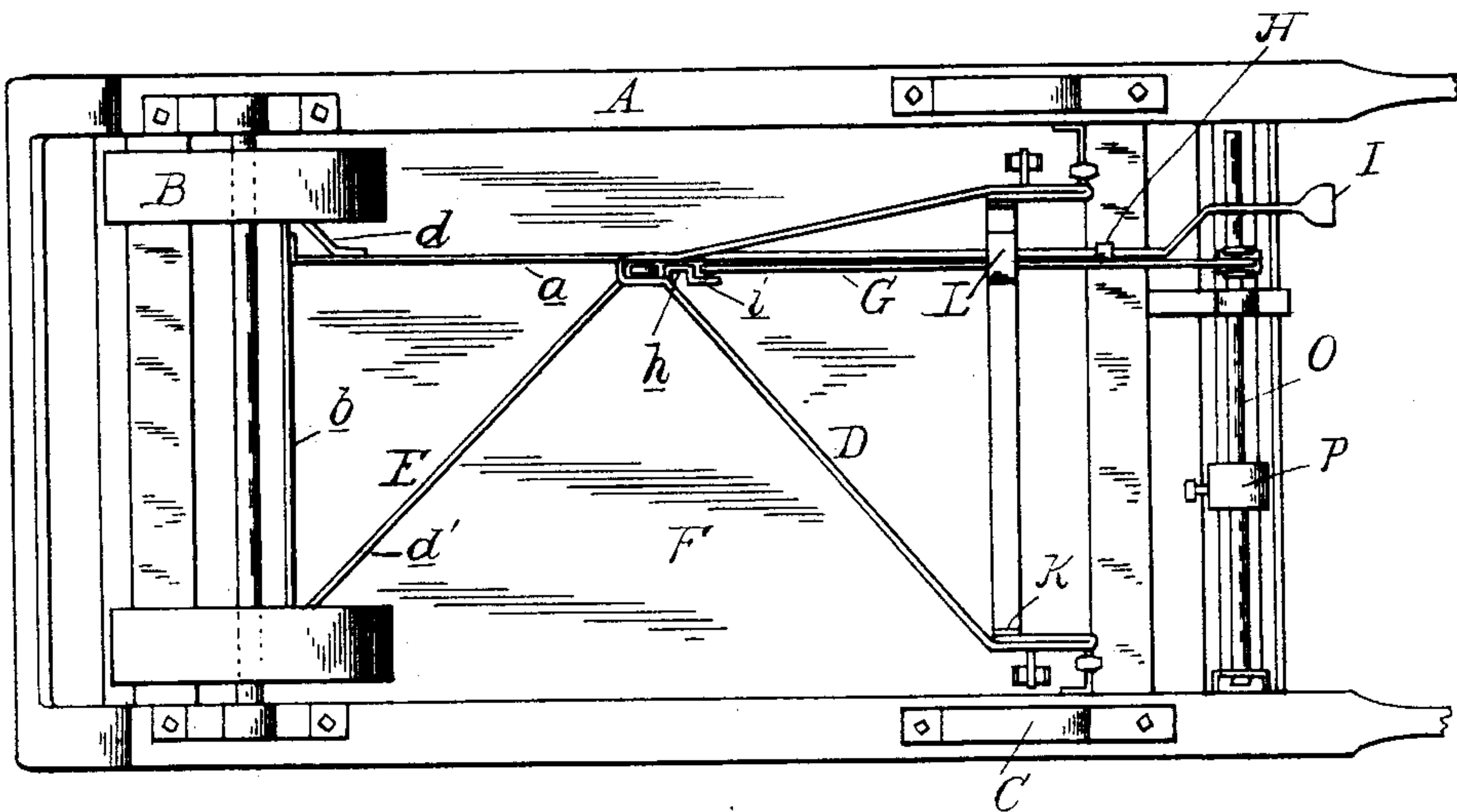
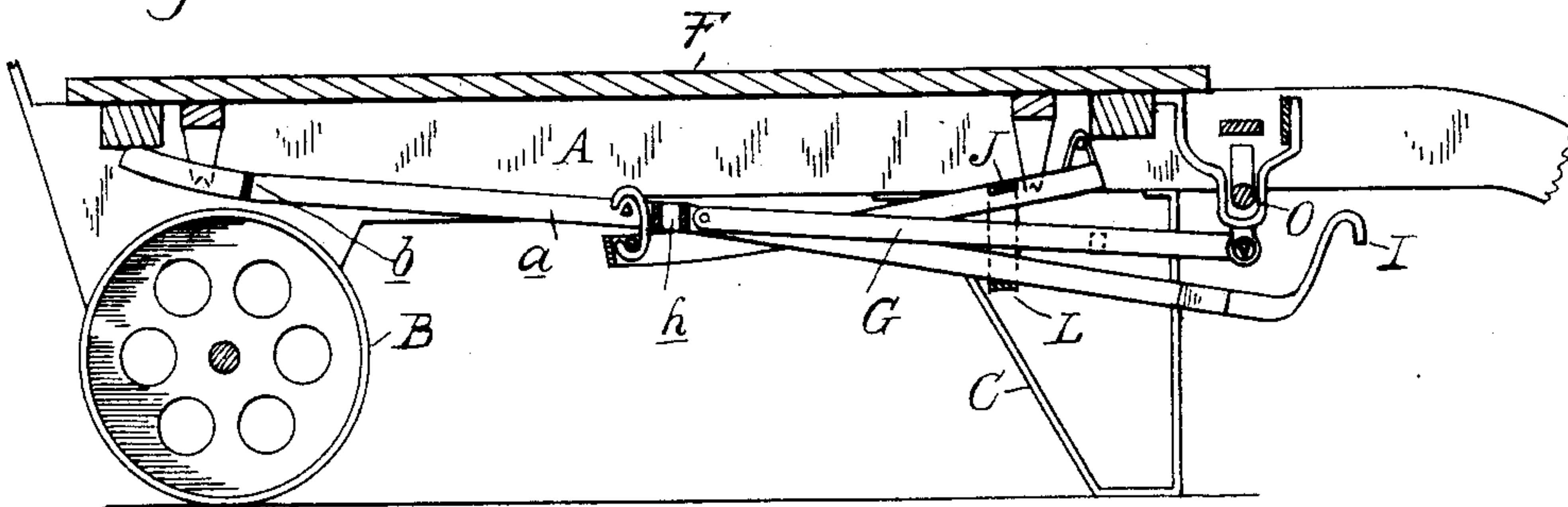


Fig. 2.



Witnesses

Witnesses
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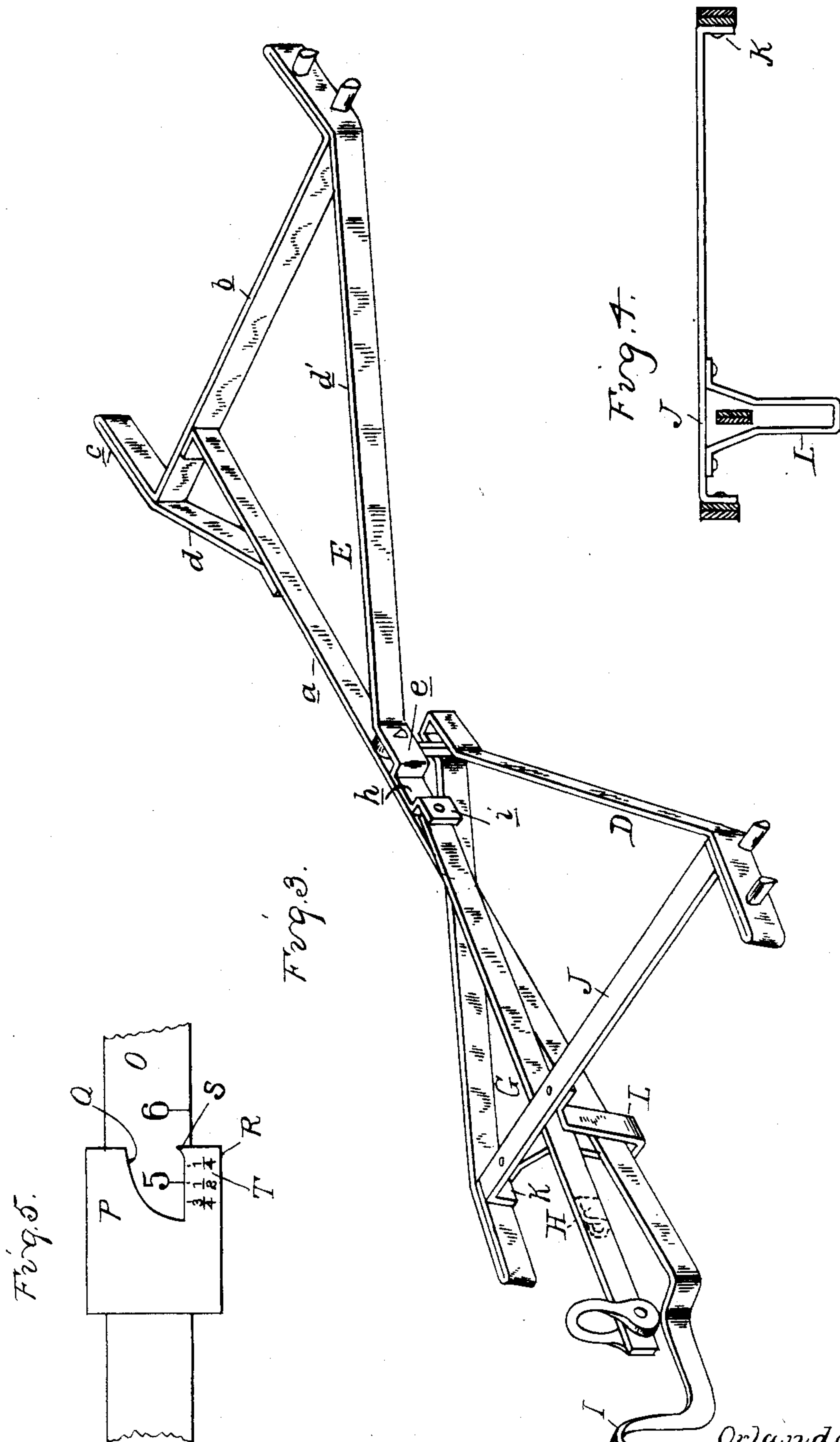
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UNITED STATES PATENT OFFICE.

ORLANDO W. PARSELL, OF FLUSHING, MICHIGAN.

WEIGHING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 609,902, dated August 30, 1898.

Application filed August 30, 1897. Serial No. 649,916. (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 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.

The invention consists in the construction of scale-levers whereby the construction is simplified, strengthened, and cheapened, and, further, in the construction of a scale-beam whereby the poise will indicate more accurately fractions of a pound, and, further, in the construction, combination, and arrangement of the various parts, all as more fully hereinafter described.

I have shown my improved scale applied to a truck and in the form of a drop-lever scale, so that the truck may be used for its ordinary truck purposes or for a scale, as desired.

In the drawings, Figure 1 is a bottom plan view of my improved truck and scale. Fig. 2 is a vertical longitudinal section there-through, showing the lever dropped. Fig. 3 is a perspective view showing the construction of the levers. Fig. 4 is a cross-section illustrating the manner of forming the stirrup on the short lever. Fig. 5 is an elevation illustrating the construction of the poise and beam to effect the reading of fractions of a pound.

In my previous patent, No. 566,931, of September 1, 1896, I have shown a combined scale and truck and in the same patent I have shown the levers formed of bars or bands of metal bent into the desired shape.

The construction herein described is an improvement upon the construction shown in the patent above mentioned.

A is the frame, B the wheels, and C the legs, of the truck, which may be of any desired construction, or in case the device is used on an ordinary scale the levers can be adapted to such ordinary form of scale.

D and E are the short and long platform-levers, respectively. These levers are provided with suitable pivots and supported from loops from the frame, and there is a suitable platform F, having usual bearing-feet resting upon the pivots of the levers, these parts

being of any desired construction. The long lever E comprises a bar *a*, having at its end the cross-bar *b*, formed from a piece of bent iron, having the end extensions *c* and the bracing-arms *d d'* connected from the ends back to the main bar *a*. The brace *d'* has a section *e*, extending a short distance parallel with the bars *a*, the section *h*, likewise parallel with the bars *a* and in contact therewith, being secured thereto, and an extension *i*, in which the link G is pivoted, this link being provided at its outer end with the clevises, permanently connected with the beam.

The link G is provided with a suitable hook H, with which the long arm *a* is adapted to engage when raised for weighing purposes, and the end of the bar *a* is bent into a handle I for conveniently raising and lowering it into and out of weighing position. This construction of long lever greatly simplifies and strengthens the same over the construction shown in the patent referred to.

The short lever D is substantially the same as shown in the patent referred to, being formed by bending the bars of metal into substantially triangular shape and the separate ends thereof being connected by a cross-bar J, having downwardly-bent ends K to complete the triangle, as plainly shown in the drawings. To the under side of this cross-bar is fixed a guide and stirrup L, in which the arm *a* and the link G engage, the stirrup supporting the long lever in its lower position, as plainly shown in Figs. 2 and 3.

The weighing-beam O is supported between the sides of the frame of the truck and is marked in the usual manner.

P is the poise of the beam, which has a recess Q, through which the figures on the beam can be read, and a lower extension R, which carries a binder or indicator S, which points out the proper weight on the beam. The extension R of the poise is provided with a series of indication-marks T, corresponding to the fractional indication-marks on the beam, and these indications on the poise are marked with the fractions, as shown, " $\frac{1}{4}$ " " $\frac{1}{2}$ " " $\frac{3}{4}$ " or other fractions, if desired.

In the use of the poise if the beam balances when the indicator S is half-way between two pound-marks the fractional mark " $\frac{1}{2}$ " on the poise will be opposite the number

or pound-mark on the beam. For instance, in the illustration the poise is shown as being in position to balance five and one-half pounds. Thus with a single fractional indication and with only pound-marks on the beam the exact fractional weight can be given and will be indicated in figures in line, so that the operator can read the figures right off, thus insuring accurate reading of the number of indication-marks on the beam and making the fractional indications more legible.

What I claim as my invention is—

1. In a scale, a lever formed of bar or band metal comprising the bar *a* the cross-bar secured to the bar *a* at its end and bent to have pivot-supporting extensions and bracing connections between the cross-bar and the bar *a*.

2. In a scale, the combination of a long lever comprising the bar *a* the end cross-bar *b*

bent to have the end pivot-supporting sections, and the bracing-sections *d d'*, the bracing-section *d* bent to have the two parallel sections *i e* separated from the bar *a* and the section *h* in contact therewith and secured thereto between the other parallel sections for the purpose described.

3. In a platform-scale, a lever comprising a straight longitudinal bar, a transverse bar secured at the end thereof and bent to form end pivot-supporting extensions, and bracing-bars extending from said end pivot-supporting extensions and secured to the longitudinal bar, substantially as described.

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

ORLANDO W. PARSELL.

Witnesses:

W. B. O'DOGHERTY,

OTTO F. BARTHEL.