No. 682,169. Patented Sept. 10, 1901.

H. A. CANTRILL.

SCALE RACK.

(Application filed Feb. 4, 1901.)

(No Model.)

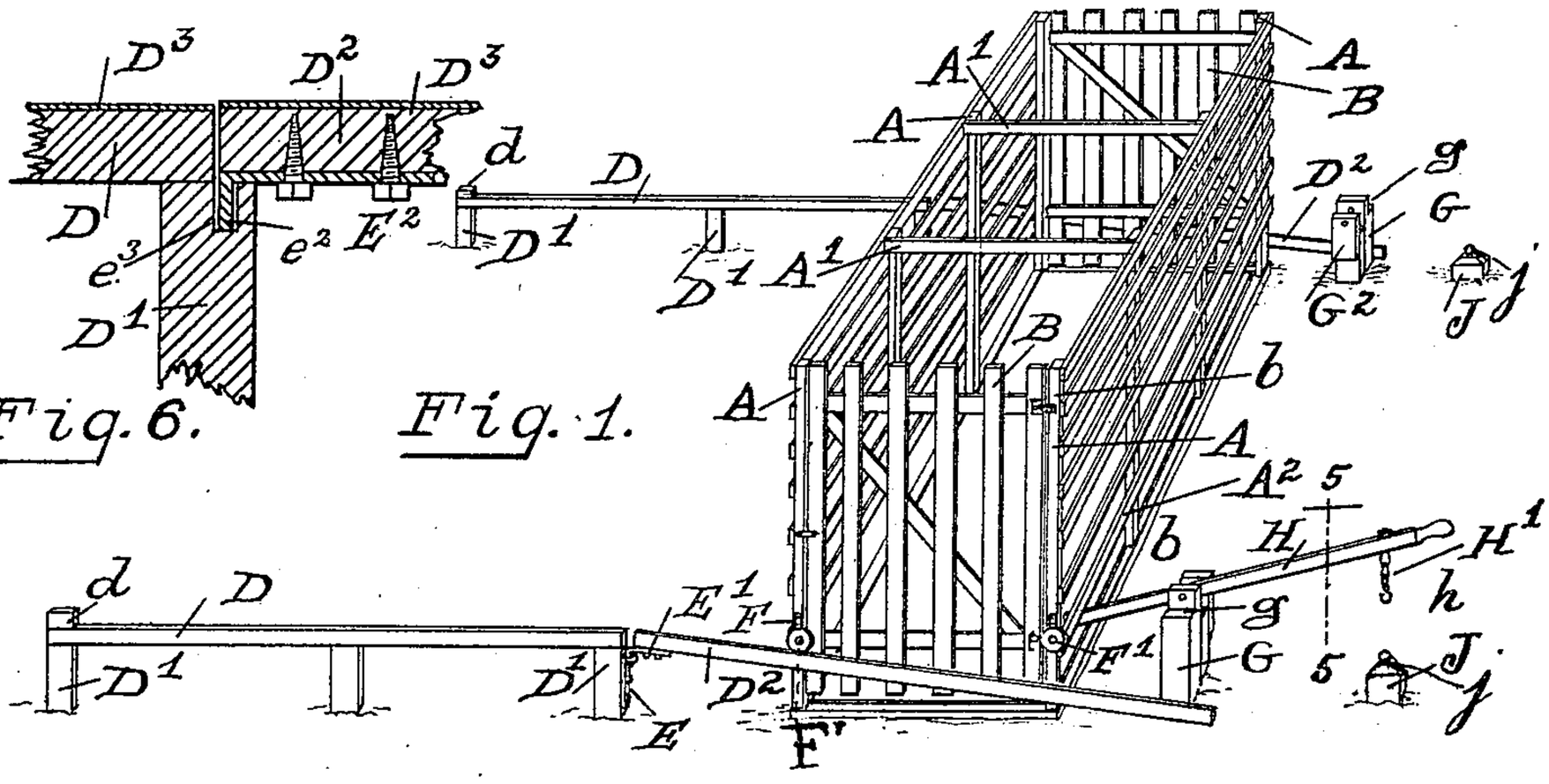

Fig. 6.

Fig. 1.

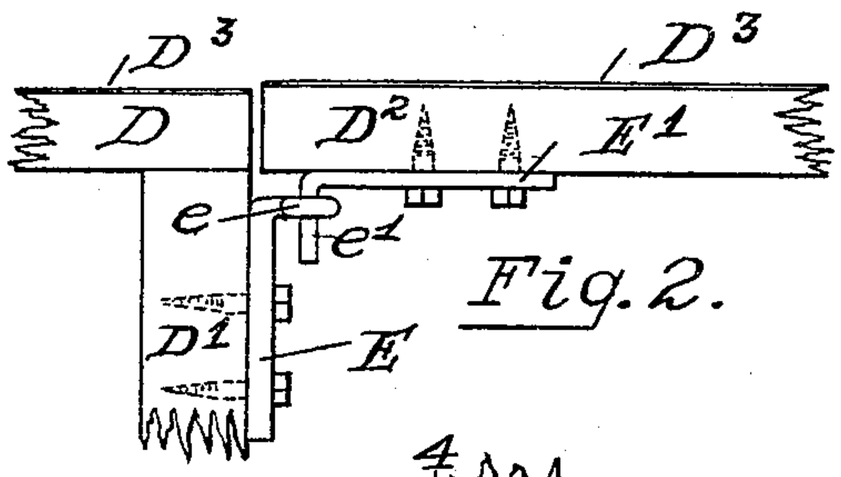

Fig. 2.

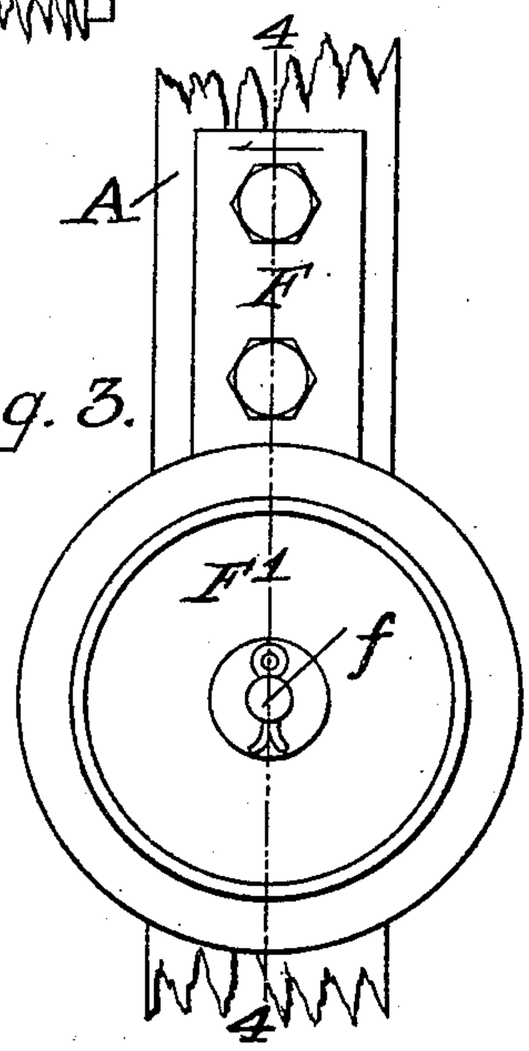

Fig. 3.

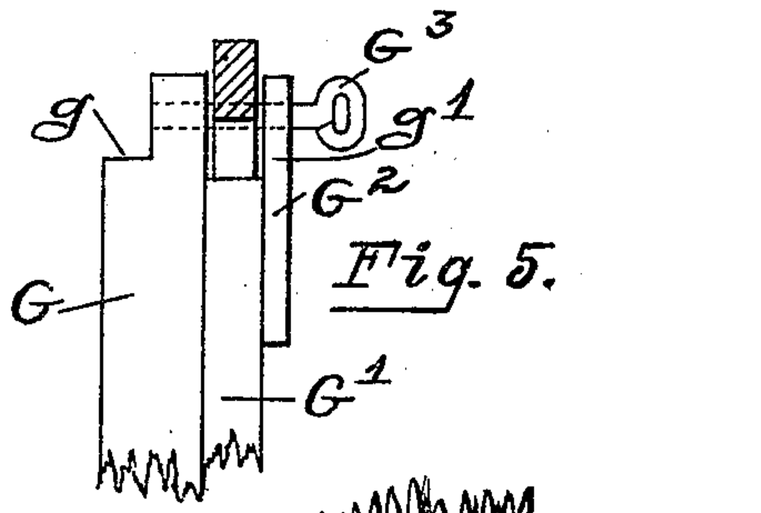

Fig. 5.

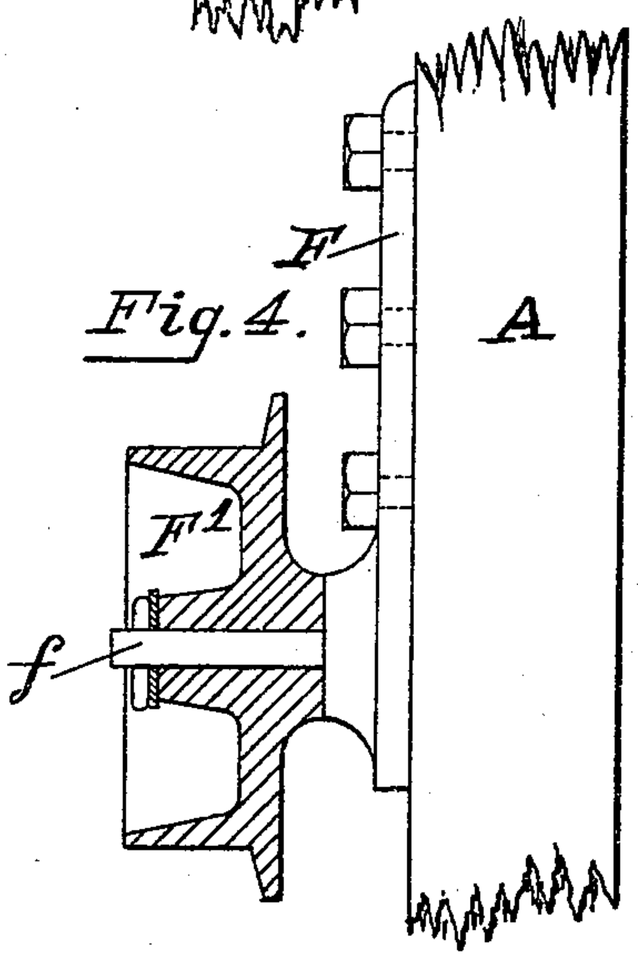

Fig. 4.

WITNESSES

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SCALE-RACK.

SPECIFICATION forming part of Letters Patent No. 682,169, dated September 10, 1901.

Application filed February 4, 1901. Serial No. 45,954. (No model.)

To all whom it may concern:

Be it known that I, HENRY A. CANTRILL, a citizen of the United States, residing at Springfield, in the county of Sangamon and State of Illinois, have invented a certain new and useful Scale-Rack, of which the following is such a full, clear, and exact description as will enable others skilled in the art to which it appertains to make and use my invention.

My invention relates to racks such as are commonly used in connection with farm-scales for the purpose of inclosing live stock during the operation of weighing.

The purpose of my invention is to provide a scale-rack and accessories so constructed and arranged that the main frame of the rack may be set in operative position relative to the scales with which it is usable when it is desired to weigh live stock, and may be conveniently shifted therefrom to a position such as not to interfere with the use of the scales for other purposes, and may afterward be conveniently restored to its initial position.

With this end in view my invention consists of the novel features of construction and combination of parts shown in the annexed drawings, to which reference is hereby made, and hereinafter particularly described and finally recited in the claims.

Referring to the drawings, Figure 1 is a perspective view of the complete apparatus. Fig. 2 is an enlarged partial front elevation showing the means for supporting one end of one of the switch-rails contiguous to one end of one of the track-rails. Fig. 3 is an enlarged front elevation of one of the wheels and its supporting-bracket. Fig. 4 is a partial vertical section on the line 4 4 of Fig. 3. Fig. 5 is an enlarged vertical section on the line 5 5 of Fig. 1. Fig. 6 is a sectional view showing an alternative form of means for connecting the switch-rails with the posts supporting the track-rails.

Similar reference-letters designate like parts in all of the views.

The rack-frame is rectangular in form and has vertical posts A, cross-pieces A′, secured near the upper ends of the posts, and suitably-placed side pieces A^2, secured to the sides of the posts. The lower ends of the posts A rest on top of the framework of the scales. Gates B are mounted to swing on hinges *b*, secured to the corner-posts A. Securing devices *b*′ of any suitable form secure the gates when closed.

The track-rails D are secured on top of suitably-placed posts D′, set in the ground. Plates E, having eyes *e*, are secured to the posts D′ which are nearest to the rack-frame. The switch-rails D^2 are similar to the track-rails D. The upper surfaces of the rails D and D^2 are protected by iron straps D^3, on which the wheels F′ travel. Blocks *d* at the ends of the rails D prevent the wheels from running off the rails. Plates E′, secured on the rails D^2, have pins *e*′, which fit loosely in the eyes *e*.

Instead of using the plates E and E′ to connect the switch-rails D^2 with the posts D′ other equivalent connecting devices may be used—such, for example, as a plate E^2, secured to the rail D^2 and having a downturned end e^2, fitting in a notch e^3 in the upper end of the post D′, as shown in Fig. 6.

Brackets F are secured in any suitable manner on the corner-posts A at a height above the ground somewhat (say three or four inches) less than the height of the upper surfaces of the rails above the ground. Flanged wheels F′, adapted to travel on the rails D and D^2, turn on spindles *f* on the brackets F.

Two posts G are set in the ground contiguous to two of the corner-posts A. Each of the posts G has at its upper end a shoulder *g*, on which the free end of the adjacent rail D^2 rests when the rack-frame is raised, as hereinafter explained. Blocks G′ and G^2, secured to the posts G, form forks *g*′. A removable bolt G^3 fits in transverse holes in the posts G and the blocks G^2 and forms a fulcrum on which the lever H may be mounted on either of the posts G, as occasion may require. The lever H is of such length that the shorter member thereof will extend under one of the lower side pieces A^2 when the lever is mounted on one of the posts G, as shown in Fig. 1.

Posts J are set in the ground in line with the posts G and at such distance therefrom that a hook *h* on a chain H′, secured to the lever H, may engage in any one of a number of links *j*, secured to the posts J.

The practical operation of the device will now be described. When it is desired to shift the rack-frame, the switch-rails D^2 are placed

under the wheels F′, with the pins *e′* resting in the eyes *e*. The lever H is then placed in one of the forks *g′*, and the bolt G^3 is inserted so as to mount the lever in the fork, as shown in Figs. 1 and 5. The free end of the lever is then depressed so as to raise the adjacent part of the rack-frame to the desired height. The hook *h* is then hooked in the proper link *j* to retain the outer end of the lever in its depressed position. The free end of the switch-rail D^2 is then raised by hand, thereby lifting the remote side of the rock-frame, and the end of the switch-rail is then placed on the shoulder *g* of the post G. The bolt G^3 is then withdrawn and the lever H is removed. At this stage of the operation the rail D^2 will be in line with the rail D and one end of the rack-frame will be supported on the wheels F′ on the rail D^2. The other end of the rack-frame will then be raised and placed on the other switch-rail in identically the same manner. The rack-frame may then be easily pushed sidewise onto the track-rails D, where it may remain until it is desired to replace it in its original position.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a scale-rack, the combination of a rack-frame, wheels mounted on said rack-frame, track-rails, oscillative switch-rails in line with said track-rails and adapted to carry said rack-frame, means for supporting the free ends of said switch-rails and means for raising said rack-frame, as set forth.

2. In a scale-rack, the combination of a rack-frame, wheels mounted on said rack-frame, shouldered posts adjacent to one side of said rack-frame, a lever connectible with said posts, track-rails adapted to carry said rack-frame and switch-rails in operative relation to said track-rails and adapted to rest on the shoulders of said posts, as set forth.

3. In a scale-rack, the combination of posts D′, track-rails supported on said posts, plates E, secured to posts D′, switch-rails D^2, plates E′, secured to the rails D^2, posts G in line with posts D′, a lever H, connectible with the posts G, a chain secured to said lever and having a hook, posts J adjacent to the posts G, links secured to the posts J, a rack-frame and wheels mounted on the rack-frame and adapted to travel on the rails D^2 and D, substantially as set forth.

In witness whereof I have hereunto subscribed my name, at Springfield, Illinois, this 22d day of December, 1900.

HENRY A. CANTRILL.

Witnesses:
ANNIE A. DAY,
FRANK G. LISTER.