

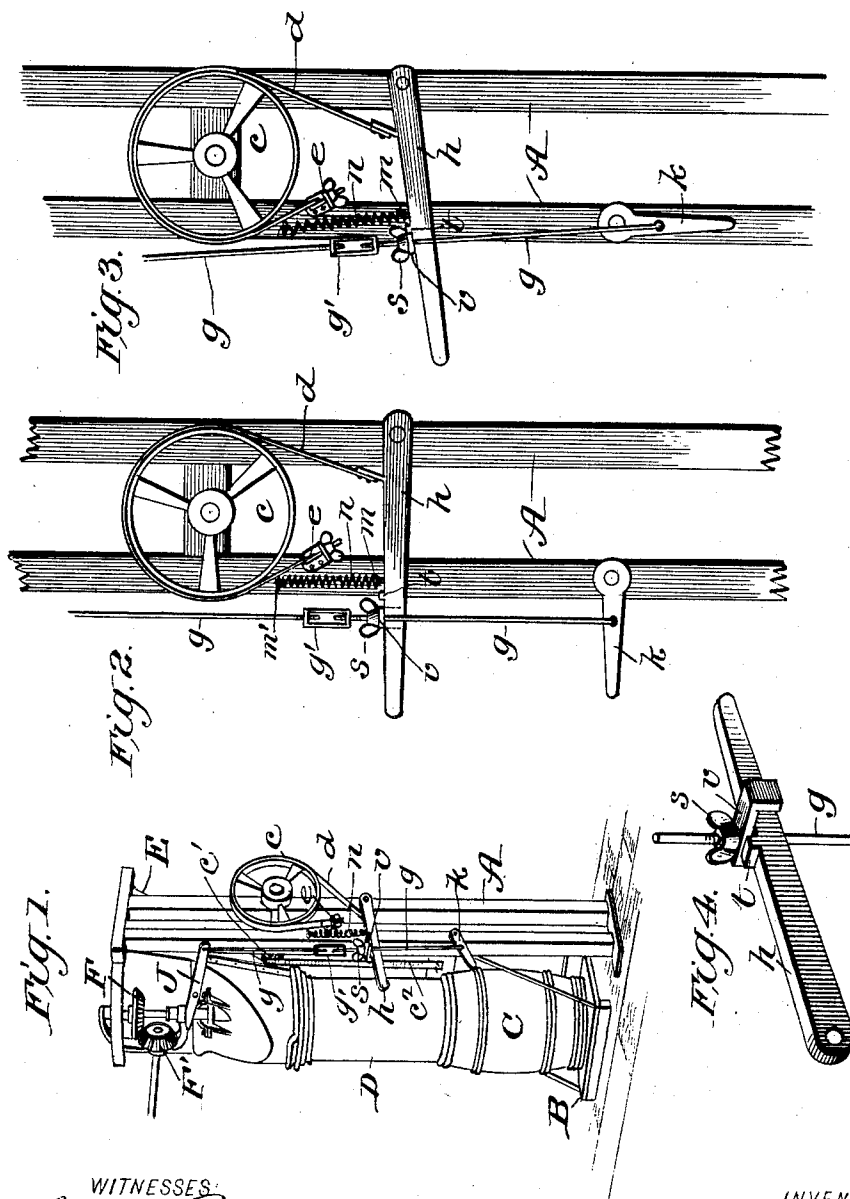
No. 737,385.

PATENTED AUG. 25, 1903.

C. W. GEIGER.
FLOUR PACKER.

APPLICATION FILED MAY 7, 1903.

NO MODEL.



WITNESSES:
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CHARLES W. GEIGER, OF KIRKERSVILLE, OHIO.

FLOUR-PACKER.

SPECIFICATION forming part of Letters Patent No. 737,385, dated August 25, 1903.

Application filed May 7, 1903. Serial No. 156,046. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. GEIGER, of Kirkersville, in the county of Licking and State of Ohio, have invented a new and useful Improvement in Flour-Packers, of which the following is a specification.

My invention is in the nature of an attachment to a flour-packer of that form in which a barrel or sack is raised upon a platform until it slips over a filling-tube in which rotary packing devices operate to pack the flour received from a hopper into the barrel or sack. The platform, with the barrel or sack, is maintained in an elevated position by a brake-wheel and brake, and when the packing is complete the driving-gears which operate the packing devices are disconnected by a shipper-lever, the brake-wheel is released, and the platform, with the barrel, descends to the floor.

My invention has reference to the convenient, economic, and automatic operation of the shipper-lever and the brake, as will be hereinafter more fully described with reference to the drawings, in which—

Figure 1 is a perspective view of a flour-packer with my invention applied to the same. Fig. 2 is an enlarged side elevation of my attachments. Fig. 3 is a view showing another position of same parts, and Fig. 4 is a detail.

In the drawings, A represents an upright frame; B, the platform arranged to rise and fall within the upright frame and to carry a barrel (or sack) C.

D is the filling-tube, which passes down into the barrel or sack when the latter is raised by the platform and which filling-tube receives the flour from a hopper E and packs it by means of rotary packing devices within on a vertical shaft bearing on its upper end a rigid bevel-gear F, which latter receives motion from the bevel-pinion F' on a horizontal drive-shaft. The motion of the packing devices is stopped by the separation of the bevel-pinion F' from the larger bevel-wheel F, for which purpose the shaft bearing the bevel-pinion is made vertically adjustable by the shipper-lever J. The brake-wheel which holds the platform in its elevated position is shown at c. This brake-wheel is rigidly attached to a windlass c', which by means of flexible leather straps c² is connected to the frame of the plat-

form B, which carries the barrel or sack. When the windlass and brake-wheel are rotated in one direction, the straps c² are wound up on the windlass and the platform raised. When the brake of the brake-wheel is released, the weight of the platform and barrel or sack causes the straps to unwind and turn the brake-wheel and windlass backward as the platform descends.

As so far described, the flour-packer is of an old and well-known type and is not claimed by me. My improvements, which relate to the operation of the shipper-lever J and brake-wheel c, will now be described, reference being had more especially to Figs. 2, 3, and 4. Around the brake-wheel c is laid a brake-strap d, one end of which is attached to the horizontal lever h and the other end of which has a fixed anchorage to the main frame at e. A helical spring n is connected at its lower end m to the lever h and at its upper end m' is fastened to the main frame and serves to support the lever h in a horizontal but yielding position. A rod g connects at its upper end with the shipper-lever J, Fig. 1, and at its bottom is connected to a trip-lever k, pivoted to the main frame. A turnbuckle g' is arranged in the length of the rod g for longitudinal adjustment of the rod. A small tappet-piece v is screwed upon the rod g and held firm by a thumb-screw s. This piece has a downwardly-projecting lug at its end, and this piece extends over the top and down the side of the horizontal lever h, as seen in Fig. 4. When the trip-lever is depressed, the piece v pulls the lever h down a distance, thus tightening the belt d and applying the brake at the same time the packing devices are started into action. When the trip-lever is released to disconnect the packing devices, the piece v is raised, thus letting the lever h return to its horizontal position and releasing the brake, the lever h being normally held up by the spring n. When the trip-lever k is depressed, as shown in Fig. 3, it carries the rod g a short distance forward along the top edge of lever h. On this top edge is formed a lug or projection t to stop this movement at the same place each time the trip-lever is depressed, thus helping to make the tension of the brake uniform.

By connecting the brake-lever h and the

trip-lever *k* through the piece *v* on rod *g* I am enabled to apply the brake and start the filling process with one lever, and the brake is also released the same instant that the filling process is stopped and by one and the same movement. This greatly simplifies and economizes construction and saves both time and labor.

While the above advantages are obtained, it will be seen that the brake may be applied independently of the trip-lever, which it is often desirable to do. Furthermore, if it is necessary to have the brake applied for some time the spring which holds the brake-lever up may be disconnected from said lever, thus allowing the latter to drop down and hold the brake applied.

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

1. The combination with the shipping-lever, and the brake-lever, in a flour-packer; of a rod extending from the shipping-lever and

bearing a tappet-piece adapted to act upon the brake-lever, and means for pulling said rod down substantially as described.

2. The combination with the shipping-lever and the brake-lever, in a flour-packer; of a rod extending from the shipping-lever and bearing a tappet-piece adapted to act upon the brake-lever, said brake-lever being formed with a stop to fix the bearing-point of said tappet-piece on the brake-lever substantially as described.

3. In a flour-packer, the combination of a brake-wheel, a strap-brake, a lever attached to said strap-brake, a spring holding said lever horizontal, a shipping-lever with downwardly-extending rod, a tappet-piece on said rod adapted to come into contact with the top of the brake-lever, and a trip-lever for pulling down said rod substantially as described.

CHARLES W. GEIGER.

Witnesses:

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