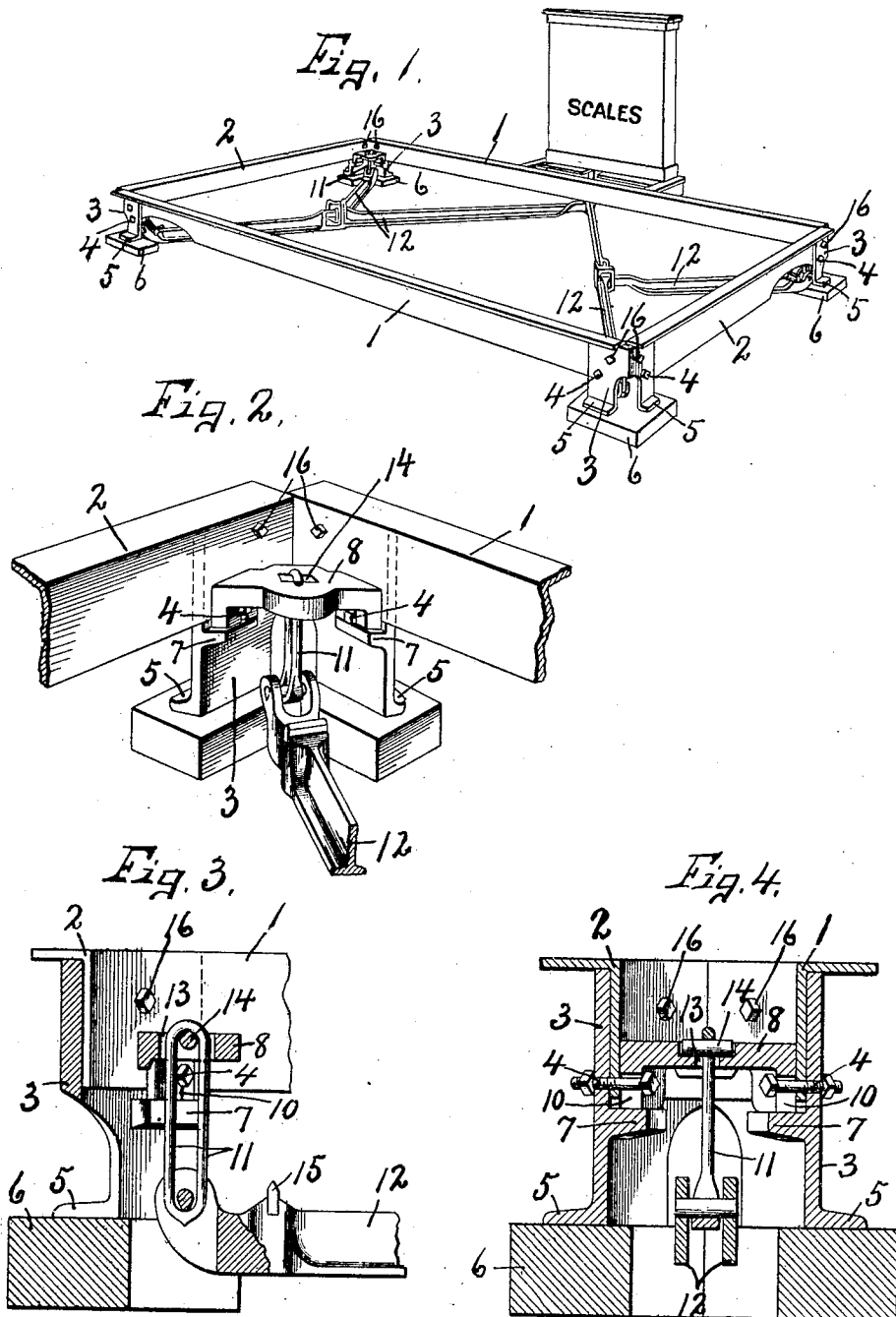


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CORNER BRACKET FOR PITLESS WAGON SCALES.
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971,757.

Patented Oct. 4, 1910.



Witnesses.

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To all whom it may concern:

Be it known that I, GERRY JONES, of Binghamton, in the State of New York, have invented new and useful Improvements in Corner-Brackets for Pitless Wagon-Scales, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to certain improvements in corner brackets for pitless wagon scales, in which the primary object is to secure the meeting ends of the side and end bars of the rectangular frame together by corner brackets which also serve as supports for the main supporting frame adapted to rest upon the surface of the ground and at the same time receive and support the platform levers which are connected to the weighing beam. In other words I have sought to construct the frame of a pitless wagon scales with as few parts as possible so that it may possess the qualities of lightness, strength and durability.

Other object and uses will appear in the following description.

In the drawings—Figure 1 is a perspective view of the main supporting frame showing the corner brackets and levers together with the frame for the weighing beam and counter levers. Fig. 2 is an enlarged perspective view of a portion of one corner of the frame showing one of the corner brackets and manner of attaching the platform levers thereto. Fig. 3 is a sectional view through one corner of the frame and one of the corner brackets showing the clevis supporting braces in section together with the clevis beam and one of the platform supporting levers. Fig. 4 is a diagonal sectional view across one corner of the frame, through the corner bracket and clevis supporting brace showing also the clevis and adjacent end of the platform supporting lever in section.

The main supporting frame preferably consists of opposite side bars —1— and opposite end bars —2— all of which bars are preferably made of angle irons with one of their lengthwise flanges disposed in a horizontal position at the top and preferably projecting outwardly from the upright flanges in the same horizontal plane. These side and end bars are secured at their meeting ends or at the corners by upright corner brackets —3— and suitable fastening bolts —4—, each bracket being preferably formed

of cast metal and provided with upright sides disposed at substantially right angles to each other and fitting against the outer faces of the adjacent ends of the upright sides of the bars —1— and —2—, the upper ends of said corner braces terminating against the under side of horizontal flanges of said side and end bars as clearly shown in Figs. 3 and 4 thereby forming a seat upon which the frame bars rest. These corner brackets are identical in construction and are of greater depth than the vertical depth of the frame bars —1— and —2— and thereby project downwardly some distance below the lower edges of said bars and are formed at their bases with horizontal flanges —5— adapted to rest upon the surface of the ground or other suitable foundation as —6—, the surface of which is substantially flush with the surface of the ground, the entire depth of the frame being sufficiently low to permit wagons to be driven upon the platform by the use of slightly inclined approaches, not necessary to herein illustrate or describe.

The opposite sides of each corner brace are provided with inwardly projecting flanges —7— extending under the adjacent ends of the frame bars —1— and —2— and serve the double purpose of reinforcing the corner brackets and forming seats for the support of a superposed diagonal brace —8— which in this instance is separate from the corner bracket but is secured thereto and to the adjacent end of the side and end bars —1— and —2— by clamping bolts —4— as best seen in Fig. 4. These braces —8— extend diagonally across the corners of the frame wholly within the bracket —3— and have their opposite ends abutting against the inner ends of the adjacent ends of the side bars —1— and —2— and provided with pendent flanges having open sided slots —10— through which the clamping bolts —4— are passed, said bolts being also passed through registering apertures in the adjacent end of the bars —1— and —2— and serve to clamp the contiguous portions of the frame bars, corner brackets and braces to each other. These braces serve not only to reinforce or strengthen the corners of the frame including the brackets —3— but also serve as a convenient means for supporting suitable clevises —11— upon which the adjacent ends of the platform levers as —12— may be sus-

pended. The central portion of each brace —8— is provided with an aperture —13—, the outer end of which is elongated laterally to receive and form a convenient seat for the supporting pin —14— for the clevises —11— which latter is made in the form of an open link through which the pin —14— is inserted and then seated in the elongated upper end of the aperture —13— thereby bringing the entire clevis below the upper surface of the frame and practically concealed within the bracket —3—.

The platform supporting beams extend diagonally from each corner toward the center of the opposite lengthwise bar, two of the levers being continuous from side to side of the frame while the other two levers are flexibly connected to the central portions of the continuous levers, the latter being connected to the weighing beam, not shown, but which is located in the usual manner at one side of the frame and connected to the counter levers in the usual way, each lever being provided near its point of connection with its corresponding clevis with a knife bearing —15— for the reception of the platform supports.

In assembling the parts of my invention the corner brackets are placed upon the surface of the ground or other suitable supports the proper distance apart after which the side and end bars —1— and —2— are placed in position with their ends resting upon the upper edges of the corner brackets whereupon the braces —8— are placed in operative position and clamped in place by the bolts —4—, said side bars being additionally clamped to the upper ends of the brackets by bolts —16—. The clevis —11— is then inserted through the aperture —13— and the pin —14— similarly inserted through the link and dropped into its seat in the upper side of the brace —8—, this link being previously attached to the end of the platform supporting lever —12—, the latter device being now ready to receive the platform.

It is apparent that this construction is particularly simple, strong and durable and may be assembled easily and quickly by reason of the fact that it is composed of two parts which enable the entire frame to be manufactured and put into use at a comparatively small cost.

What I claim is:

1. In a pitless wagon scales, a rectangular frame comprising side bars and end bars, corner brackets secured to the outer faces of the adjacent ends of the bars and extending some distance below the lower edges of the same, braces diagonally across the inner corners of the frame and engaging the inner faces of said adjacent ends of the bars, flanges on the brackets for supporting said braces,

clevises pivotally mounted upon and depending from the braces, and levers fulcrumed in said clevises and extending inwardly therefrom.

2. In a pitless wagon scales, a rectangular frame comprising end bars and side bars, corner brackets secured to the outer faces of the meeting ends of said bars and having inwardly projecting flanges extending under the lower edges of said meeting ends, and braces extending diagonally across and at the inner sides of the corners of the frame and seated on said flanges.

3. In a pitless wagon scales, a rectangular frame composed of side and end bars, upright corner brackets secured to the outer faces of the adjacent ends of said bars and extending some distance below the lower edges thereof, the lower ends of the brackets being provided with laterally projecting flanges, diagonal braces resting on said flanges and engaging the inner faces of the adjacent ends of the bars and holding them against the brackets, and levers operatively connected to said braces.

4. In a pitless wagon scales, a rectangular frame composed of side bars and end bars, corner brackets securing the adjacent ends of the bars and extending some distance below their lower edges to support the frame some distance above the ground, said brackets being provided with inwardly projecting flanges between their lower and upper ends and extending under the lower edges of the frame bars, and braces diagonally across the inner corners of the frame engaging the inner faces of the bars and resting upon said flanges.

5. In a pitless wagon scales, a rectangular frame composed of side bars and end bars, corner brackets securing the adjacent ends of the bars and extending some distance below their lower edges to support the frame some distance above the ground, said brackets being provided with inwardly projecting flanges between their lower and upper ends and extending under the lower edges of the frame bars, braces diagonally across the inner corners of the frame engaging the inner faces of the bars and resting upon said flanges, said braces being provided with vertical openings therethrough enlarged at their upper ends, pivotal pins seated in the enlargements of the openings, clevises supported by the pivotal pins and extending through said apertures, and a system of levers fulcrumed on said clevises.

In witness whereof I have hereunto set my hand this 6th day of October 1908.

GERRY JONES.

Witnesses:

KATE F. FLANNIGAN,
E. M. CAFFERTY.