(No Model.)

E. E. CHANDLER.

WEIGHING TRUCK.

No. 478,403. Patented July 5, 1892.

Fig. 1.

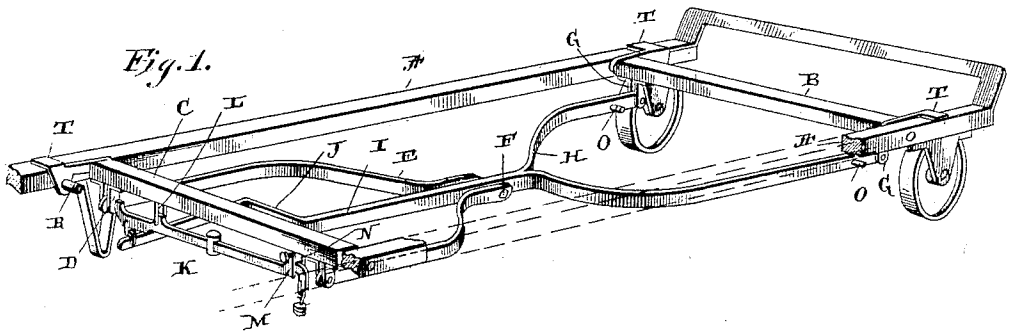


Fig. 2.

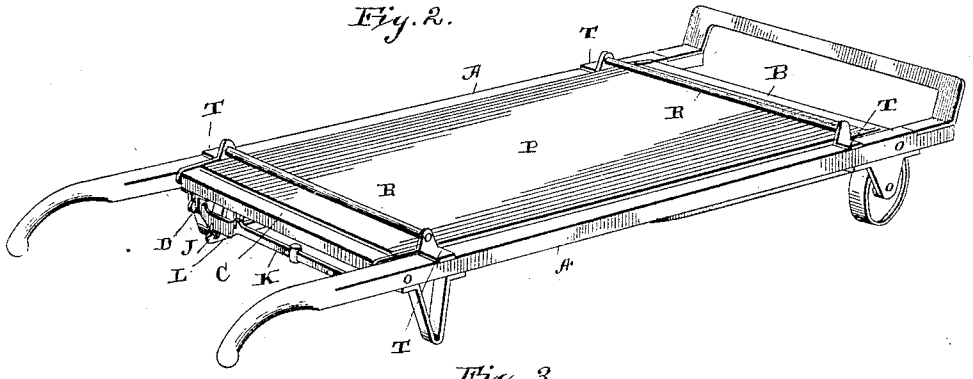
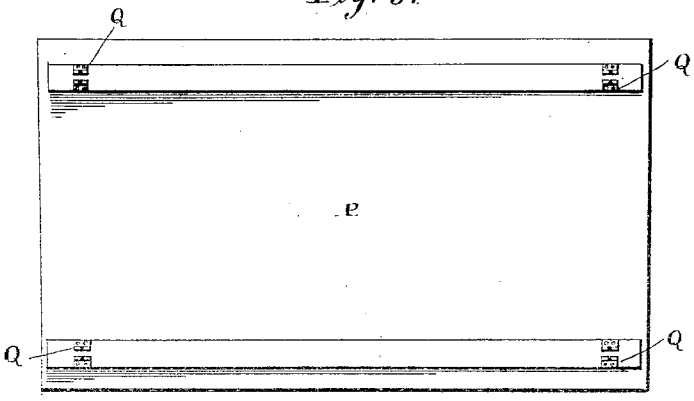


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

ELMER E. CHANDLER, OF ROYAL OAK, MICHIGAN.

WEIGHING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 478,403, dated July 5, 1892.

Application filed March 14, 1892. Serial No. 424,849. (No model.)

To all whom it may concern:

Be it known that I, ELMER E. CHANDLER, of Royal Oak, in the county of Oakland and State of Michigan, have invented certain new and useful Improvements in Weighing-Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in weighing-trucks; and it consists in certain novel features of construction and in the combination and the arrangement of parts, which will be fully described hereinafter, and more particularly referred to in the claims.

The object of my invention is to construct an improved weighing-truck, whereby the weight of baggage or other articles may be ascertained while it is loaded on the truck for transportation, thus doing away with the necessity of handling the goods several times in order to ascertain their weight from a stationary scale.

Referring to the accompanying drawings, Figure 1 is a perspective view of my improved truck. Fig. 2 is a similar view, the platform being removed. Fig. 3 is an inverted view of the top.

A represents the sides of the truck-frame, B the front cross-piece, and C the rear cross-piece. Pivoted to the hangers D, which depend from the cross-piece C, are the levers E, which extend inward from the center of the frame and which are connected at their inner ends by the pivotal bolt F. Depending from the cross-piece B are the hangers G, and pivoted thereto is the rearwardly-extending forked lever H. The forwardly-extending arm of this lever H extends between the adjacent ends of the levers E, and through it passes the bolt F, as shown. The arm I is bent to one side, as shown at J, where it projects from beneath the cross-piece C, where it is connected to the short end of the scale-beam K, which is suspended beneath the said cross-bar by the hanger L. The opposite end of the said beam extends through the rack M, and is held stationary therein by the cam-lock N of the ordinary construction.

Placed in each of the forks of the levers H and also in each of the levers E, just forward their respective hanging-points, are the cross bolts or pins O, and placed upon the under side of the top or platform P are the brackets Q, which engage said bolts, and by this means the said platform is held above and supported by the said weighing-levers. The said platform fits entirely within the frame formed by the parts A, B, and C, and its top projects slightly above the top of the said frame. In order to protect this raised platform thus supported on the scale when it is desired simply to move articles with the truck without weighing them, I provide the cross-bars R, which are secured at their opposite ends to the swinging brackets. These brackets are so pivoted that when they are turned inward, as shown in Fig. 2, the bars R occupy positions immediately above the opposite ends of the platform; but when it is desired to clear the platform-surface for weighing purposes the said brackets are turned backward, as shown in Fig. 1, thus exposing the surface of the platform for use. When in either position, the said brackets are supported at their free ends upon the said rails of the truck-frame by the lips T. Thus it will be seen that the platform is very effectually protected from the weight of the load, which is supported on the bars R; but at the same time the bars may be easily turned backward and the truck put in readiness for weighing.

Having thus described my invention, I claim—

1. In a weighing-truck, the combination, with a frame and a weighing mechanism and platform therein, of movable bars which are supported over the platform, substantially as shown and described.

2. In a weighing-truck, the combination, with the frame and a weighing mechanism and platform therein, of brackets pivoted at their inner ends to the frame and upon opposite sides thereof and bars which connect the

free ends of the said brackets, substantially as shown and described.

3. In a weighing-truck, the combination, with a frame and a weighing-platform therein, of brackets pivoted upon opposite sides of the frame near the ends of the platform, outwardly-projecting lips on the free ends of the brackets, and bars which connect the free ends of the said oppositely-arranged brackets, substantially as shown and described.

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

ELMER E. CHANDLER.

Witnesses:

JOHN SULLIVAN,

M. K. PLUMMER.