No. 842,765. PATENTED JAN. 29, 1907.

W. A. BYRD.

COTTON PICKER'S SACK CARRIER.

APPLICATION FILED FEB. 3, 1906.

Fig. 1.

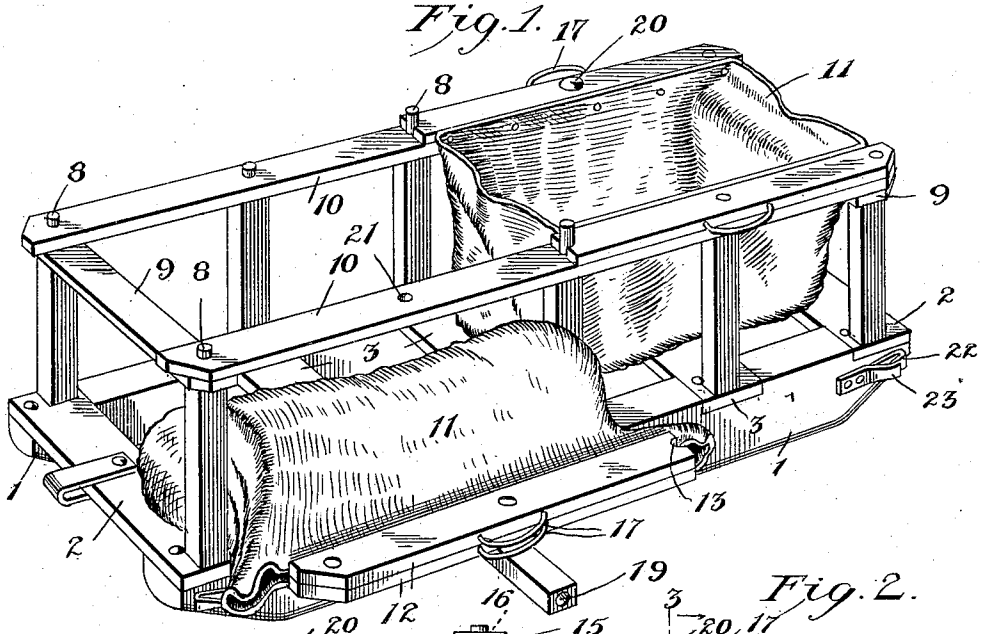


Fig. 2.

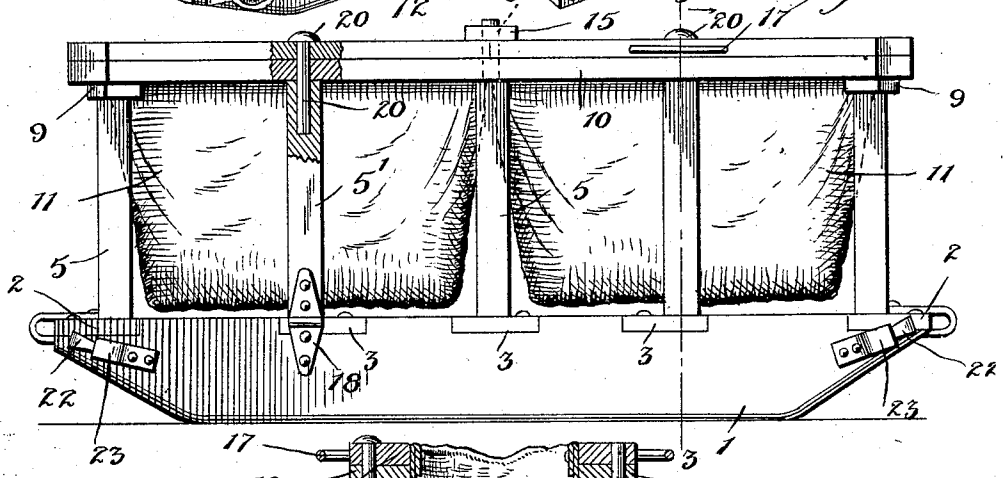
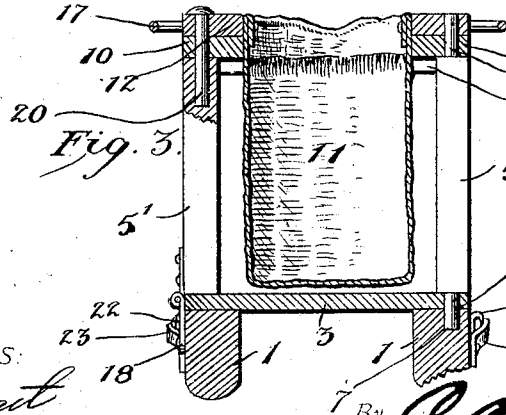


Fig. 3.



WITNESSES:

E. F. Stewart

Wm. Bagger

Wade A. Byrd,

INVENTOR.

By C. A. Snow & Co.

ATTORNEYS

THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

WADE A. BYRD, OF SWIFTON, ARKANSAS.

COTTON-PICKER'S SACK-CARRIER.

No. 842,765. Specification of Letters Patent. Patented Jan. 29, 1907.

Application filed February 3, 1906. Serial No. 299,369.

To all whom it may concern:

Be it known that I, WADE A. BYRD, a citizen of the United States, residing at Swifton, in the county of Jackson and State of Arkansas, have invented a new and useful Cotton-Picker's Sack-Carrier, of which the following is a specification.

This invention relates to sack-carrying devices for pickers of cotton and the like; and it has particular reference to that class of sack-carriers an example of which will be found illustrated in Letters Patent of the United States No. 805,708, granted to myself on the 28th day of November, 1905.

The object of the present invention is to further simplify and improve the construction and operation of this class of devices; and with these and other ends in view, which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that changes, alterations, and modifications within the scope of the invention may be made when desired.

In the drawings, Figure 1 is a perspective view of a sack-carrier constructed in accordance with the principles of the invention, one sack being shown in position for removal from the carrier. Fig. 2 is a side elevation of the carrier complete. Fig. 3 is a transverse sectional view taken on the plane indicated by the line 3 3 in Fig. 2.

Corresponding parts in the several figures are indicated throughout by similar characters of reference.

The improved carrier is composed of a truck consisting of runners 1 1, which are beveled at both ends, so as to admit of propulsion in opposite directions, said runners being spaced apart and connected by end members 2 2 and by cross-bars 3 3, of which any desired number may be used, said end members and cross-bars being preferably gained into the upper edges of the runners. Each of the runners supports a plurality of uprights 5 5 and 5′, the uprights 5 5 being reduced at their lower ends to form tenons 6, which are inserted into mortises 7 in the runners, while the uprights 5′ are hingedly connected with the runners at the upper outer edges of the latter. It will be observed that the hinged uprights 5′ are disposed intermediate the ends of the truck, it being intended to place one such upright adjacent to each sack carried by the truck. The uprights 5 5 are reduced at their upper ends to form tenons 8, and the corner uprights are connected with each other by means of cross-bars 9, which in turn serve to support side rails 10, extending longitudinally at each side of the truck. The side rails 10 are provided with apertures for the reception of the tenons at the upper ends of the several uprights 5.

The bags 11, two or more of which may be supported upon each runner-truck, are provided at their upper edges with slats 12, provided at their abutting ends with semicircular notches or recesses 13, adapted to engage the tenons 8 at said abutting ends, said slats 12 being also provided with apertures to engage other tenons 8, that extend above the side rails 10 and upon which the said bags may thus be supported for transportation. A cross-brace 15 is provided with perforations 16, engaging the tenons 8 at the abutting ends of the slats 12, which are thereby secured in position with sufficient firmness to prevent them from being jolted out of position when the device is in operation.

The slats 12 are provided with handles 17, whereby they may be conveniently manipulated and whereby they may be suspended upon the hooks of ordinary cotton-scales for the purpose of weighing their contents.

The uprights 5′, which are connected with the runners by means of hinges 18, are provided at their upper ends with recesses 19 for the reception of securing means, such as pins or bolts 20, which are insertible through apertures 21 in the side rails.

The runners 1 1 are provided near their ends with hooks 22 for the attachment of draft means, and springs 23, secured upon the runners, are arranged to press upon the points of the hooks for the double purpose of retaining the draft means in position and of preventing the hooks from catching upon the cotton-stalks when the truck is dragged over the ground.

The operation of this improved device and its advantages will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed. After a sack has been filled it may be readily

removed by disengaging the slats 12 and permitting them to drop down between the side rails, after which they may be passed out between the uprights 5 5, one of the hinged uprights 5′ being let down for the passage of the sack, as will be seen in Fig. 1 of the drawings. This is a decided advantage, inasmuch as necessity for lifting the heavy sack over the side rails of the carrier is avoided. By beveling the runners at both ends and by providing draft attaching-hooks at each end of the truck the latter may be moved in opposite directions, as will be readily understood, thereby avoiding necessity of turning the truck, which cannot always be conveniently accomplished.

The general construction is simple, inexpensive, and efficient for the purposes for which the apparatus is designed.

Having thus described the invention, what is claimed is—

1. A movable supporting device having uprights reduced to form tenons at their upper ends, side rails engaging said tenons and connecting the uprights, intermediate uprights hingedly supported at their lower ends, and means detachably connecting the upper ends of the hinged uprights with the side rails.

2. A truck consisting of runners and cross members spacing and connecting the same, uprights upon said runners, end members and side rails connecting the upper ends of the uprights, intermediate uprights hingedly connected with the runners, means for detachably connecting the upper ends of the hinged uprights with the side rails, and flexible receptacles having slats supported above the side rails.

3. A runner-truck, uprights mounted upon the same and having reduced upper ends forming tenons, end members and side rails having apertures engaging the tenons and serving to connect the upper ends of the uprights, intermediate uprights hingedly connected with the runners and having recesses at their upper ends, securing members engaging said recesses through apertures in the side rails, and flexible receptacles having slats supported above the side rails.

4. A sack-supporting truck having runners beveled at both ends and provided at each end with draft attaching-hooks and with fender-springs engaging the points of said hooks.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WADE A. BYRD.

Witnesses:
E. W. HULEN,
S. A. DRIVER.