(No Model.)

J. J. DUNAN.

BAG HOLDING TRUCK.

No. 281,472. Patented July 17, 1883.

Fig. 3.

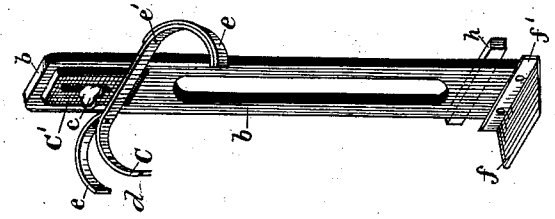


Fig. 2.

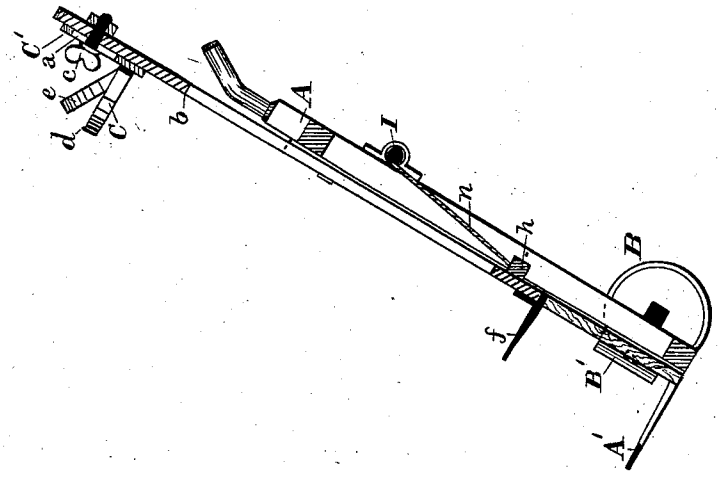
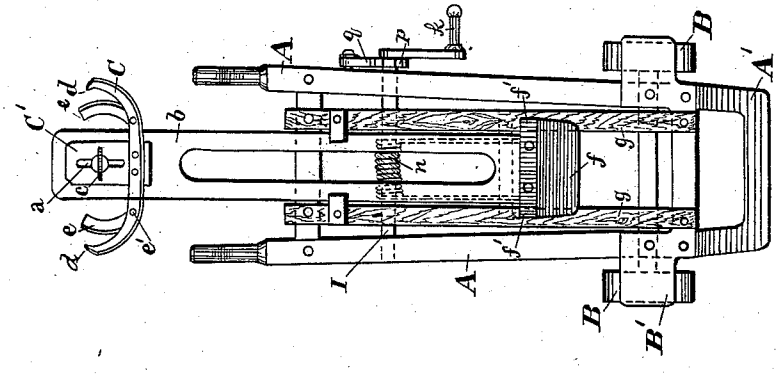


Fig. 1.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN J. DUNAN, OF LIMA, OHIO.

BAG-HOLDING TRUCK.

SPECIFICATION forming part of Letters Patent No. 281,472, dated July 17, 1883.

Application filed April 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. DUNAN, a citizen of the United States, residing at Lima, in the county of Allen and State of Ohio, have invented certain new and useful Improvements in Bag-Holding Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain improvements in bag-holders mounted on hand-trucks, and will first be described, and then designated in the claims.

In the drawings hereto annexed, Figure 1 is a front view of the apparatus. Fig. 2 is a side sectional view. Fig. 3 is a view of the bag-holder detached from the truck.

The letter A designates the handle-bars of a truck; B, the wheels; B′, the guards over the wheels, and A′ the shoe at the lower ends of the handle-bars. This shoe projects at a right angle from the handle-bars, and permits them to set vertically, and when in this position the shoe serves as a base to sustain the truck upright.

The bag-holder C is attached to a supporter, C′, which has a vertical slot, *a*. The supporter rests against the upper end of a hoist-plate, *b*, and is thereon vertically adjustable. A set-screw, *c*, on the latter passes through the slot and serves to tighten the supporter at whatever point on the hoist-plate it may be set, and thus its position or distance from the shoe or step, hereinafter described, may be regulated.

The bag-holder C consists of a metal bar whose ends are curved or bent toward each other, as shown, to give it a half-oblong form, of size adapted for the mouth of an ordinary two-bushel grain-bag. Each end of the bar is provided with an oblique projecting point or hook, *d*. Curved spring-clasps *e* fit around the outer side of the curved bar, to the rear side of which said spring-clasps are pivoted at their inner ends, as shown at *e′*. This construction permits the curved ends of the spring-clasps to be turned up, and while in this position the open end of the bag may be placed within the half-oblong holder C. The edge of the mouth of the bag is then folded over the curved ends of the oblong holder and hooks *d*, and the curved spring-clasps *e* are then brought down, as shown, at the right side of Fig. 3, so as to inclose the edge of the bag, which is folded over the bar, and hold the bag onto the projecting hooks *d*, which prevent the bag from slipping off.

The hoist-plate *b* has at its lower end a shoe or step, *f*, projecting at a right angle. The ends *f′* of this step project sidewise over the parallel guides *g*, secured to the truck-frame, and on the rear or bottom side of the hoist-plate is a cross-piece, *h*, the ends of which project sidewise under the guides *g*. These latter, together with the ends *f′* of the step, serve to keep the hoist-plate in position so as to slide between the guides *g*. This step serves as a platform for the bag to rest upon while hoisting. A shaft, I, is secured across the handle-bars, and is provided with a crank, *k*, by which it may be turned to wind up the rope *n*, and thus elevate the hoist-plate. A ratchet-wheel, *p*, is on the shaft, and a pawl, *q*, is pivoted to one handle-bar, and holds, for the time being, the shaft from unwinding until the pawl is disengaged. One or two ropes may be used on the crank-shaft, and the same are attached to the cross-piece *h*.

By this construction the mouth of the bag may first be held open while the bag is being filled, and then, when the mouth is detached from the holder and tied, the bottom of the bag may rest on the shoe or step while hoisting, preparatory to being loaded into a wagon.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a bag-holding truck, the combination, with the handle-bars, having at their lower ends a shoe, A′, which projects at a right angle, of the hoist-plate *b*, a bag-holder, C, at the upper end of the hoist-plate, and a shoe or step, *f*, at the lower end, and means for elevating and lowering said parts, as set forth.

2. The combination, in a bag-holding truck, of the vertically-adjustable supporter C′, the bag-holder C, the hoist-plate *b*, having a shoe or step, *f*, attached to its lower end, and means for elevating and lowering said parts, as set forth.

3. The combination, in a bag-holding truck,

of two parallel guides, *g*, the truck-frame, the hoist-plate *b*, having attached to its front side and at its lower end a shoe or step provided with ends *f'*, projecting sidewise over the parallel guides, and to its rear side a cross-piece, *h*, the ends of which project sidewise under the guides, a suitable bag-holder, and means for raising and lowering said hoist-plate and bag-holder, as set forth.

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

JOHN J. DUNAN.

Witnesses:
P. K. MITCHELL,
O. W. SMITH.