

No. 769,625.

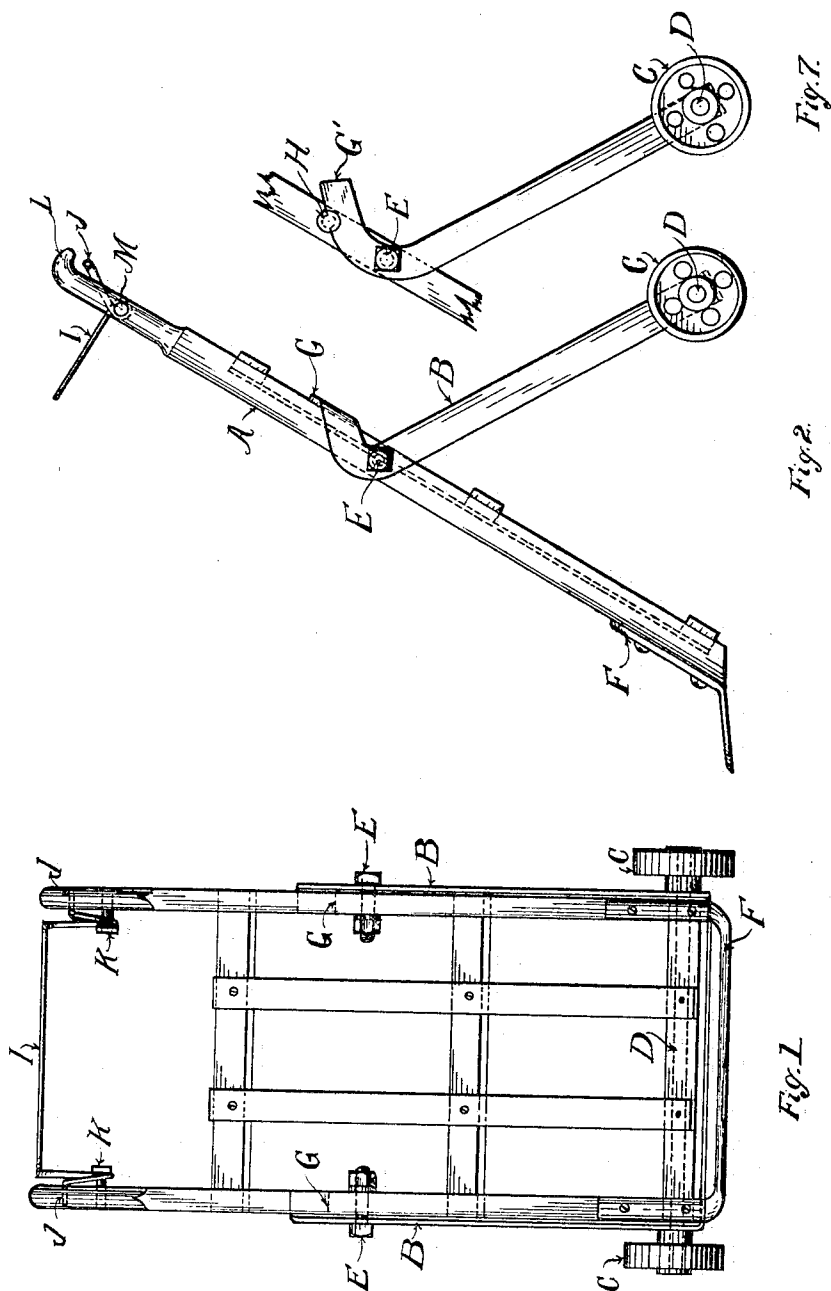
PATENTED SEPT. 6, 1904.

C. W. & A. E. PARKS.
COMBINED BAG HOLDER AND TRUCK.

APPLICATION FILED OCT. 16, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses

Edward R. Monro.

Mary S. Tooker

Inventors

Clarence W. Parks

Agnes E. Parks

By Edward Toppant
their Attorney

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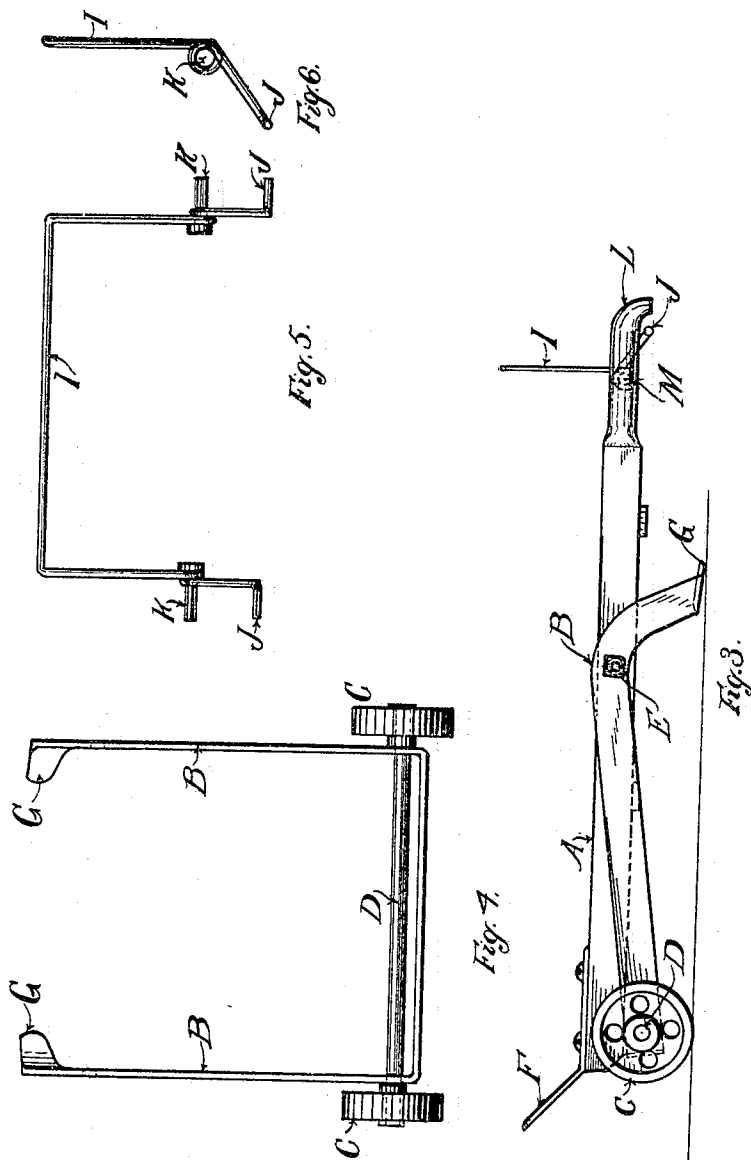
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2 SHEETS—SHEET 2.



Witnesses
Edward R. Moore.
Mary S. Tooker

Inventors
Clarence W. Parks
Agnes E. Parks
By Edward Tappan
Their Attorney

UNITED STATES PATENT OFFICE.

CLARENCE W. PARKS AND AGNES E. PARKS OF LOWELL, MICHIGAN.

COMBINED BAG-HOLDER AND TRUCK.

SPECIFICATION forming part of Letters Patent No. 769,625, dated September 6, 1904.

Application filed October 16, 1903. Serial No. 177,309. (No model.)

To all whom it may concern:

Be it known that we, CLARENCE W. PARKS and AGNES E. PARKS, citizens of the United States, residing at Lowell, in the county of Kent and State of Michigan, have invented new and useful Improvements in a Combined Bag-Holder and Truck, of which the following is a specification.

This invention relates to a new and useful combined bag-holder and truck; and the invention consists in the peculiar construction and combination of parts hereinafter more fully described.

The objects of the invention are, first, to furnish a truck carrying a bag-holder which can be placed in proper position for receiving a bag and holding the same in position to be filled upon the truck; second, in combining with a truck-frame of swinging legs carrying pulleys, said swinging legs provided with a stop for retaining the frame of the truck in approximately an upright position for holding the bag; third, in so constructing the truck and swinging frame that the wheels may turn either with or independently of their axle; fourth, other objects hereinafter particularly described and claimed. These objects we accomplish by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a front elevation of a truck and bag-holder constructed in accordance with our invention. Fig. 2 shows a side elevation of a truck constructed in accordance with our invention, the same being held in an upright position by the swinging legs, also showing the bag-holder upon the handles of the truck in position to hold the bag. Fig. 3 shows a side view of the truck with the handles lowered, the truck resting upon the wheels at one end and also supported by the swinging legs, which swinging legs are integral with each other and provided with extensions at their upper ends, forming legs for the truck when lowered, as shown in Fig. 3 more fully than in other figures. Fig. 4 is a plan view of our preferred form of legs, which are composed of a bail B B, made in one part, provided with stops G G, which when the handles of the truck are raised rest against the under side of the handles, as

shown in Fig. 2. Fig. 5 shows a detached view of the bag-holder, which is constructed of a single piece of wire and provided with pins or bolts secured to the wire which enter holes in the handles of the truck. Fig. 6 is a side view of the bag-holder. Fig. 7 is a side view of a portion of the truck-frame with a modified form of stop upon the same.

Similar letters refer to similar parts throughout the several views.

A shows the main frame of the truck, which is provided with a nose of metal or other material (shown by F) and also terminates at the upper end in handles of the ordinary form.

B B show the bail which forms the legs, which bail is pivoted at E E to the side frames of the truck and swings freely until stopped by the catch G, which projects laterally and inwardly from the upper limb of the leg B. When the truck is held in an upright position, the bail or legs B swing outwardly, as shown in Fig. 2, and the stop G comes in contact with the under side of the handle or frame. In the modified form shown in Fig. 7 the projection G' does not bend under, so as to bear against the frame or handle of the truck, but is provided with a notch which engages with the bolt H, secured to the outer side of the main frame, in order to form a stop and hold the same in the upright position.

C C are the wheels of the truck carried by the swinging legs and are mounted upon the axle D, which extends through suitable openings of the legs B B, the wheels being adapted to turn upon the axle or with the axle, in our preferred form said axle being loosely supported in the legs, so as to revolve with the wheels.

It will thus be seen that we combine strength and cheapness by constructing the swinging legs in the form of a bail, and by pivoting the same to the side frames of the truck the wheels readily swing into position to be used as a truck or swing out of position with the swinging legs to form a support when the truck is used for a bag-holder.

The bag-holder is shown by I and is constructed of a single piece of metal, which when placed upon the truck-handles for use

assumes the position shown in Fig. 2. This bag-holder is provided in the rear of the truck with the catches J J, which are adapted to engage the bag at one side and hold the same firmly in position. This bag-holder is also provided with pins K K, which are soldered or otherwise attached to the wire portion of the bag-holder and which are adapted to engage in the holes M in the handle of the truck.

10 The wire being composed of spring material allows the bag-holder to be either readily detached or attached to the truck proper.

Having thus described our invention, what we claim to have invented, and desire to secure by Letters Patent, is—

1. A truck comprising a main frame, swinging legs connected to said frame, said legs arranged to contact with the lower edges of said frame, a pair of truck-wheels suitably journaled to the free ends of said legs, the upper ends of said legs rearwardly extending from the frame to form a support for the same in a lowered position.

2. A truck comprising a main frame, legs substantially U shape provided with openings

adjacent to its ends, pivots securing the legs to said frame, said legs when swung inward engaging the edges of the lower portion of said frame, truck-wheels journaled at the lower portions of said legs, the upper ends of said legs terminating laterally to engage the said frame and hold the same in an elevated position.

3. A truck having a main frame, a substantially U-shaped piece of material forming legs pivotally connected to said frame and arranged to engage the lower portion of the frame, an axle carried adjacent to the free ends of said legs, said legs rearwardly extending and terminating laterally to engage the rear portion of said frame to support the same in an elevated or lowered position.

In testimony whereof we have hereunto set our hands in presence of two subscribing witnesses.

CLARENCE W. PARKS.
AGNES E. PARKS.

Witnesses:

EDWARD TAGGART,
MARY S. TOOKER.