No. 779,124. PATENTED JAN. 3, 1905.

J. F. HAFFEY.

COMBINED BAG HOLDER AND TRUCK.

APPLICATION FILED JULY 8, 1904.

Fig. 3.

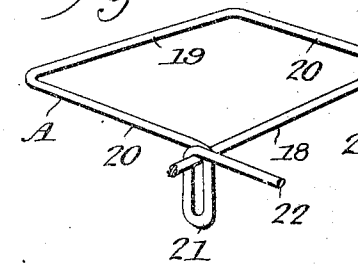


Fig. 5.

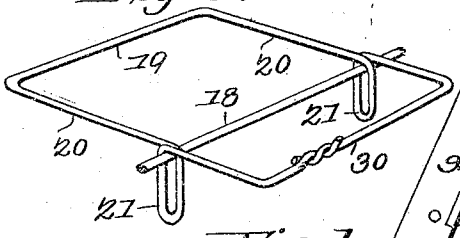


Fig. 1.

Fig. 4.

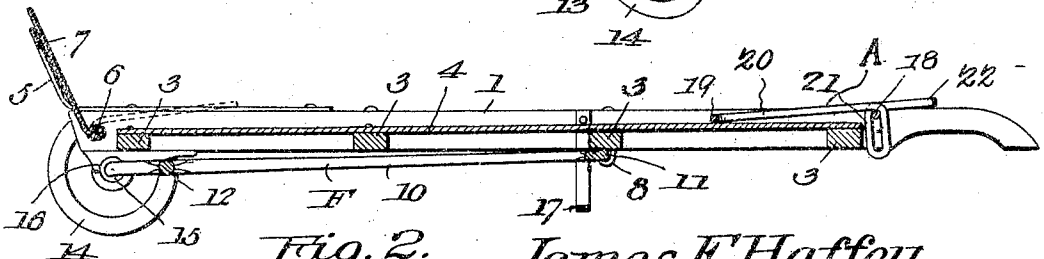


Fig. 2.

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Witnesses

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No. 779,124. Patented January 3, 1905.

UNITED STATES PATENT OFFICE.

JAMES F. HAFFEY, OF TIFFIN, OHIO.

COMBINED BAG-HOLDER AND TRUCK.

SPECIFICATION forming part of Letters Patent No. 779,124, dated January 3, 1905.

Application filed July 8, 1904. Serial No. 215,805.

To all whom it may concern:

Be it known that I, JAMES F. HAFFEY, a citizen of the United States, residing at Tiffin, in the county of Seneca and State of Ohio, have invented a new and useful Combined Bag-Holder and Truck, of which the following is a specification.

This invention relates to combined bag-holders and trucks.

The object of the invention is to facilitate the filling and handling of bags and to provide a device of the class referred to which shall possess superior advantages in point of simplicity, durability, and general efficiency.

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 embodiment of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein set forth, but that the right is reserved to any changes, alterations, and modifications to which recourse may be had without departing from the spirit of the invention or sacrificing the advantages of the same.

In said drawings, Figure 1 is a perspective view showing the truck extended and ready for operation as a bag-holder. Fig. 2 is a longitudinal vertical sectional view of the truck. Fig. 3 is a detail perspective view of the bag-holding attachment. Fig. 4 is a sectional detail view. Fig. 5 is a perspective detail view illustrating a modified form of bag-holding attachment.

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

The truck of this invention is composed of the usual side bars 1 1, terminating at their upper ends in handles and connected at intervals by cross-pieces 3, of which any desired number may be used. The cross-pieces 3 support a longitudinal slat 4, which is useful in preventing a bag or other article that may be moved upon the truck from catching upon the cross-pieces in loading or unloading. The lower ends of the side pieces are connected by the usual truck-guard 5 and also by a transverse rod 6, upon which is pivotally mounted a plate or shield 7, which may be folded down flat upon the truck, as shown in dotted lines in Fig. 2, or which may be folded down upon the truck-guard 5, as shown in full lines in Fig. 2. In the latter position it is preferably used when bags are to be handled, while the former position is preferred for handling barrels, boxes, and such like merchandise.

One of the cross-pieces 3, near the middle or transverse center of the truck, is provided on its under side with eyebolts or staples, forming bearings 8 for a pair of arms 9, which form a part of the wheel-carrying frame F. The latter is composed of side pieces 10, connected at their upper ends by a cross-piece 11, the extending ends of which form the arms 9. The side pieces 10 diverge downwardly and are connected by a cross-piece 12, beyond which the said side pieces are bent so as to form spindles 13, upon which the truck-wheels 14 are mounted. The spindles 13 are provided adjacent to the inner sides of the truck-wheels with reinforcements 15, adapted to engage half boxes or bearings 16, secured to the under sides of the side pieces 1 of the truck-frame near the lower end of the latter.

Suitably secured to the inner sides of the side pieces 1 1, adjacent to the cross-piece 3, with which the wheel-carrying frame is hingedly connected, is a loop or bail 17, which serves to limit the outward movement of the wheel-carrying frame, which thus when adjusted to the position shown in Fig. 1 of the drawings maintains the truck-frame in a somewhat-inclined position. It is obvious that the loop or bail 17 is to be made of proper dimensions and that it is to be sufficiently strong to maintain the truck securely in the position indicated.

The side pieces 1 1 are provided near their upper ends with a transverse rod 18, upon which is supported the bag-holding attachment A, which consists simply of a frame made, preferably, of stout resilient wire bent to form a cross-piece 19 and arms 20, disposed approximately at right angles to said cross-piece. Said arms 20 are bent to form

downwardly-extending elongated loops 21, which are disposed at right angles to the plane of the cross-piece 19 and arms 20 and which terminate in prongs 22. When the truck is extended in the position shown in Fig. 1, the frame A is extended in a forward direction. The loops 21, engaging the cross-bar 18, will extend downwardly and abut against the uppermost cross-piece 3, thus maintaining the bag-holding frame in position for operation, while the prongs 22 will extend rearwardly, so that a bag fitted upon the cross-piece 19 and side pieces 20 of the holding-frame may be placed in engagement with the prongs and be thereby retained securely in position while being filled. When the truck is in use for carting bags or other merchandise, the frame A will be folded to the position indicated in Fig. 2, where it will be seen that the said frame rests upon the truck in a convenient out-of-the-way position.

In Fig. 5 of the drawings has been illustrated a modified form of the bag-holding attachment, which consists simply in connecting the rear ends of the prongs 22 by a cross-bar 30, thus forming a complete frame of such a shape that the upper edge of a bag may be readily folded upon and supported thereby.

This improved device is simple, inexpensive, and of great practical utility, as well as possessed of great strength and durability. The various uses to which it may be put will be understood, and it will be seen that it may be readily extended for use as a bag-holder, folded to be used as a truck, or otherwise manipulated. The loop or bail 17, in addition to forming a guard for the wheel-carrying frame, constitutes, as will be seen in Fig. 2 of the drawings, a support whereby the sides of the truck are slightly elevated from the ground, thereby enabling the handles to be readily seized when the device is used as a truck only. The toe or guard 5 is common to trucks that are used for handling barrels and similar merchandise; but the hinged guard-plate 7 is considered a useful and valuable addition, inasmuch as it adapts the truck especially for the handling of bags without excessive wear or injury to the latter. It will be observed that when the device is in use the cross-piece 12 of the frame F is well elevated above the ground, thus enabling the truck to be operated efficiently upon rough and uneven ground.

This truck is especially adapted for use upon rough and uneven ground, where it may be conveniently set up for bag-filling purposes—such as, for instance, for gathering potatoes in the field. The fact that the wheel-carrying frame and the guard for said frame are attached about centrally to the truck-frame greatly increases the strength and durability of the device, as will be readily understood.

Having thus described my invention, what is claimed is—

1. In a combined bag-holder and truck, a truck-frame including side pieces and cross-pieces connecting the same, a loop or bail secured to the side pieces adjacent to and extending below one of the cross-pieces, a supporting-frame connected hingedly with said cross-piece and provided with wheel-carrying spindles, boxes secured to the under sides of the side pieces and affording bearings for said spindles, and a bag-holding frame connected with the truck.

2. In a combined bag-holder and truck, a truck-frame including side pieces having handles and cross-pieces connecting said side pieces, a wheel-carrying supporting-frame comprising diverging side pieces connected at their upper ends by a cross-bar having extended ends and provided at their lower ends with laterally-extending wheel-carrying spindles, means for hingedly connecting the extended ends of the cross-bar at the upper end of the frame with one of the cross-pieces of the truck-frame, boxes upon the side pieces of the latter affording bearings for the wheel-carrying spindles of the frame, and a bag-holding frame loosely mounted upon a cross-bar of the truck-frame.

3. In a combined bag-holder and truck, a truck-frame, boxes upon the under sides of the side pieces of said frame, a hingedly-mounted wheel-carrying supporting-frame having laterally-extending wheel-carrying spindles, a reinforcement upon said spindles adjacent to the inner sides of the wheels and adapted to engage the boxes upon the truck-frame, and a bag-holding frame loosely mounted on a cross-bar of the truck-frame.

4. In a combined bag-holder and truck, a truck-frame, a wheel-carrying supporting-frame hingedly connected with said truck-frame, a supporting-bar secured in the side pieces of the truck-frame near their upper ends, and a bag-carrying frame including a cross-piece, side members having downwardly-extended elongated loops engaging the supporting-bar, and rearwardly-extending prongs capable of engaging a bag to be supported.

5. In a combined bag-holder and truck, a truck-frame including side pieces and cross-pieces connecting the same, a wheeled supporting-frame hingedly connected with the truck-frame, a supporting-bar secured in the side pieces adjacent to one of the connecting cross-pieces, and a bag-holding frame having elongated loops engaging said supporting-bar, said loops being formed at an angle to the main body of the bag-holding frame.

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

JAMES F. HAFFEY.

Witnesses:

HARVEY W. BLACK,

E. G. STALEY.