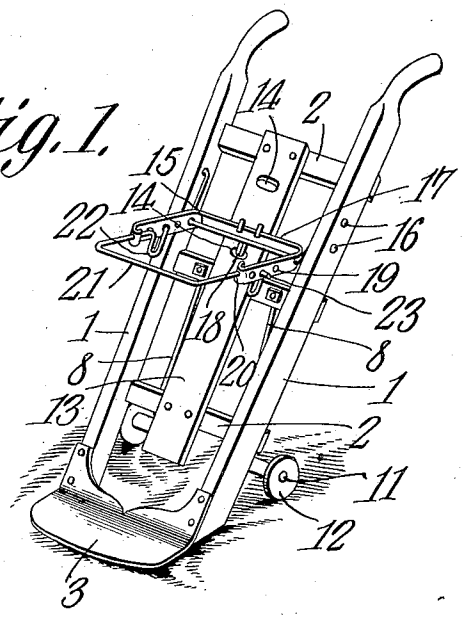
No. 863,274. PATENTED AUG. 13, 1907.

J. F. HAFFEY.

SACKING TRUCK.

APPLICATION FILED FEB. 23, 1907.

Fig. 1.



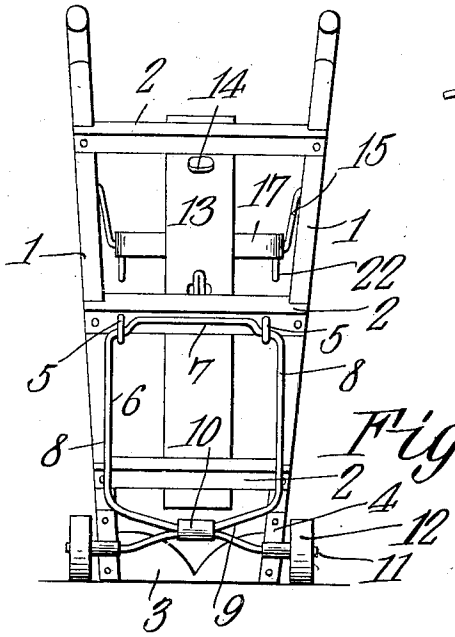


Fig. 2.

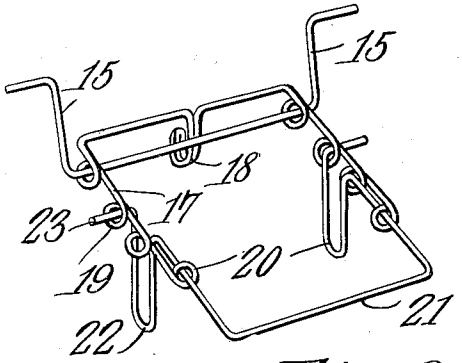


Fig. 3.

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SACKING-TRUCK.

No. 863,274. Specification of Letters Patent. Patented Aug. 13, 1907.

Application filed February 23, 1907. Serial No. 358,925.

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 Sacking-Truck, of which the following is a specification.

This invention has relation to trucks adapted to be used for holding sacks or bags while they are being filled and it consists in the novel construction and arrangement of its parts as hereinafter shown and described.

The object of the invention is to provide a truck having parts which may be adjusted in order to hold long or short bags and also having means for adjustment in order to hold open the mouths of broad or narrow bags.

The truck also consists of the special arrangement of its parts as will be hereinafter shown and described.

In the accompanying drawing:—Figure 1 is a perspective view of the truck with the sack holder attached thereto. Fig. 2 is a rear elevation of the same, and Fig. 3 is a perspective view of a modified form of sack holder.

The truck consists of the side bars 1 which terminate at their upper ends in handles and which are held together by cross pieces 2. The lower ends of the said handles are provided with the usual lip 3. The bearings 4 are located under the lower end of the bars 1. The intermediate cross piece 2 is provided upon its under side with the eyes 5 and a frame 6 is pivoted in the said eye and is formed from a continuous rod which passes through the said eyes and is provided with an intermediate portion 7 bent out of alinement with those portions extending through the eyes 5. The said intermediate portion 7 is adapted to bear laterally against the under side of the said cross piece 2 and thus limit the swinging movement of the frame. From the eyes 5 the rod from which the frame 6 is formed is provided with the parallel sections 8 which merge into the cross sections 9. Said cross sections 9 are held together at the point of intersection by the band 10 and have their ends extended into spindles 11 upon which the wheels 12 are journaled. The inner portions of the spindles 11 are adapted to rest in the bearings 4 when the truck is used for transporting bags or other material. When, however, it is desired to use the truck as a means for holding a sack the lip is brought against the floor and the lower portion of the frame 6 is swung away from the bars 1 until the intermediate portion 7 bears against the under side of the cross piece 2 to which said frame is attached. Thus the said frame is converted into a support for holding the truck in an inclined position. The upper surface of the cross pieces 2 is connected together by a slat 13 which is provided with a series of perforations 14. The U-shaped member 15 is pivoted at its ends in the perforations 16 provided in the bars 1, each bar being provided with a series of such perforations in order that the said U-shaped member may be adjusted along the length of the said bars. The yoke 17 is pivoted upon the intermediate portion of the U-shaped member 15, said yoke may be formed from sheet metal or wire as indicated in the drawing. It is provided at its intermediate portion with a hook 18 which may be swung into engagement with any one of the perforations 14 in the slat 13 for holding the said yoke at a relatively higher or lower position. The yoke is provided in its sides with the eyes 19 and at the ends of its sides with the eyes 20. The bail 21 passes at its side portions through the eyes 20 and the said side portions of the bail 21 is provided with the depending loops 22 which extend below the lower portion of the yoke 17. The extreme ends of the bail 21 are formed into pivots 23 which are adapted to enter opposite eyes 19 in the sides of the yoke 17. Thus it is possible to shift and secure the bail 21 longitudinally with relation to the yoke 17 and as the mouth of the bag or sack to be filled is secured about the yoke 17 and the bail 21 the adjustment of the bail permits of opening the mouth of the sack to its fullest diameter. Furthermore, the bail and the yoke may be swung into a higher or lower position in order to be adjusted to long or short sacks. The U-shaped member 15 may be adjusted along the bars 1 for the same purpose. The bail 21 is made of spring metal and the loops 22 serve as handles which may be grasped by an operator for the purpose of pressing the ends of the bail together in order to disengage the pivots 23 from the eyes 19 when it is desired to adjust the bail with relation to the yoke 17.

Having described my invention what I claim as new and desire to secure by Letters-Patent is:—

1. A sacking truck, having a perforated slat and means for holding the truck in inclined position, a U-shaped member pivoted to the truck, a yoke mounted upon said member and having a hook for engagement with said perforations, said yoke having eyes in its side portion, a bail passing at its end portion through some of said eyes and engaging other eyes at its extremities.

2. A sacking truck, means for holding the same in inclined position, a U-shaped member pivoted to the truck, a yoke mounted upon said member and having in its side portions eyes, a bail passing through some of said eyes and having loops which depend below the yoke the extremities of the bail engaging other of the said eyes.

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:
LE ROY KEIFFER,
C. J. KIEFER.