No. 616,443. Patented Dec. 27, 1898.

G. ANDERSON.

COMBINED BAG HOLDER AND TRUCK.

(Application filed Jan. 31, 1898.)

(No Model.)

Fig. 1.

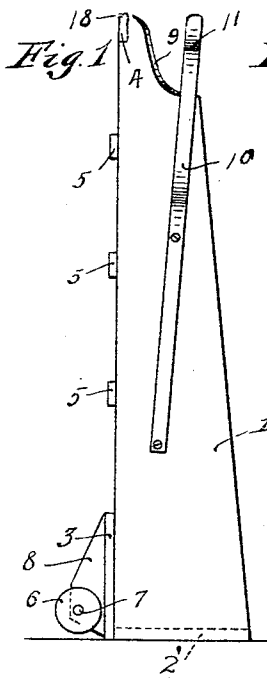


Fig. 2.

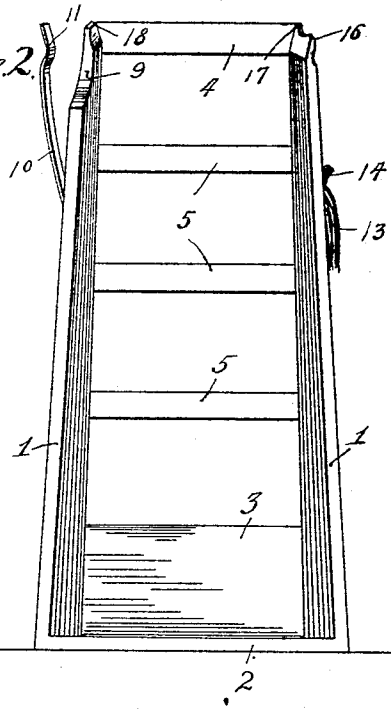


Fig. 3.

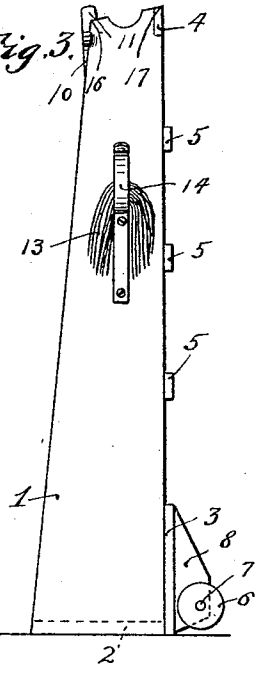


Fig. 4.

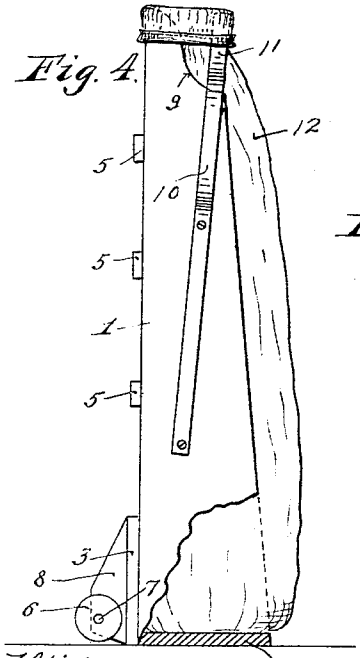


Fig. 5.

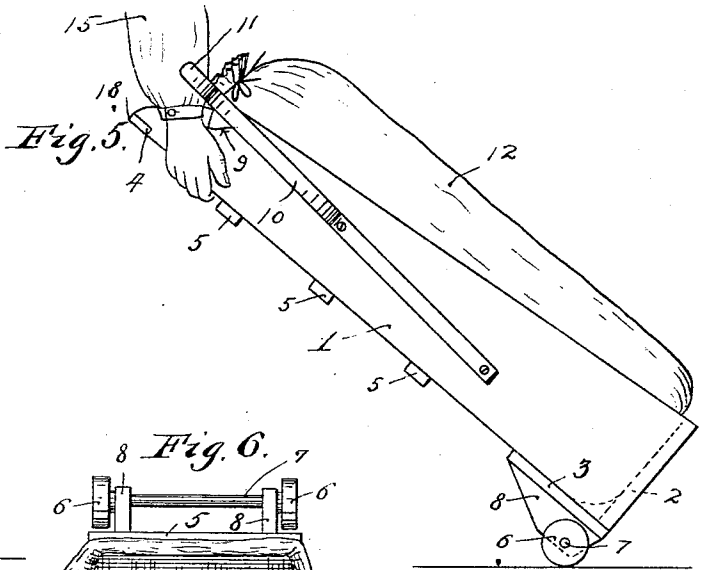
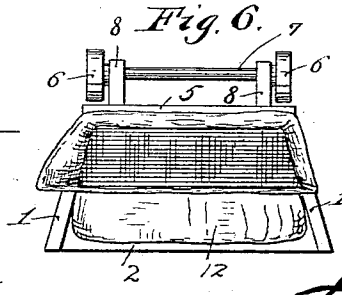


Fig. 6.



Witnesses.
C. F. Kilgore
Harry Kilgore

Inventor.
Gustave Anderson.
By his Attorney.
Jas. F. Williams

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

GUSTAVE ANDERSON, OF WELLS, MINNESOTA.

COMBINED BAG-HOLDER AND TRUCK.

SPECIFICATION forming part of Letters Patent No. 616,443, dated December 27, 1898.

Application filed January 31, 1898. Serial No. 668,536. (No model.)

To all whom it may concern:

Be it known that I, GUSTAVE ANDERSON, a citizen of the United States, residing at Wells, in the county of Faribault and State of Minnesota, have invented certain new and useful Improvements in a Combined Bag-Holder and Truck; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has for its principal object to provide an improved bag holder and support having wheels, whereby it is adapted also for use as a truck for conveying the loaded bag from the filling-point to the point of deposit, this being accomplished without removing the bag from its support until the same is finally deposited.

To the ends above noted my invention consists of the novel devices and combinations of devices hereinafter described, and defined in the claims.

The preferred form of my invention is illustrated in the accompanying drawings, wherein like numerals indicate like parts throughout the several views.

Figure 1 is a right side elevation, Fig. 2 is a front elevation, and Fig. 3 is a left side elevation, of the bag holder and support constructed in accordance with my invention, the same being shown as stood and supported on its base end. Fig. 4 is a view corresponding to Fig. 1, but showing a bag held open and supported by the truck and its bag-holder, some parts of the truck being broken away. Fig. 5 is a right side elevation showing the truck as used in conveying the filled bag from the point where it was filled to some distant point, and Fig. 6 is a plan view of the truck and bag shown in Fig. 4.

The body of the support is made up of side boards 1, a front or bottom end board 2, bottom board 3, rear end bar 4, and intermediate cross-bars 5. Truck-wheels 6 are rigid on an axle 7, that is mounted in bearing-blocks 8, secured to the under side of the bottom board 3. The rear or upper end of one of the side boards 1 is cut away, as shown at 9. The said side board 1 is provided with a leaf-spring 10, that is rigidly secured to the outside of the same at one end and at its free end is provided with a bent or slightly-hooked portion 11. This free end or hooked portion 11 of the spring 10 terminates approximately even with the end of the side board 1 to which it is secured, is adapted to work to and fro past the cut-away portion 9, and, as will presently appear, is adapted to engage the bag.

12 indicates a bag, and 13 indicate strings with which the filled bags may be tied. As shown, the strings 13 are frictionally held by a spring finger or clamp 14, secured to the outer side of the left-hand side board 1.

In Fig. 5, 15 indicates one hand of a person wheeling the loaded truck.

The points 16, 17, and 18 formed by the rear or upper corners of the truck side boards 1 coöperate with the end 11 of the spring 10 to hold the bag with its mouth opened up. To secure the bag with its mouth open by the parts just noted, it is only necessary to turn the edge of its mouth or open end downward upon itself and to place this downturned portion first over the corners 16, 17, and 18 and then over the end 11 of the spring 10. This may, as is obvious, be very easily accomplished by forcing the spring 10 inward. The spring 10 has sufficient tension and sufficient movement so that it will properly adjust itself to bags varying considerably in size.

As is obvious by reference to Figs. 1 to 4, inclusive, the end board 2 serves as a flat base to hold the support in a vertical position when set directly on its running end. When thus set, the support, with its attachments, becomes an efficient bag holder and support. This device may of course be readily set under the delivery-spout of a threshing-machine or any other source of grain-supply. When the bag is filled, its end may be released from the bag-holder and quickly tied by means of one of the strings 13, or otherwise secured, and then may be conveyed to the desired point of deposit by means of the truck.

With my improved device bags may be very rapidly filled and delivered to the points of deposit, as a great deal of time is saved by not having to place the bags onto the truck after they have been filled. The truck wheel attachment does not add materially to the cost of the support.

It will of course be understood that various alterations in the specific details of construc-

tion above set forth may be made without departing from the spirit of my invention.

What I claim, and desire to secure by Letters Patent of the United States, is as follows:

1. A bag-holder having the three rigid points of support 16, 17 and 18, and the leaf-spring with its free end arranged to serve as the fourth point of support for the bag, substantially as and for the purposes set forth.

2. The combination with the support adapted to be set upon one end, of truck-wheels at the base end of said support, and the bag-holder at the other end of said support, involving the three rigid points of support 16, 17 and 18, and the leaf-spring secured to the support with its free end arranged to engage the bag and serve as the fourth point of support therefor, substantially as described.

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

GUSTAVE ANDERSON.

Witnesses:

LILLIAN C. ELMORE,

F. D. MERCHANT.