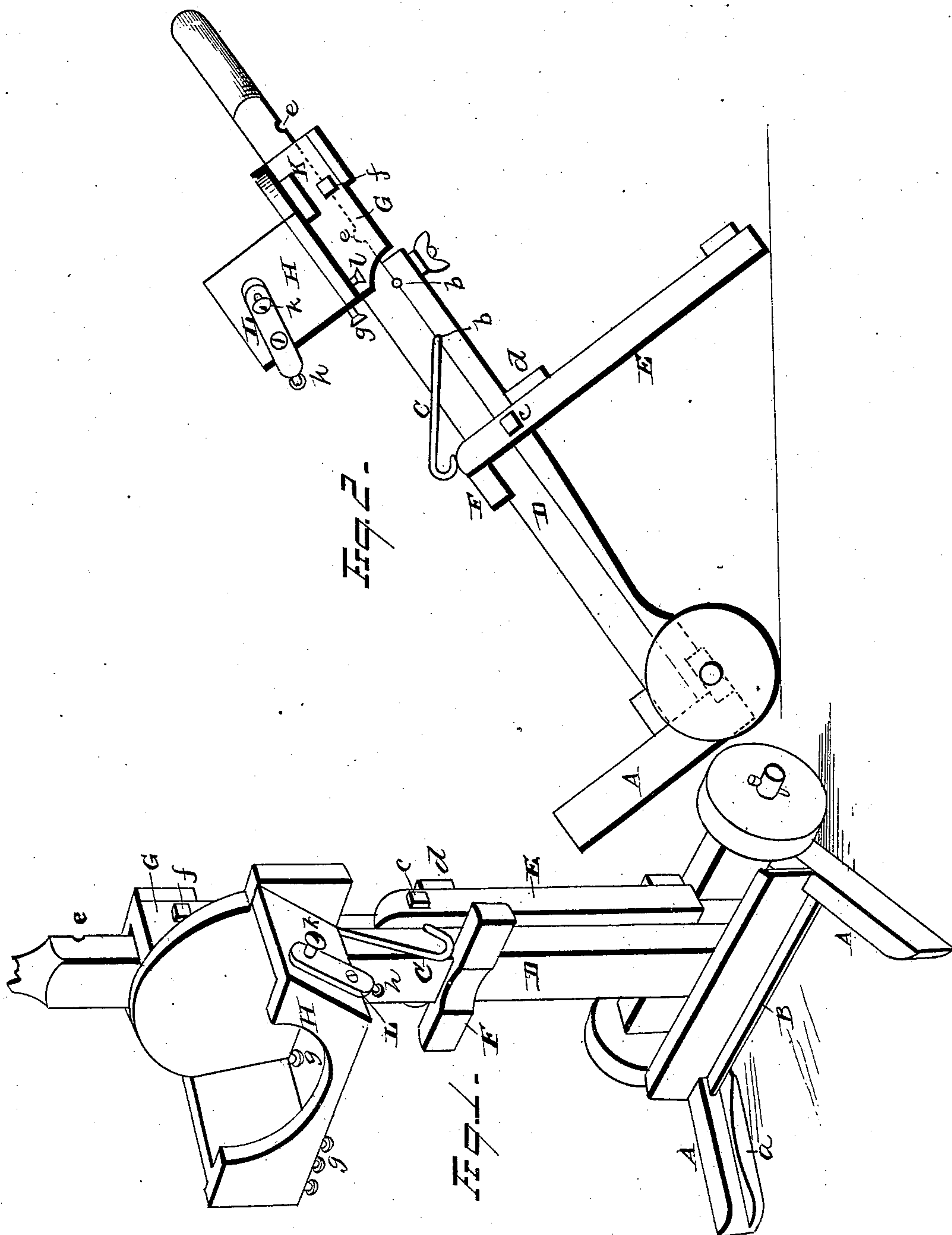


W. B. ALLEN.

Bag-Holder.

No. 226,586.

Patented April 20, 1880.



WITNESSES

E. J. Nottingham
J. O. McLeary

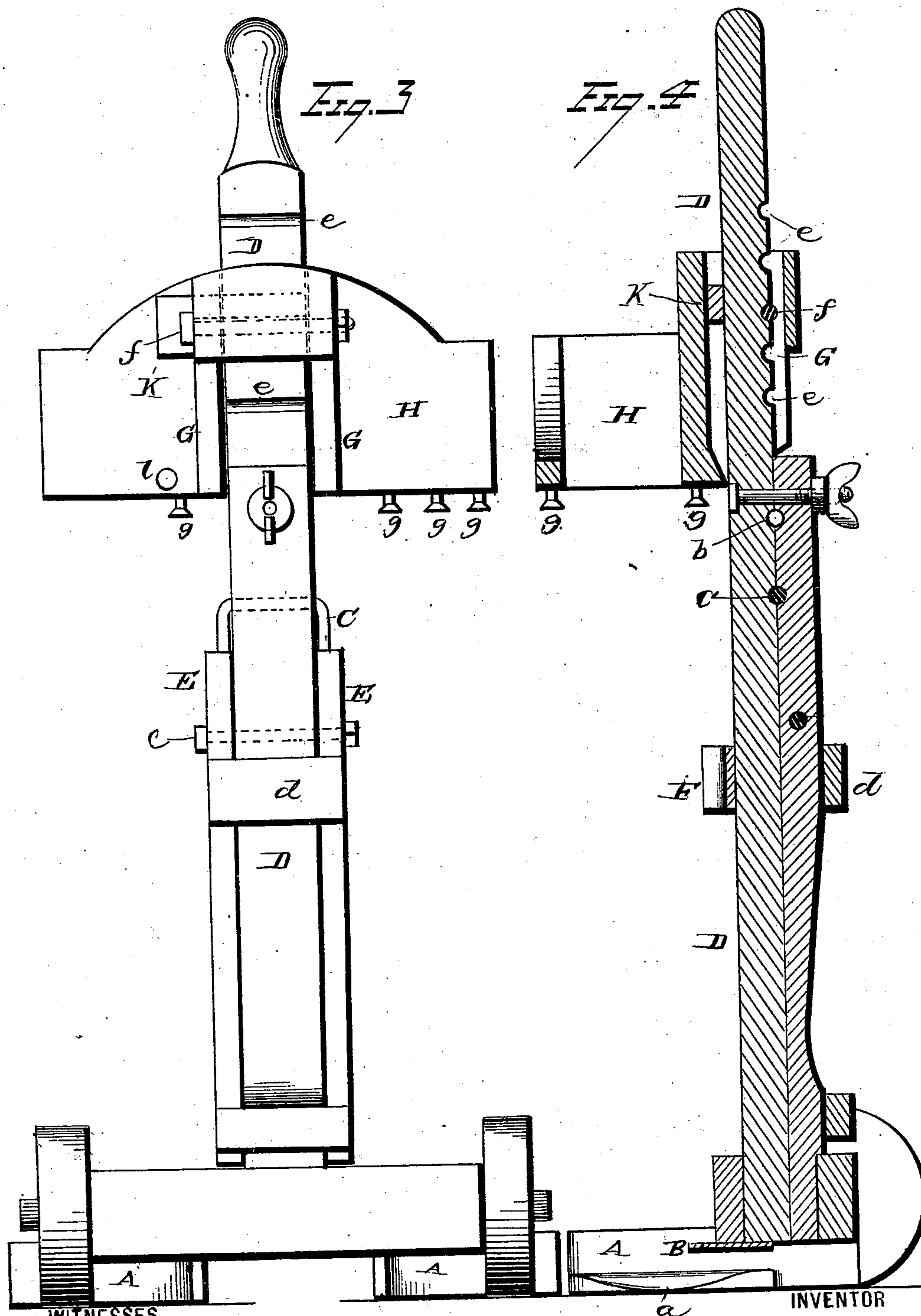
INVENTOR

Wm B. Allen
By *H. A. Symmon*
ATTORNEY

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UNITED STATES PATENT OFFICE.

WILLIAM B. ALLEN, OF ORLEANS, NEW YORK.

BAG-HOLDER.

SPECIFICATION forming part of Letters Patent No. 226,586, dated April 20, 1880.

Application filed July 15, 1879.

To all whom it may concern:

Be it known that I, WILLIAM B. ALLEN, of Orleans, in the county of Ontario and State of New York, have invented certain new and useful Improvements in Bag-Holders; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates more particularly to that class of bag-holders which are mounted on trucks in such a manner that the latter may be adapted for ordinary truck use when desired.

The improvement consists, first, in providing a two-part brace for the standard to be rearwardly inclined against, and thus bring the hopper within reach to be filled with a shovel, even by a boy or short man; second, in providing the truck-base with two feet which have laterally-projecting lips adapted to embrace the lower curved portion of a filled bag, and thus raise the latter from the floor without the necessity of inserting the nose-piece of the truck under the bag, with the result of having to extricate said nose-piece from beneath the latter in unloading said bag from the truck; third, in providing mechanism for vertically adjusting the hopper on the standard, which prevents all tendency of the hopper to move or swing laterally, and which also readily locks and unlocks the hopper in its position; fourth, in providing the hopper end with a pivotal lever to secure the bag-hem to the hopper, said lever having catches at the extremities of both its arms.

Referring to the drawings, Figure 1 is a view, in perspective, of the bag-holder in upright position. Fig. 2 is a view of the bag-holder with the rear brace in operative position. Fig. 3 is a view, in rear elevation, of the bag-holder. Fig. 4 is a vertical sectional view of the same.

The two feet A project diagonally forward and laterally outward from the truck-base, and are respectively provided with longitudinal lips a, formed on their lower inner edges. The upper surfaces of said lips are beveled so as to produce an incline from the lower free edge of each lip to its upper edge, where it unites with its foot.

This construction adapts the lips to fit about and embrace the lower curved portion of a filled bag near its bottom, thereby permitting the bag to be loaded on the truck without the necessity of inserting the nose-piece of the truck under the bag with the result of having to extricate said nose-piece from beneath the latter in unloading said bag from the truck. The nose-piece B of the truck is above and free from the floor or ground as the truck is in upright position, so that said nose-piece has engagement with the side of the filled bag and aids said feet and lips in loading the bag on the truck. The extremities of said nose-piece are fastened to said feet above the lips.

The double grappling-hook C is pivoted to the standard D below the hopper, and is adapted to engage with the top of the article with which the truck is to be loaded. It is especially intended to engage with the top chine of a barrel, and thus hold the latter on the truck. A series of holes, b, permit said hook to be placed at different vertical points on the standard.

The two-part brace E permits the standard to be maintained rearwardly inclined, so as to allow the hopper to be fed by shoveling, even by a boy or short man. Any suitable fastening device c pivots the upper portions of the two side pieces thereof to the standard, so that when the brace is folded forward out of operative position said side pieces are in transverse line with the standard and embrace the latter. A connecting-bar, d, unites the upper portions of said side pieces, and its upper edge provides bearing for the rear side of the standard when the brace is in use. As an additional provision to hold the bag-holder in this rearward-inclined position, a cross-bar, F, is fastened to the front side of the standard, and provides bearing for the forward edges of the upper extremities of the brace side pieces. This cross-bar may be recessed in its central portion, to cause the bag, barrel, or other article to fit therein, and thereby be retained against lateral displacement.

The rear side of the standard is provided with a series of transverse grooves, e, in which works the fastening device f, which latter may be a bolt, as here shown, or its equivalent. This fastening device passes trans-

versely through the vertical guideway G, with which the central rear side of the hopper H is provided.

A horizontally-sliding key, K, works between the hopper and standard, and serves to maintain the fastening device *f* locked in engagement with its respective groove. By sliding the key outward the hopper may be freely adjusted in due vertical position on the standard.

The under edge of the hopper is provided with any number of suitable catches, *g*, while the lever L is pivoted to the forward lower portion of one of the hopper ends, and has a short forward arm and a long rear arm. A catch, *b*, projects endwise from said short arm, and a catch, *k*, projects laterally from the long arm.

In fastening the bag to the hopper, after distending its mouth by means of the lever, the latter is held fast by the bag being engaged with the lateral catch secured to the rear arm of the lever. A catch, *l*, on the rear side of the hopper permits the bag to be attached to the latter at this point, or the bag may be attached to the under edge of the hopper in any suitable manner. The bag is freed from this hopper-fastening by disengaging its hem from the catch on the rear arm of the lever. Catches near the ends, respectively, of the front and back of the hopper are adapted for different-sized bags.

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

1. In a truck bag-holder, the combination, with a hopper and a standard to which it is secured, of a two-part rear brace pivoted to the standard, and which incloses the latter when folded out of operative position, said parts being adapted substantially as described, whereby the standard may be maintained in rearward inclination, and the hopper be thereby brought into position, adapting it to be readily filled by shoveling, substantially as set forth.

2. In a truck bag-holder, the combination of the two feet which project diagonally forward and laterally outward from the base of the truck when the latter is upright, said feet being respectively provided with longitudinal lips on their lower inner edges, substantially as set forth.

3. In a truck bag-holder, the combination, with the two feet which project diagonally forward and laterally outward, of the nose-piece whose extremities are respectively fastened thereto, said feet being provided with lips whose upper surfaces are beveled, substantially as set forth.

4. In a truck bag-holder, the combination, with a standard whose rear side is formed with transverse grooves and a hopper provided with a lateral guideway which has longitudinal sliding movement on the standard, of a device which works, respectively, in said grooves and secures the hopper in vertical adjustment on the standard, substantially as set forth.

5. In a truck bag-holder, the combination, with a standard whose rear side has cross-grooves and a hopper having a lateral guideway, of a device which connects with the guideway and fits in said grooves, together with a key which works between the hopper and standard and locks said device in its groove, substantially as set forth.

6. In a truck bag-holder, the combination, with a hopper whose lower edge is provided with catches, of a lever pivoted to the outer side of the lower portion of the hopper end and having movement in a plane parallel with the latter, said lever having both its forward and rear arms provided with catches to engage with the bag-hem, substantially as set forth.

7. In a truck bag-holder, the combination, with a hopper having catches projecting from its lower edge, of a lever pivoted against the outer side of the lower portion of the hopper end, the forward arm of said lever being shorter than its rear arm and provided with a catch projecting endwise therefrom, the rear arm of said lever being provided with a catch projecting laterally therefrom, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 7th day of July, 1879.

WILLIAM B. ALLEN. [L. S.]

Witnesses:

JOHN P. SPEAR,
EDWIN WARNER.