

A. S. FISK.

COMBINED TRUCK AND BAG HOLDER.

No. 341,741.

Patented May 11, 1886.

Fig. 1.

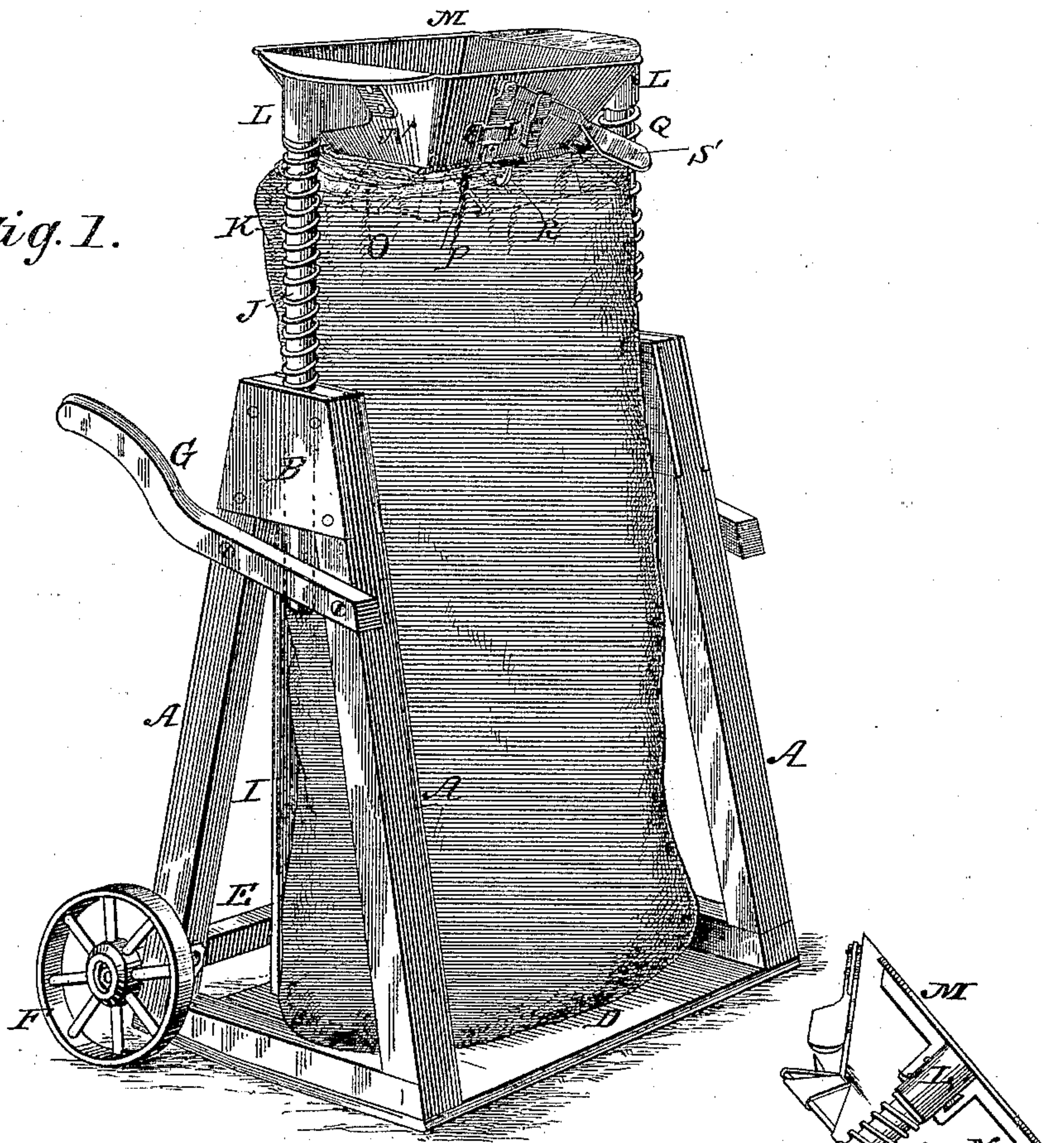
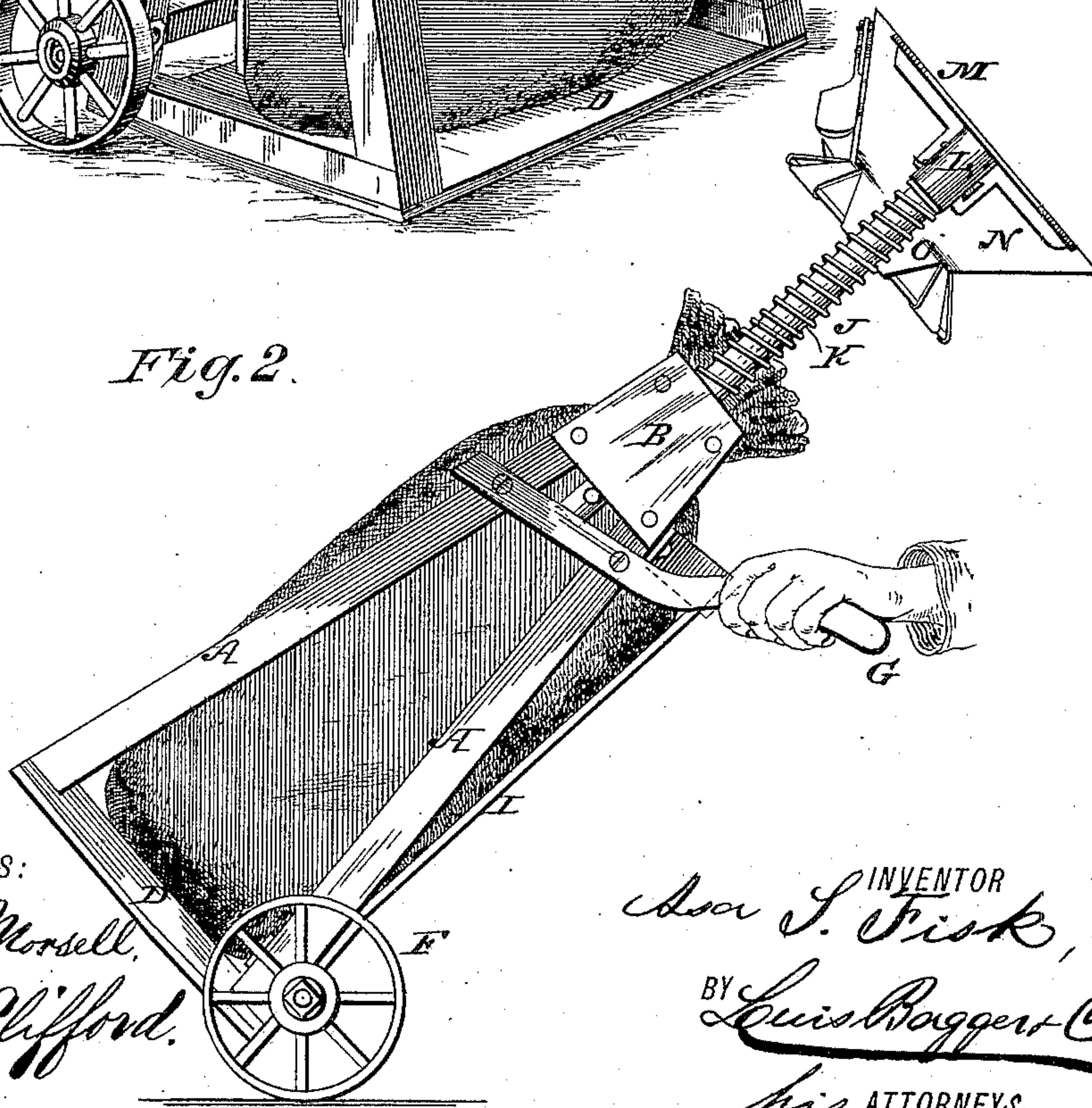


Fig. 2.



WITNESSES:

Arthur L. Mossell,
Arthur E. Clifford.

INVENTOR
A. S. Fisk,
BY Louis Rogers & Co.
his ATTORNEYS.

(No Model.)

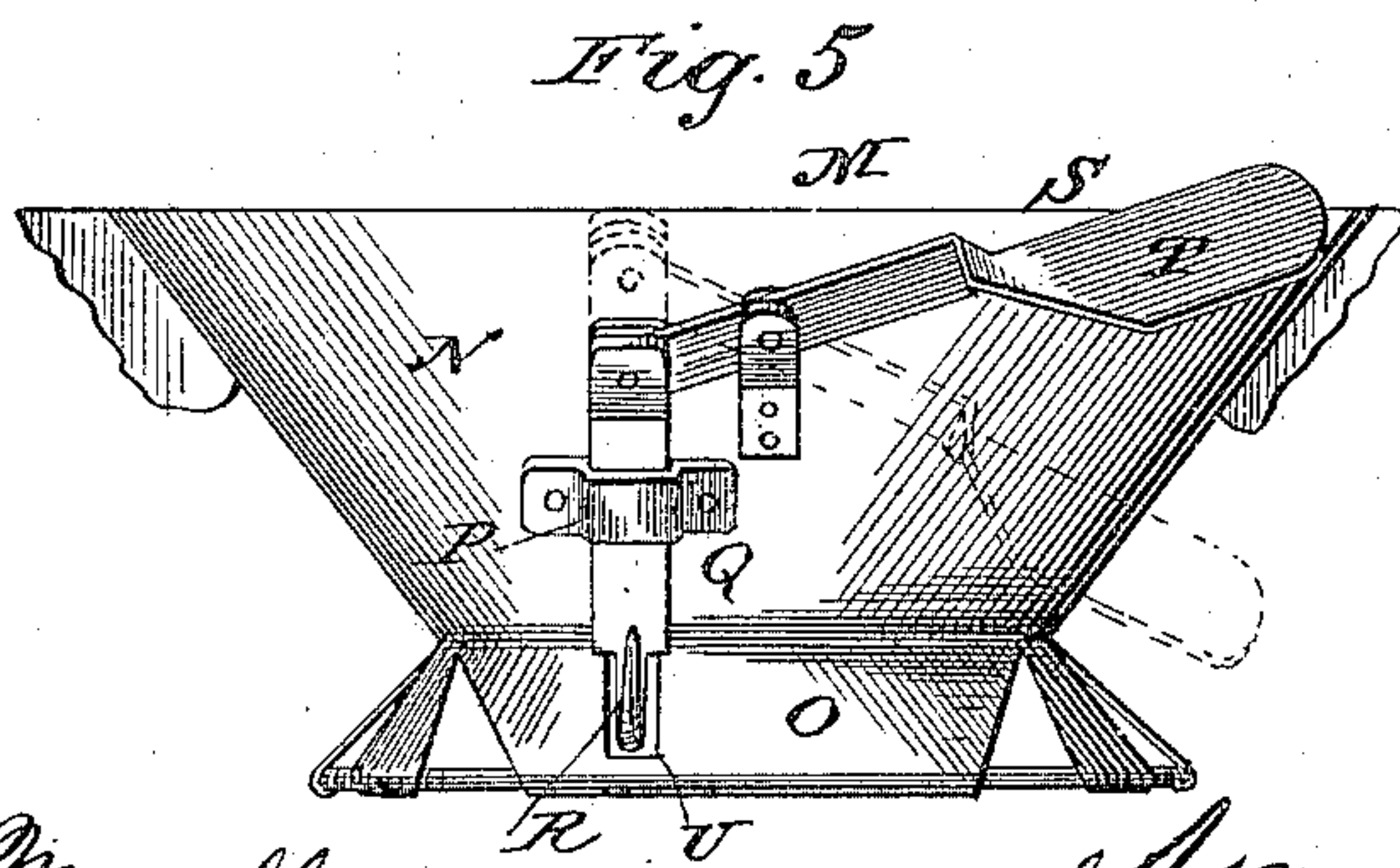
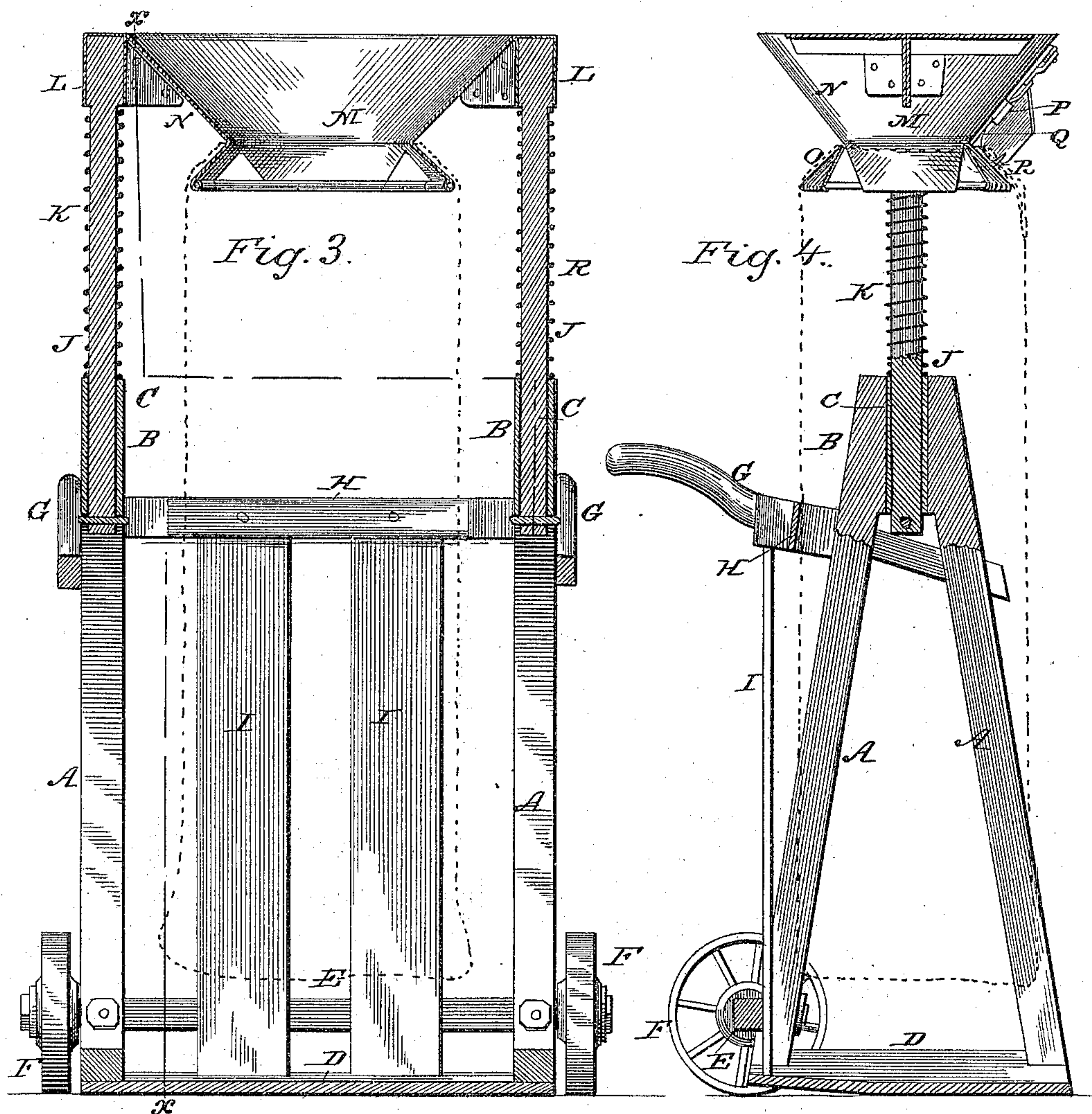
2 Sheets—Sheet 2.

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UNITED STATES PATENT OFFICE.

ASA S. FISK, OF BINGHAMTON, NEW YORK.

COMBINED TRUCK AND BAG-HOLDER.

SPECIFICATION forming part of Letters Patent No. 341,741, dated May 11, 1886.

Application filed December 26, 1885. Serial No. 186,770. (No model.)

To all whom it may concern:

Be it known that I, ASA S. FISK, a citizen of the United States, and a resident of Binghamton, in the county of Broome and State of New York, have invented certain new and useful Improvements in Combined Trucks and Bag-Holders; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved bag-holder and truck. Fig. 2 is a side view of the same, showing a filled bag being wheeled on the truck. Fig. 3 is a vertical sectional view of the device, showing in dotted lines an empty bag attached thereto. Fig. 4 is a similar view on line *x x*, Fig. 3, and Fig. 5 is a detail view of the hopper and its hook.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to combined bag-holders and trucks; and it consists in the improved construction and combination of parts of the same, as hereinafter more fully described and claimed.

In the accompanying drawings, the letters A A indicate two pairs of uprights, which converge toward their upper ends, and are connected there by means of vertical bearings C with side wings, B. The lower ends of these uprights are secured to a floor or bottom, D, and two of the uprights are provided with an axle, E, upon the ends of which two small wheels, F F, are journaled, the said wheels and axle being secured to the uprights in such a manner that they will just rest upon the ground when the device is placed resting upon its bottom, while when the device is slightly tilted the wheels will raise the edge of the floor from the ground, so that the device may be freely rolled about.

Two handles, G G, are secured to the sides formed by the converging uprights, and these sides are connected by a cross-bar, H. The boards or strips I are attached at their upper ends to said cross-bar, and at their lower ends to the axle E, said boards or strips forming a wall against which the bag may rest when the truck is tilted.

Two rods, J J, slide in the bearings at the connected upper ends of the uprights, and have springs K coiled around their upper portions, and the upper ends of these rods are secured in sockets L L at the ends of a hopper, M, the springs bearing with their upper ends against the sockets, while the lower ends of the springs bear against the bearings.

The hopper consists of an upper flaring portion, N, and a lower flaring flange, O, and the upper portion of the hopper is provided upon one side with a bearing, P, in which a bolt, Q, slides, having an upwardly-pointing hook, R, at its lower end. One end of a lever, S, is pivoted to the upper end of this sliding hook-bolt, the lever being pivoted upon the side of the hopper, and the outer end of the lever is formed into a handle, T. The lower hooked end of the bolt slides through a slot, U, in the flange, so that by raising the outer end of the lever the hook-bolt may be so depressed that the hook will be below the outer surface of the flange.

When the device is to be used, the truck is placed upright, resting upon its bottom, and the bag is placed with its mouth well up around the flange O, and firmly held there by drawing the slack into a fold over the aperture U, and then forcing the hook R up through said fold. The bag then hangs from the flange, as shown in dotted lines, Figs. 3 and 4. In the filling operation the resistance of the springs K keeps the sides of the bag straight, Fig. 1. After the bag is filled the hook is disengaged from the bag, permitting the hopper to move up out of the way while the bag is being tied; or the mouth may be supported by the flange, and the bag may be wheeled to any desired place.

If it is not desired to use the hopper and bag-holding device, the hopper and its rods and springs may be removed and the truck only used.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination of a hopper having a flaring flange at its lower end provided with a slot or aperture, a lever pivoted upon the side of the hopper, and a bolt sliding in bearings upon the outer side of the hopper, and having its upper end pivoted to the lever and

its lower end formed with an upwardly-pointing hook, sliding in the aperture of the flange, as and for the purpose shown and set forth.

2. The combination of a hopper having
5 means for supporting a bag at its lower portion, rods attached to the ends of the hopper, spiral springs surrounding the rods, a truck-frame having upwardly-converging side pieces, A, joined at their upper ends and formed with
10 bearings for the rods, handles G, cross-bar H, strips I, axle E, and wheels F.

3. The within-described truck and bag-holder, comprising a hopper having a flaring flange at its lower end provided with a slot or aperture,
15 ture, a lever pivoted upon the side of the hop-

per, a bolt sliding in bearings upon the outer side of the hopper, having its upper end pivoted to the lever and its lower end formed into an upwardly-pointing hook, sliding in the aperture of the flange, rods I, springs J, vertical bearings B, supports A, handles G, floor D, cross-bar H, strips I, axle E, and wheels F. 20

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

ASA S. FISK.

Witnesses:

NERI PINE,

ALLEN B. BROWN.