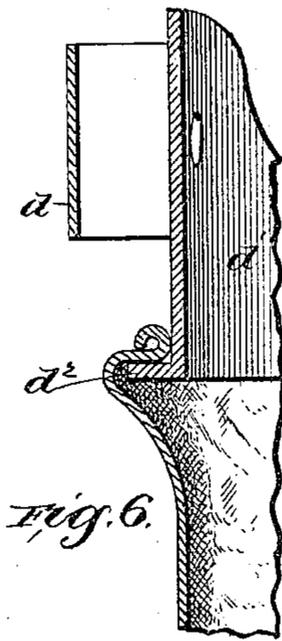
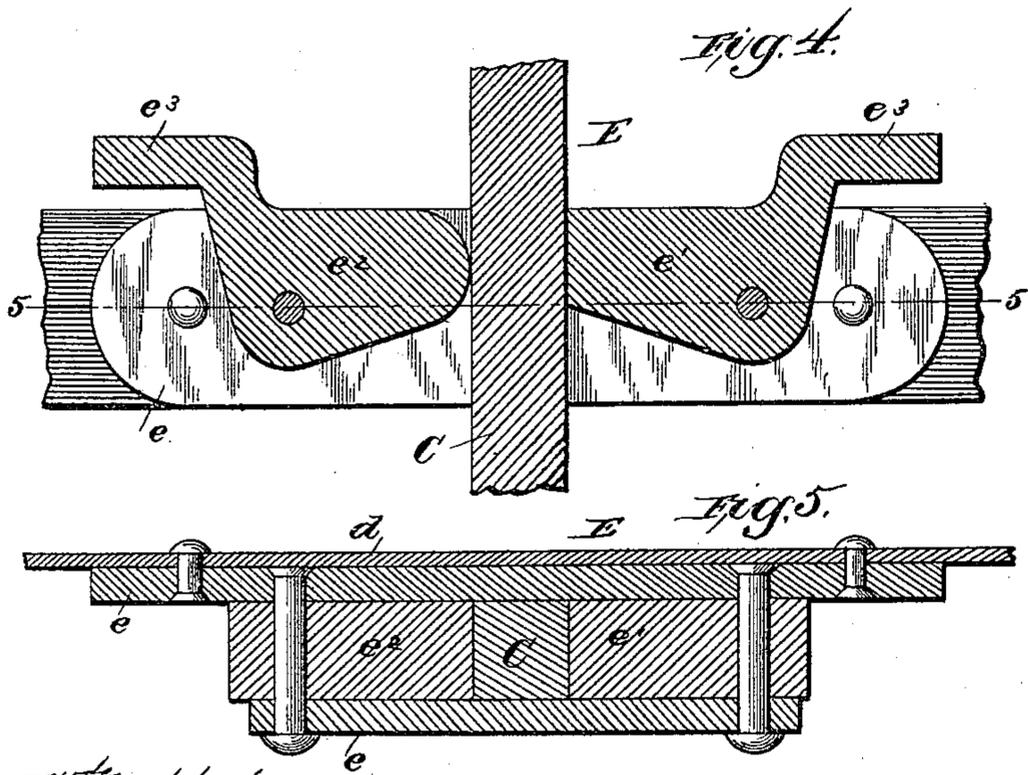
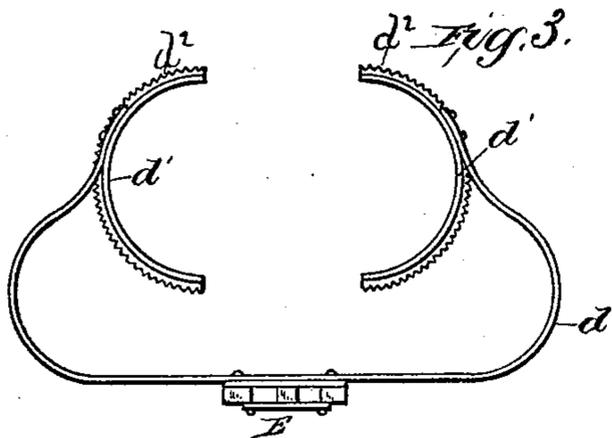
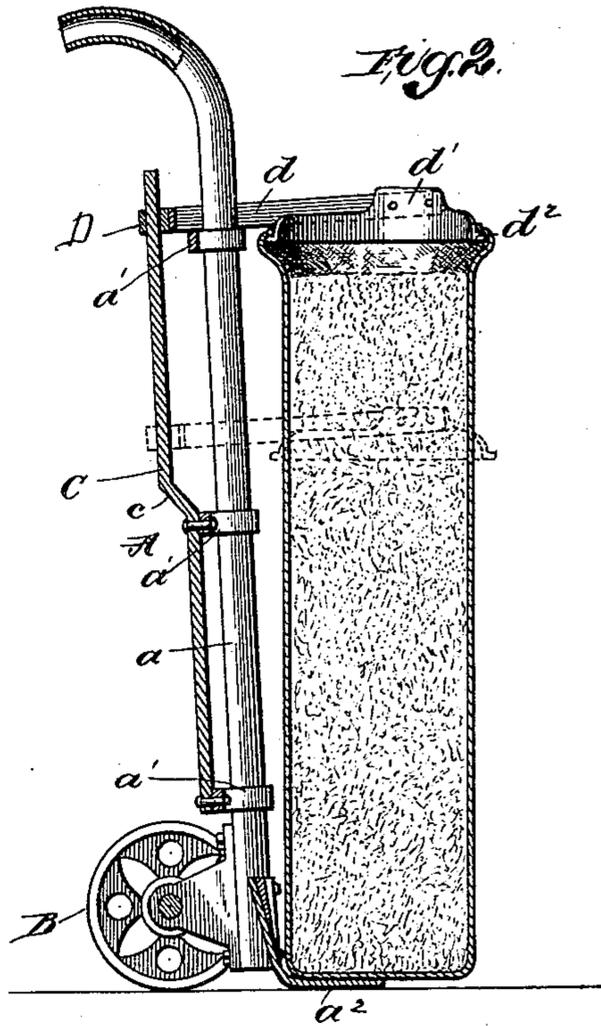
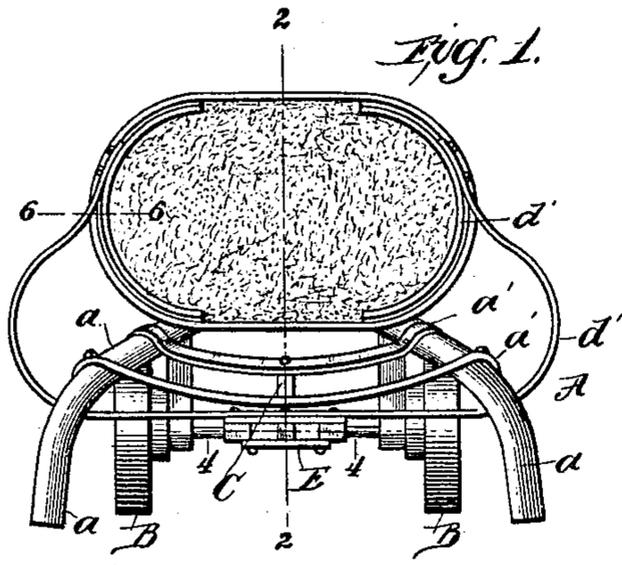


(No Model.)

W. G. ADAMS.
BAG HOLDER.

No. 460,698.

Patented Oct. 6, 1891.



Witnesses:
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UNITED STATES PATENT OFFICE.

WALTER G. ADAMS, OF RACINE, WISCONSIN.

BAG-HOLDER.

SPECIFICATION forming part of Letters Patent No. 460,698, dated October 6, 1891.

Application filed May 14, 1890. Serial No. 351,769. (No model.)

To all whom it may concern:

Be it known that I, WALTER G. ADAMS, a citizen of the United States, residing at Racine, in the county of Racine and State of Wisconsin, have invented certain new and useful Improvements in Bag Trucks and Holders, which are fully set forth in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 represents a plan view of a truck and bag-holder, with the bag applied and in position for filling; Fig. 2, a section of the same, taken on the line 2 2 of Fig. 1; Fig. 3, a detail plan of the bag-holder detached from the truck; Fig. 4, a detail section showing the holder-clamp, taken on the line 4 4 of Fig. 1; Fig. 5, a plan section of the same, taken on the line 5 5 of Fig. 4; and Fig. 6 a detail section taken on the line 6 6 of Fig. 1. Figs. 1, 2, and 3 of the drawings are upon the same scale, and Figs. 4, 5, and 6 are upon the same scale, but very much enlarged from that of the former figures.

My invention relates to a truck fitted with a device for supporting a bag in upright position and holding it open in such position, whereby when the truck is set up on end the bag is suspended from the holder, with its mouth open for filling or any other purpose desired.

I will proceed to describe in detail the construction and operation of a bag truck and holder in which I have practically embodied my invention in one form, and will then point out definitely in the claim the particular improvements which I believe to be new and wish to secure by Letters Patent.

In the drawings, A represents a truck, which is of the ordinary warehouse type and may be of any usual construction. As here shown, the side bars *a* are of tubular metal—gas-pipe, for instance—being bent at their forward ends to form handles and tied together by metal cross-bars *a'* and provided with the usual rest *a²* at the rear end. The truck is of course mounted on wheels B, and may be provided with supporting-legs at its front end.

A stiff bar C is arranged on the under side of the truck, being fastened centrally to the cross-bars *a'*, except the extreme front one, from which it is bent downward slightly, as seen in Fig. 2 of the drawings, so that it will

stand out therefrom when the truck is tilted into an upright position, as seen in the said figure. This bar is preferably rectangular in cross-section, and, as here shown, the bend mentioned is seen at *c* in Fig. 2 of the drawings, so that the upper portion of the bar is entirely free from the other parts of the truck. The bag-holder D is adapted to be applied to this bar C and adjusted lengthwise thereon. This holder consists of a bow-shaped spring *d*, the back portion of which is straight and the ends of which are bent around toward each other, being thrown out, however, to make considerable of a bow next to the straight portion, as seen in Fig. 3 of the drawings. To the respective ends of this spring a semicircular band *d'* is attached, these pieces being arranged with their concavities toward each other and their lower edges provided with a slight outwardly-extending flange *d²*, which is notched or serrated, as seen in said Fig. 3.

A clamp E is fastened to the back of the spring *d*. As shown in the drawings, it consists of two short plates *e*, between which are pivoted two cams or dogs *e'* and *e²*, the first of which has preferably a straight face, while that of the second is somewhat rounded, as seen in Fig. 4 of the drawings. These cams are provided with thumb-pieces *e³*, by means of which they are easily turned, and they are of such length that when turned in so as to stand horizontally there will be a space or opening between them just a little smaller than the width of the bar C.

The holder is applied to the truck by turning the cams of the clamp outward and then slipping it upon the end of the bar, as seen in Fig. 2, the bow of the spring being large enough to pass around on the outside of the side bars of the truck, as seen in Fig. 1. The holder is brought to a point on the bar where the distance between it and the rest at the rear end of the truck will be about the same as the length of the bag which is to be used, and the holder is then secured in this position by turning the clamps inward into the position seen in Fig. 4, whereby the holder is securely clamped to the bar C and will be held in the position in which it has been fixed. If the face of the cam *e'* is straight, as suggested above, it will usually remain in its horizontal

position, the loosening and tightening of the holder upon the rod being effected by simply turning the cam e^2 , having a rounded face, or only one cam may be used.

5 The bag F is secured to the holder by simply opening its mouth and inserting the circular pieces d' therein, the spring being compressed for this purpose, and when released forcing the said notched pieces d'
 10 outward against the bag and causing the teeth to engage therewith, thereby holding the mouth of the bag open and at the same time suspending the latter from the holder, so that it will stand between said holder and
 15 the truck-rest when the truck is tilted into an upright position, as shown in Fig. 2. The circular segments d' are preferably somewhat elastic to insure their properly fitting and extending the mouth of the bag, and as the outer
 20 end of the bar C is perfectly clear from any obstruction the holder may be adjusted thereon, as indicated in dotted lines in Fig. 2, so as to suit bags of different lengths.

25 I thus provide a truck and bag-holder which is very convenient for many obvious purposes, while at the same time the bag-holder may be detached when the truck is to be used for ordinary purposes; but it is obvious that changes may be made in some of the details

of construction herein described and shown, 30 the particular construction of the holder being changed and the devices for securing it to the truck being also changed, for instance, without dispensing with the characteristic features of my invention as set forth above. 35 Hence I do not wish to be understood as limiting myself to the specific devices and details of construction herein shown and described, for I am not aware that a truck has been fitted with a bag-holder having similar functions to 40 my invention.

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

The truck-frame, in combination with the 45 longitudinal bar C, fastened thereto, except at its forward end, the clamp E, adapted to slide on said bar, the bag-holder D, attached to said clamp, and the clamping-cams $e' e^2$, secured to the clamp, bearing against the sides 50 of the bar, and arranged to be forced against said bar by the weight of the bag suspended by the holder, substantially as and for the purposes specified.

WALTER G. ADAMS.

Witnesses:

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