No. 685,845. Patented Nov. 5, 1901.

T. E. JOHNSON & B. O. BRANCH.

SACKING TRUCK.

(Application filed Mar. 5, 1901.)

(No Model.) 2 Sheets—Sheet 1.

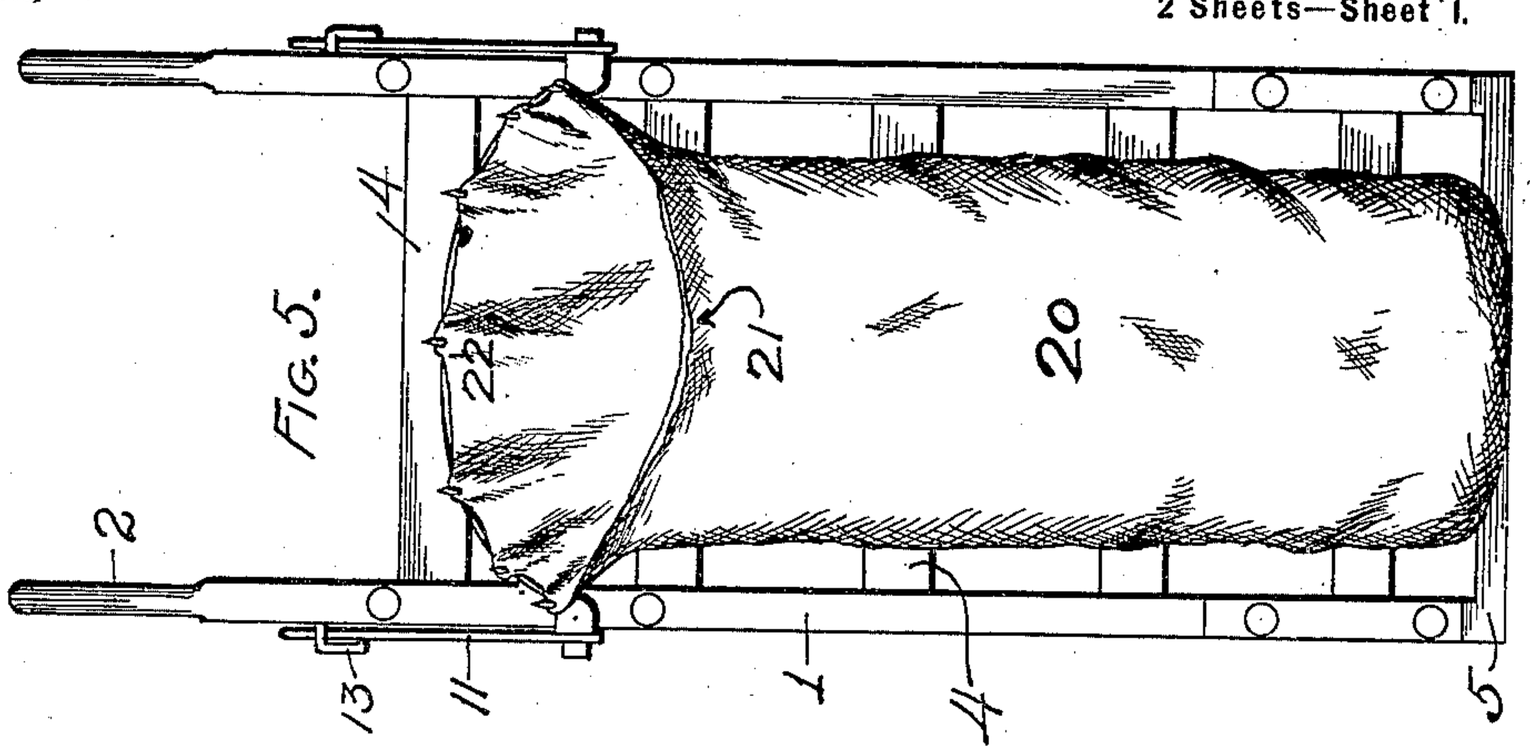

FIG. 5.

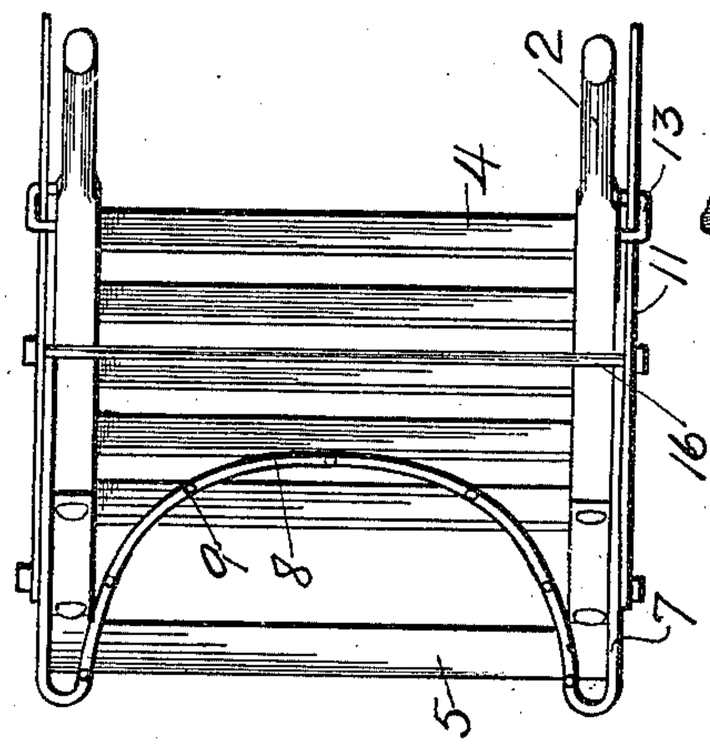

FIG. 3.

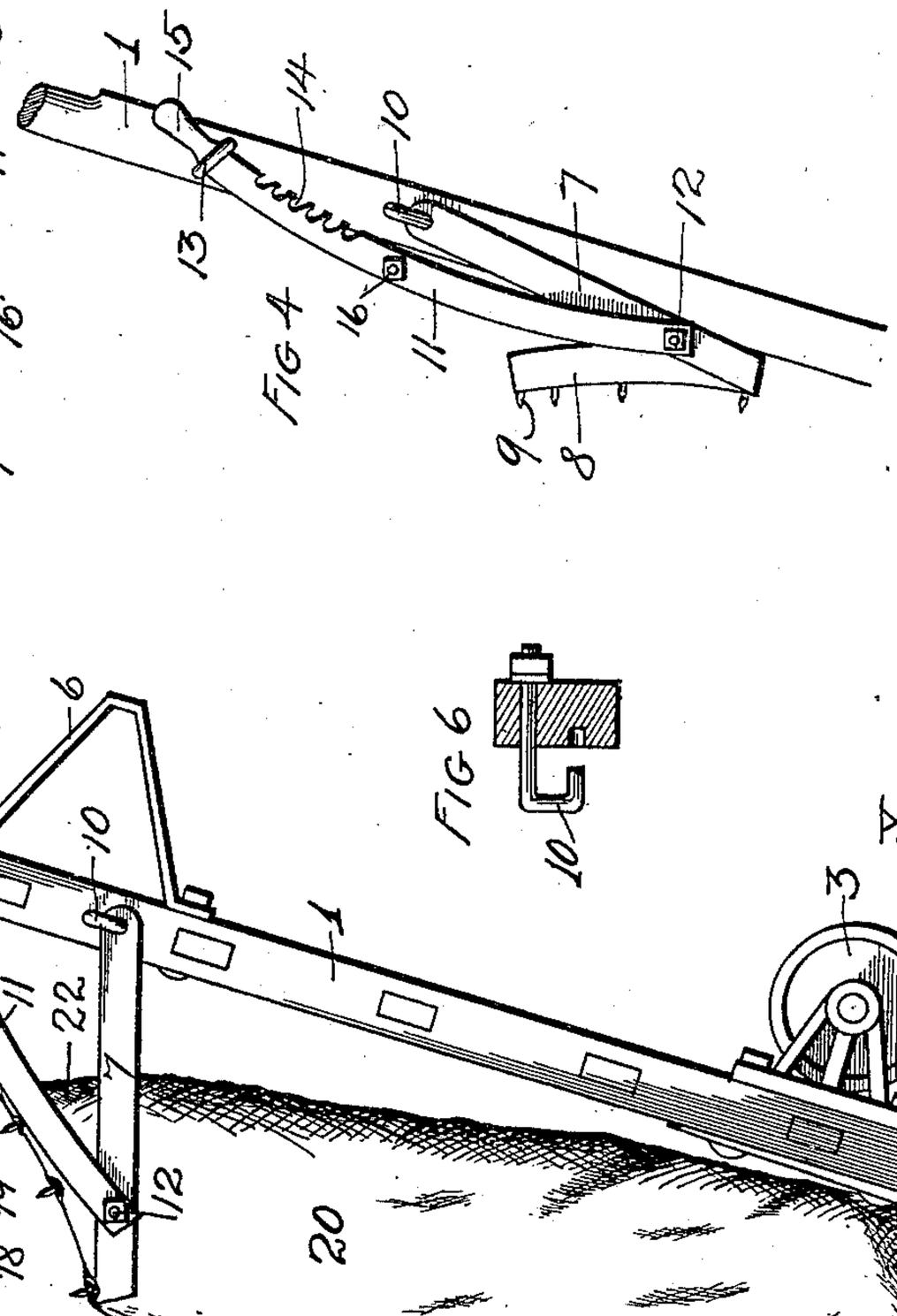

FIG. 2.

FIG. 4.

FIG. 6.

FIG. 1.

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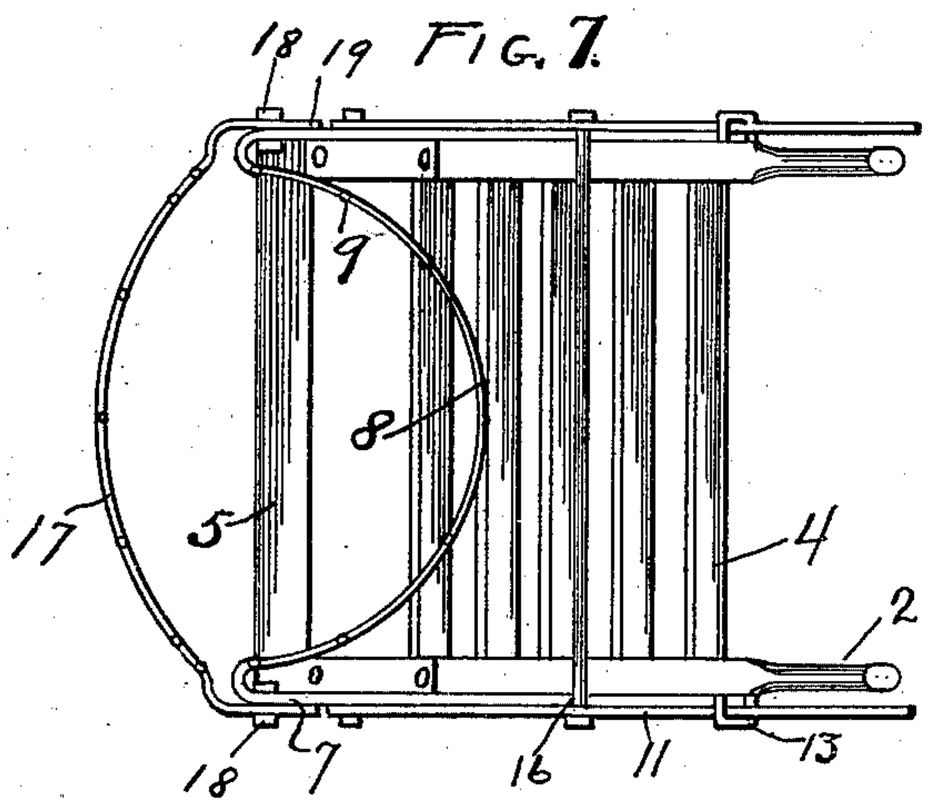
FIG. 7.



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UNITED STATES PATENT OFFICE.

THOMAS E. JOHNSON AND BENJAMIN O. BRANCH, OF MEMPHIS, TENNESSEE.

SACKING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 685,845, dated November 5, 1901.

Application filed March 5, 1901. Serial No. 49,854. (No model.)

To all whom it may concern:

Be it known that we, THOMAS E. JOHNSON and BENJAMIN O. BRANCH, citizens of the United States, residing at Memphis, Shelby county, State of Tennessee, have invented certain new and useful Improvements in Sacking-Trucks, of which the following is a specification.

Our invention relates to certain new and useful improvements in attachments for trucks whereby same may be made to serve as sacking-trucks.

The object of our invention is to provide a simple and effective device which when attached to a truck will hold a sack on same in the most convenient position to be filled, which may be adjusted to hold different sizes of sacks, and which will hold the sack firmly during transportation to any desired position and when the desired position is reached will easily disengage from the sack to allow same to be deposited.

With this object in view our invention consists in certain novel features of construction, which will be more fully hereinafter set forth in the specification, drawings, and claims.

In the drawings, Figure 1 is a side elevation of a truck and sack-holder with a sack in position for filling. Fig. 2 is a detail of the sack-holder arranged to hold the front of the sack. Fig. 3 is a plan of the truck with sack-holder in position. Fig. 4 is a side elevation showing sack-holder closed against truck. Fig. 5 is a front elevation showing back of sack raised above front to permit easy filling. Fig. 6 is a detail. Fig. 7 is a plan view showing a front holder.

Referring now to the drawings, in which like numerals indicate like parts in all the views, 1 represents the side bars of the truck, 2 the truck-handles, and 3 the wheels.

4 represents the cross-bars, 5 the truck-irons, and 6 the legs.

The sack-holder consists of two parallel arms 7, connected by a curved bar 8, having teeth 9 projecting therefrom to engage the sack. The arms 7 are pivoted on a bolt 10, fastened into the side bars 1 of the truck. For convenience in removing the sacking attachment we have made these bolts 10 in a U shape, as shown in Fig. 6, in order that they need only be loosened for such removal. Curved ratchet-bars 11 are pivotally fastened at 12 to the arms 7, the opposite or ratchet ends passing through other U-shaped bolts 13, each ratchet engaging with one of the legs of the said bolts to support the arms 7 and toothed bar 8. By using the U-shaped bolts the ratchets are held securely and are yet permitted to slide forward and back. They may also be detached, if so desired, without loosening the said bolts.

15 represents handles on the ratchet-bars 11 to disengage the ratchets 13 and allow the arms 7 to drop.

16 is a cross-bolt to hold the bars 11 together and prevent their being drawn too far backward, and thereby being made to project through beyond the legs 6. Should they be allowed to project farther than this, they would come in contact with the floor when the truck-legs were rested on same and would thereby interfere with convenient use of the truck in many cases.

17 is a curved bar to encircle the front of the sack and hold same up. This holder, if it is desired to use same, is pivoted at 18 near the end of the arms 7 and has projections 19, which catch under the arms 7 and hold it in position. The dotted position 17 shown is the position which the front holder takes when it is folded back out of the way.

Figs. 1 and 5 show the manner in which the sack 20 is held during filling. It will be especially noted that the front edge of the mouth of the sack is allowed to sag naturally, while the back edge 22 is held considerably higher, so that the shoveler in filling the sack may throw the potatoes or other things which he is shoveling against the back of the sack, and thereby fill same much more rapidly than is possible where the sack is held level. The bar 8 is curved upward at the back especially for this purpose. A sack having been filled may be carried on the truck to any desired point and there deposited by raising the ratchets 14 out of engagement with the bolt 13. If it should be desired to rest the truck on the legs 6, this may be done while same is either loaded or empty, as by the construction of the parts it is impossible for the handles 15 to project below the bottom of the legs 6. The length of the arms 7 is so adjusted that the center of weight of a loaded

sack is brought between the point of support of the truck on the wheels 3 and the truck-irons 5. In Fig. 1 the truck is shown as standing on the floor, (represented by X,) with the center of the sack behind the point of contact of the said iron 5 and the floor. It will be seen, too, that the truck used varies in no way from those in ordinary use and that the attachment may be used or removed at pleasure. It will also be noted that when so removed all the parts of same are fastened together and come off as one piece, with the exception of the attaching-bolts 10 and 13, which remain on the truck. It will also be noted that it is necessary to loosen only the two bolts 10 on opposite sides of the truck to remove the attachment. The truck, too, may be used in all ordinary work with our attachment still in place and preferably folded against the truck, as shown in Fig. 4, though, if so desired, it can be readily removed, as before stated.

Having now fully described our invention, what we claim, and desire to secure by Letters Patent of the United States, is—

1. In a sacking-truck, the combination with the truck, of parallel arms pivoted on opposite sides of same, a toothed bag-holding bar integral therewith connecting the outer ends of said parallel arms, said bar being curved backward from the ends of said arms toward the truck and upward above the plane of said arms, whereby the back of the sack is normally held higher than the front of same, and means of supporting and adjusting the height of said sack-holder consisting of curved ratchet-bars, engaging projections on the sides of said truck, substantially as shown and described.

2. In a sacking-truck, the combination with the truck, of a curved sack-holding bar, arms extending from said bar to the truck, U-shaped bolts pivotally connecting said arms and said truck, whereby said arms may be detached from said truck, and curved ratchet-bars pivotally attached near the ends of said arms and extending upward from them and slipped through and engaging with U-shaped bolts projecting from the sides of said truck, said bolts being above the ends of said sack-holding bar, whereby same may be adjustably held, and all the parts may be folded down against the truck when not in use, substantially as shown and described.

3. In a sacking-truck, the combination with the truck, of parallel arms pivoted on opposite sides of same, a toothed bag-holding bar integral therewith connecting the outer ends of said parallel arms, said bar being curved backward from the ends of said arms toward the truck and upward above the plane of said arms, whereby the back of the sack is normally held higher than the front of same, curved ratchet-bars engaging U-shaped bolts projecting from the sides of said truck, and a curved holder for the front of the sack pivoted at the front end to each of the parallel arms so that it may be folded over against the curved sack-holding bar when not in use, substantially as shown and described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

THOMAS E. JOHNSON.
BENJ. O. BRANCH.

Witnesses:
W. S. CHRISTIAN,
R. C. HARRIS.