

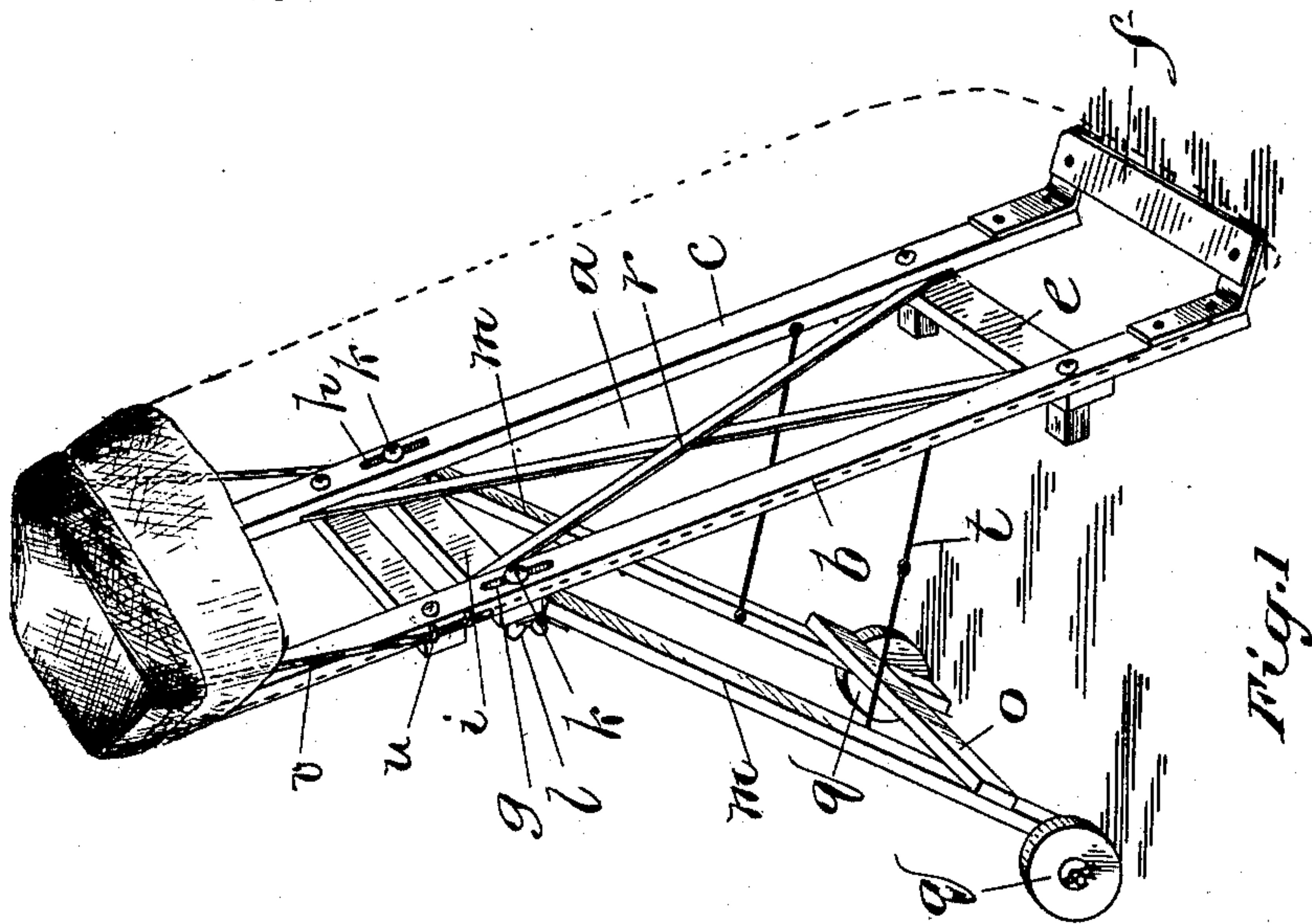
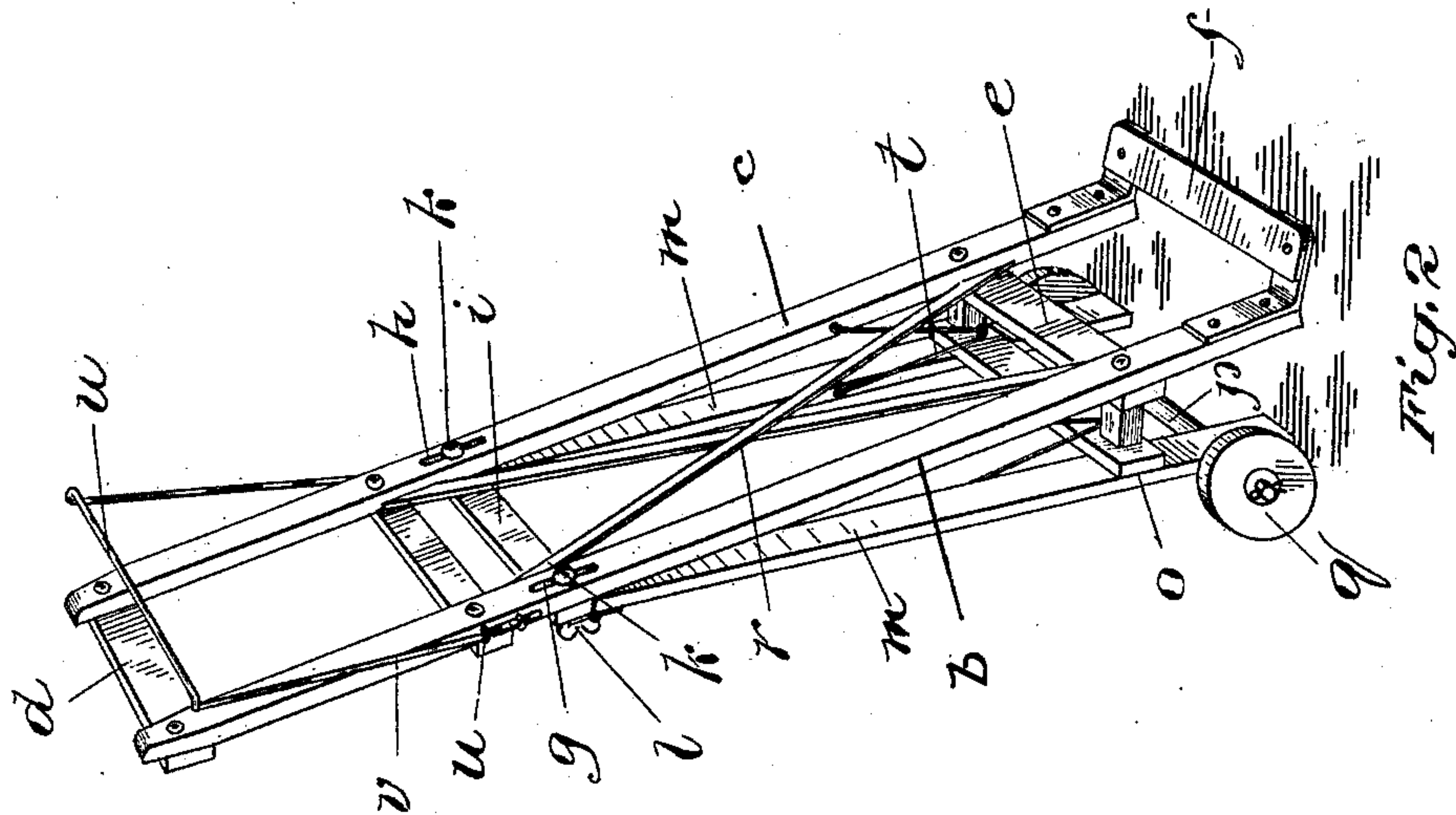
No. 717,044.

Patented Dec. 30, 1902.

J. C. STEEL.
COMBINED TRUCK AND BAG HOLDER.

(Application filed Jan. 23, 1902.)

(No Model.)



Witnesses

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UNITED STATES PATENT OFFICE.

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COMBINED TRUCK AND BAG-HOLDER.

SPECIFICATION forming part of Letters Patent No. 717,044, dated December 30, 1902.

Application filed January 23, 1902. Serial No. 90,937. (No model.)

To all whom it may concern:

Be it known that I, JOHN CUSSON STEELE, a British subject, residing at Newtonbrook, in the county of York and Province of Ontario, Canada, have invented a Combined Bag-Holder and Truck, of which the following is a full, clear, and exact description.

In carrying out this invention I employ a substantially rectangular-shaped truck-frame, to the lower end of which is rigidly connected the truck-guard and to the upper end of which is detachably connected the bag-holder, which consists of a horizontal bar opposed to the top of the truck-frame and having downwardly-extending arms arranged to enter collars permanently secured to the sides of the truck-frame, the horizontal bar and arms of the bag-holder being made of spring metal for the purpose hereinafter explained. Hinged to the back of the truck-frame is a brace-frame, to the lower end of which is connected the truck-wheels, which are so placed in relation to the lower end of the brace-frame that when the brace-frame is extended to support and brace the truck-frame the ground-wheels will be lifted entirely clear of the surface on which the apparatus is standing, and when the brace-frame is closed against the truck-frame the ground-wheels will engage such surface and raise the brace-frame and truck-frame clear of contact therewith.

In the drawings, Figure 1 is a perspective view of a combined bag-holder and truck, showing the brace-frame extended to hold the device in an inclined position. Fig. 2 is a similar view showing the brace-frame closed against the truck-frame.

Like letters of reference refer to like parts throughout the specification and drawings.

The truck-frame *a* consists of two sides *b* and *c* and cross-pieces *d* and *e*, rigidly fastened to the sides at the top and contiguous to the bottom thereof, respectively. Rigidly connected to the lower end of the sides *b* and *c* is the truck-guard *f*. Formed through the sides *b* and *c* below the top cross-piece *d* are longitudinal slots *g* and *h*, and at the back of the sides *b* and *c* in juxtaposition to the slots *g* and *h* is a cross-piece *i*, provided with bolts *k*, projecting through the slots *g* and *h* and

fitted with thumb-nuts *l* to adjustably connect the cross-piece of the sides. Hinged to the cross-piece *i* are downwardly-directed arms or braces *m*, to the lower part of which is rigidly connected a cross-piece *o*. Connected to the lower end of the arms or braces *m* is an axle *p*, and mounted on the axle *p* are ground-wheels *q*, so disposed in relation to the ends of the arms or braces *m* that when the device is used as a truck they will travel upon the ground and hold the ends of the arms or braces free from contact therewith, and when the device is used as a support for the bag the ends of the arms or braces *m* will engage the ground and prevent any contact of the ground-wheels therewith. The sides *b* and *c* of the truck-frame are braced by crossed stay-rods *r*. Connected to the cross-pieces *e* and *o* is a flexible stop *t* to limit the outward movement of the arms or braces *m*.

Rigidly connected to the sides of the truck-frame are sockets *u*, in which are detachably contained the resilient arms *v* of the bag-holder, the upper ends of the arms being connected to a horizontal bar *w*, opposed to the top of the truck-frame. The horizontal bar *w* and arms *v* are preferably made from a continuous piece of spring-wire of sufficient resiliency to resist any ordinary pressure on the bag-holder and to yield to a compressing force of considerable pressure.

In the use of the bag-holder the bag is placed between the horizontal bar *w* and truck-frame, the back of the top of the bag being turned down over the top of the truck-frame and the front of the top of the bag being turned down over the front of the horizontal bar. If the mouth of the bag is smaller than that of the standard size of bag, the bag-holder can be compressed toward the truck-frame to reduce the size of the opening between the horizontal bar and the top of the truck-frame. The resiliency of the arms *v* causes the horizontal bar *w* to stretch the mouth of the bag to its fullest capacity and to apply sufficient pressure to the top of the bag to securely hold it in position. The shape of the truck-frame and the size and shape of the bag-holder can be varied without departing from the nature of the invention.

A series of sockets *u* may be secured to the

sides of the truck-frame to provide for the vertical adjustment of the bag-holder.

Having thus fully described my invention, what I claim as new, and desire to secure by

5 Letters Patent, is—

1. In a device of this character the combination of a long frame having two side pieces provided with longitudinal slots intermediate of their lengths, a truck-guard carried up on
10 the lower end of the frame, a cross-piece, thumb-screws passing through the slots and the cross-piece, to hold the cross-piece at any adjustment with relation to the frame, a pair of downwardly-projecting arms hingedly se-
15 cured to the cross-piece, truck-wheels carried upon the free ends of the arms, and flexible strips connected to the arms and frame to limit the extended movement of the arms.

2. In a device of this character, the combination of the side pieces *b c*, having a truck-guard upon their lower ends and a series of

bracing-strips connecting the pieces together, said side pieces being provided with longitudinal slots intermediate of their lengths but nearer the top, a spring bag-holding bail re- 25 movably secured to the side pieces, screws *k* passing through said slots and slidingly mounted in the side pieces, a cross-piece *i* adjustably secured to the rear of the pieces *b c* by means of said screws, braces *m* hingedly 30 secured to said cross-piece, a cross-piece bracing the lower ends of said braces, truck-wheels carried upon the extreme lower end of said braces, and a flexible strip *t* secured to the side pieces *b c* and the braces *m* to limit 35 the outward movement of the parts.

Newtonbrook, January 16, 1902.

J. C. STEELE. [L. S.]

In presence of—

J. SHUPE,

CHARLES H. PORTER.