

W. W. PECHT.
BAG HOLDER AND TRUCK.
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947,419.

Patented Jan. 25, 1910.

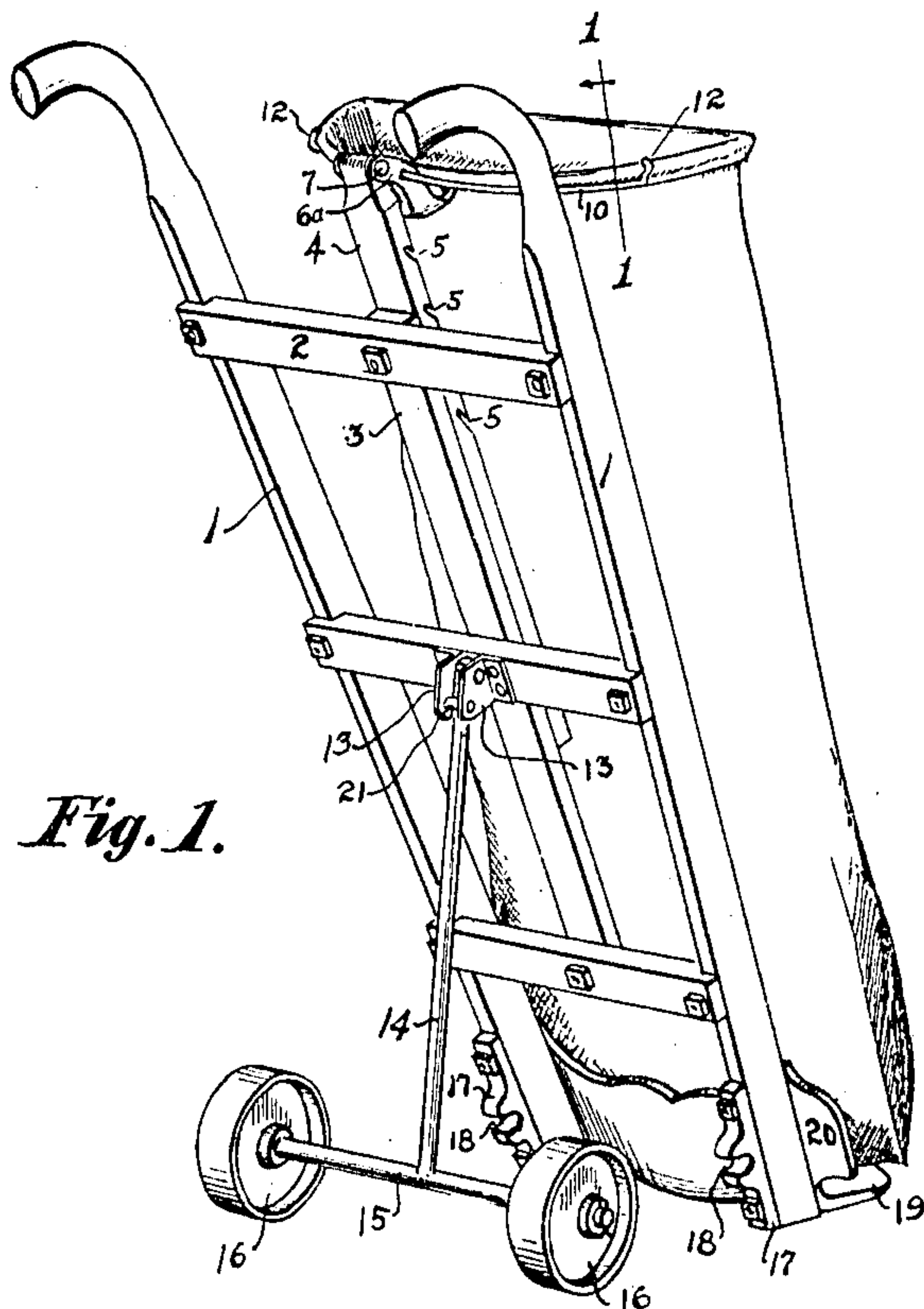


Fig. 1.

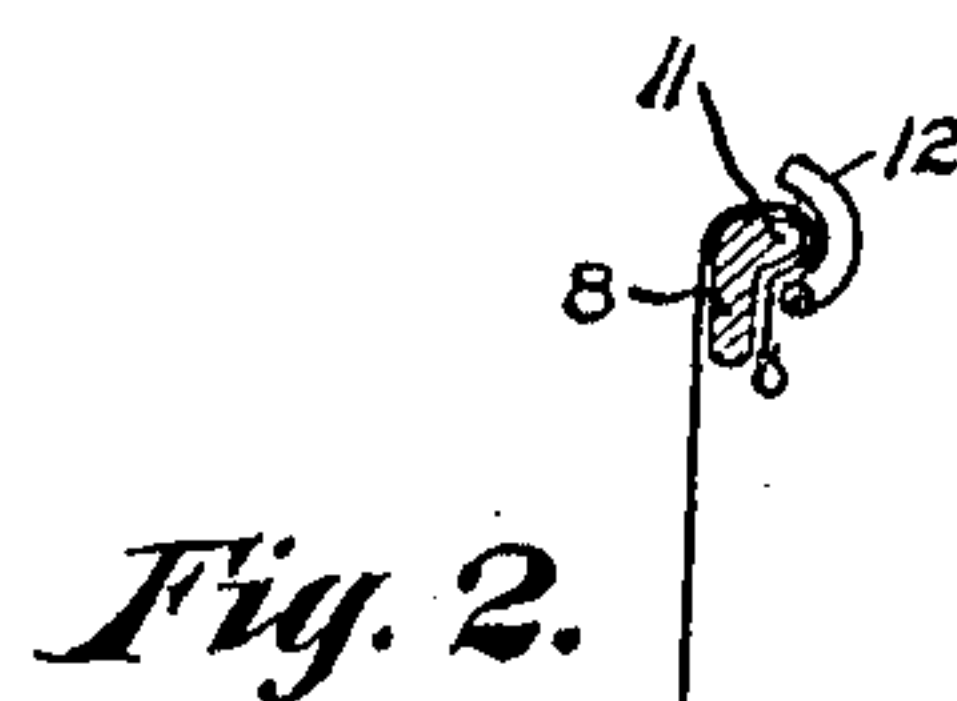


Fig. 2.



Fig. 3.

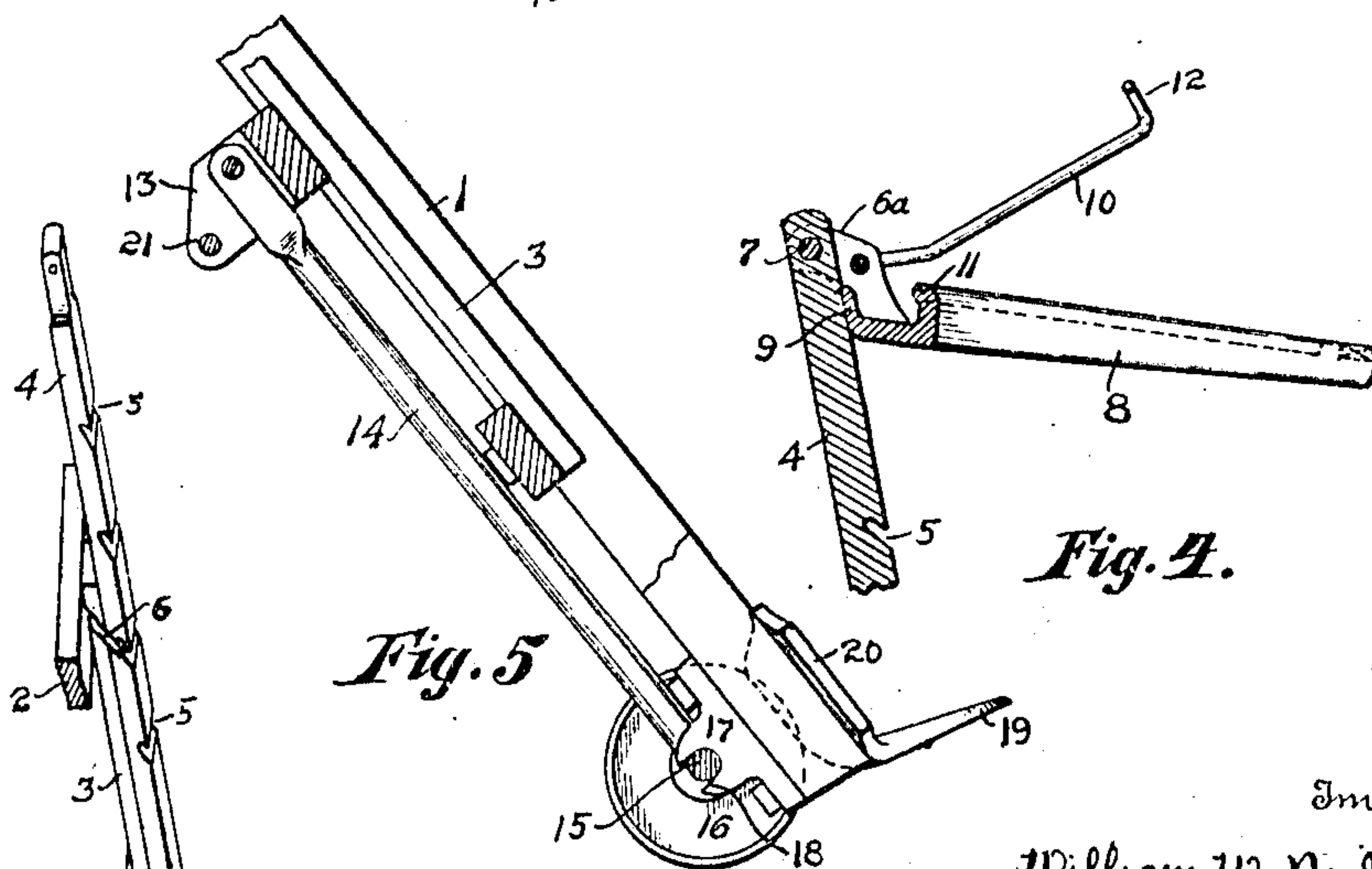


Fig. 6.

Fig. 5.

Fig. 4.

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BAG-HOLDER AND TRUCK.

947,419.

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To all whom it may concern:

Be it known that I, WILLIAM W. PECHT, a citizen of the United States, residing at Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Bag-Holders and Trucks; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, making a part of this specification, and to the numerals of reference marked thereon, in which—

Figure 1 is a perspective view showing the different parts properly assembled. Fig. 2 is a sectional view on line 1—1, Fig. 1. Fig. 3 is a view showing one of the outer end portions of the bag holding yoke. Fig. 4 is a view showing the top or upper end of the bag holding yoke bar in section showing the yoke in position to hold the bag and the retaining bar. Fig. 5 is a longitudinal section showing the axle and its different parts swung into position to wheel the truck. Fig. 6 is a perspective view showing the bag holding bar in proper relative position with reference to its supporting bar showing portions of the cross bars of the truck.

The present invention has relation to bag holders and trucks and it consists in the novel construction hereinafter described and particularly pointed out in the claim.

Similar numerals of reference indicate corresponding parts in all the figures of the drawing.

In the accompanying drawing, 1 represents the handle bars, which are held in proper spaced relationship with reference to each other by means of the cross or tie bars 2. Between the handle bars 1 is located the bar 3, which bar is securely attached to the cross or tie bars 2. Upon the bar 3 is located the bag holding bar 4, which bar is provided with a series of downwardly inclined notches 5, which notches are for the purpose of receiving the holding link 6, which holding link is pivotally attached to the bar 3 or its equivalent.

To the top or upper end of the bag holding bar 4 is pivotally attached the bracket 6^a by means of the cross rivet 7. To the bracket 6^a is attached or formed integral the bag holding yoke 8, which is substantially of the form shown in Fig. 1 and is held in substantially a horizontal position by means of the upward extending flange 9 coming in direct contact with the front face of the bar

4, as best illustrated in Fig. 4. To the bracket 6^a is pivotally attached the bag clamping yoke or wire 10, which is so formed that when brought into a lowered position it will come directly under the flange or rib 11 of the yoke 8 by the spring action of the wire 10.

For the purpose of providing a means for conveniently removing the clamping yoke or wire 10, its outer free ends are provided with the upwardly extending fingers 12, which fingers also serve the purpose of preventing any downward movement of the clamping yoke or wire 10 and for the purpose of thus limiting the downward movement the fingers 12 are curved inward as best illustrated in Fig. 2. To the flanges 13 secured on the center cross or tie bar 2 is securely attached the axle carrying bar 14. To the bottom or lower end of which bar is attached or formed integral therewith the straight axle 15, upon the ends of which axle are located the traveling wheels 16. To the bottom or lower ends of the handle bars 1 are attached the blocks 17, which blocks are provided with the open recesses 18. The recesses 18 are for the purpose of receiving the straight axle 15 at the points adjacent the traveling wheels 16. When it is desired to bring the truck into position to stand upon the floor as illustrated in Fig. 1, the bar and its axle together with the wheels mounted thereon is swung rearward and holds the truck in an elevated and inclined position, and when in this position a bag can be connected as illustrated in the drawings and properly filled, the bag resting upon the bottom plate 19.

For the purpose of preventing any injury to the sack or bag when the truck is moved as hereinafter described the guard flanges 20 are provided which are so located that they come directly over the traveling wheels 16 when said wheels are brought into the position illustrated in Fig. 5.

For the purpose of limiting the rearward movement of the bar 14 with reference to the truck frame proper the flanges 13 are provided with the cross bar 21, which cross bar is located in the path of the movements of the bar 14. When it is desired to move the truck proper together with its load the top or upper end of the truck is moved from an inclined position as shown in Fig. 1 to substantially a vertical position at which time the bar 14 together with the straight axle

15 swings toward the blocks 17 and the axle is entered in the open notches 18, after which the truck can be tilted backward and into the position illustrated in Fig. 5 and moved
5 about from place to place. By forming the axle 15 straight it is possible to bring said axle into a comparatively low position with reference to the bottom or lower end of the truck proper, thereby increasing the amount
10 of leverage in manipulating the truck, after the axle has been brought into the open notches 18.

For the purpose of providing means for supporting the bag at the ends of the yoke
15 8 the ribs or projections 22 are provided, which ribs prevent any slipping of the bag when placed in the position illustrated in Fig. 1.

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

In a combined truck and bag holder of the class described, a truck-frame, a bag
25 frame, a bracket pivotally attached to said

bag holding bar, a yoke secured to said pivoted bracket, said yoke provided with an upward extending flange, said flange adapted for contact with the bag holding bar at a point below the pivotal point of the bracket, 30 a clamping yoke provided with upwardly extending fingers, said clamping yoke being pivotally connected to the bracket, the center bar of said truck-frame having spaced flanges secured thereto on its rear face, a 35 straight axle having a carrying bar pivoted at its upper end to said spaced flanges, notched blocks located at the bottom of the truck-frame and provided with open notches, said open notches adapted to receive the 40 straight axle all arranged, substantially as and for the purpose specified.

In testimony that I claim the above, I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM W. PECHT.

Witnesses:

THOMAS B. JARVIS,

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