G. L. PRICE.

Combined Bag Holder and Truck.

No. 217,403. Patented July 8, 1879.

Fig. 1.

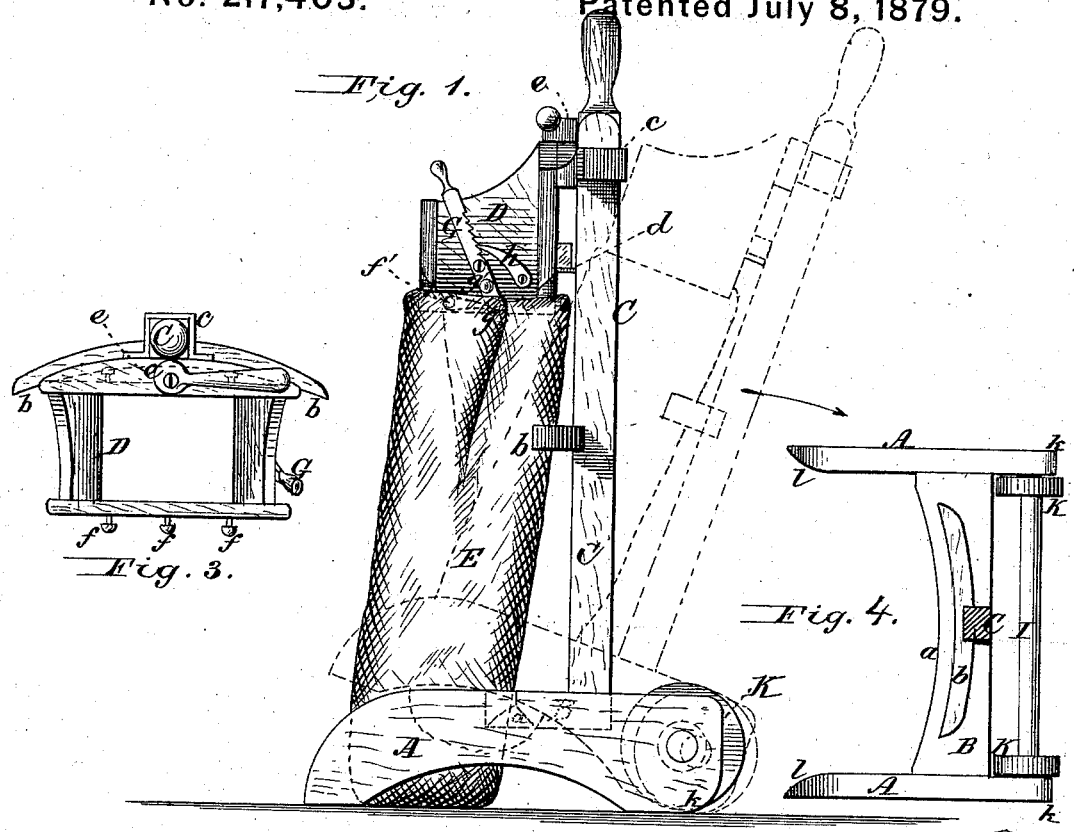


Fig. 3.

Fig. 4.

Fig. 2.

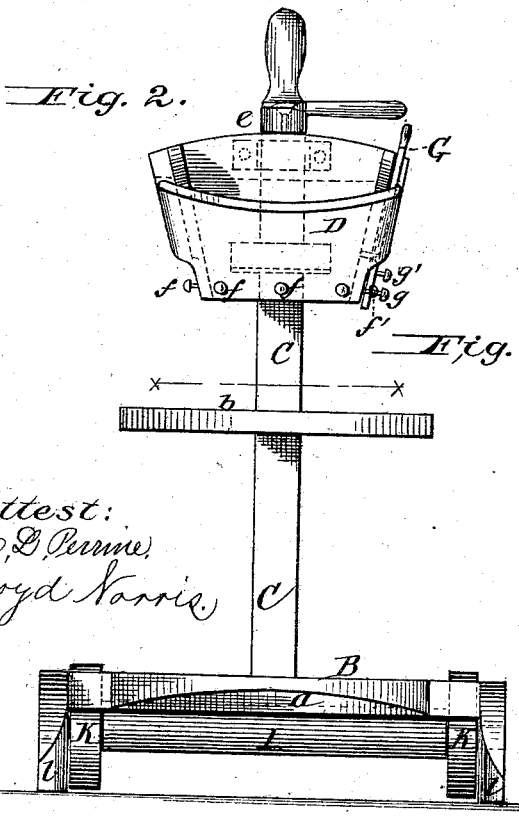
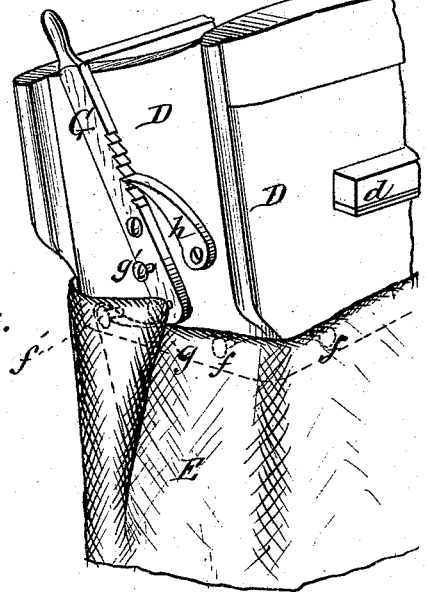


Fig. 5.



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GEORGE L. PRICE, OF ORLEANS, NEW YORK.

IMPROVEMENT IN COMBINED BAG-HOLDER AND TRUCK.

Specification forming part of Letters Patent No. **217,403**, dated July 8, 1879; application filed May 14, 1879.

To all whom it may concern:

Be it known that I, GEORGE L. PRICE, of Orleans, in the county of Ontario and State of New York, have invented certain new and useful Improvements in Combined Bag-Holder and Truck, of which the following is a specification.

My invention relates to that class of devices which hold the bag while being filled, and which, when the same is filled, are tilted as trucks to carry the bag to the wagon, pile, or place of storage.

This invention consists in certain improvements in the construction of that class of devices, which I shall hereinafter describe and specify.

In the accompanying drawings, Figure 1 is a side elevation of my bag-holder, showing by dotted lines how the same is used as a truck, the position being at the balancing-point; Fig. 2, a front view; Fig. 3, a top view of the hopper; Fig. 4, a top view cut from line *x x* of Fig. 2, and Fig. 5 an enlarged view of the slack-holding devices.

I construct my bag-holder of an open-bottom frame, consisting of two side pieces, A A, having their sides cut out to leave feet, as shown, and a cross-brace or sill, B, from which latter rises the single supporting-standard C, and the hopper D, which is of any suitable form or material, is supported by and is adjustable upon said standard by means to be presently described.

The cross-brace or sill B does not connect with the sides centrally, but is somewhat to the rear, so as to leave the projecting sides, to support the bag and prevent tipping forward. Said cross-brace has also a front curving edge, *a*, to conform to the swell of the bag. There is also at a suitable height above this curved cross-sill B, and upon the standard C, a cross-bar, *b*, of a similar conforming curve, to serve as an additional rest for the bag.

To the back of the hopper D, at or near its top, there is an angle strap or loop, *c*, adapted to be slid up and down the standard C; and below this strap, near the bottom of said rear part of the hopper, I provide a projecting dog, *d*, shod with iron or otherwise, which is made to bite against the standard when an eccentric-lever, *e*, on the hopper-brim is actuated. This action of the eccentric-lever *e* is, by bearing against the standard C, to push out the top part of the hopper, and, in so doing, bringing the dog *d* against the front of the standard, and the strap *c* against the rear, thus insuring three points of bearing upon the standard to hold the hopper in position. To change the height of the hopper, either to regulate it to the length of bag or to rise as the bag fills, it is only necessary to release the cam-lever *e* from its bearing on the standard, and the hopper may be slid up or down, and the lever-cam *e* again applied to fasten it. The operation of adjustment is almost instantaneous.

I place the dog above the bottom hopper-edge, in order that there may be room at all times between standard and hopper for the adjustment of the bag E, the mouth of which surrounds the bottom edge of the hopper, and is held thereto by gripe-headed pins *f f*, so made as to gripe the fabric of the bag, but not to pierce it like hooks.

Upon one side of the hopper I provide means for taking up the slack of a large-mouthed bag. These means preferably consist of a pivoted lever-piece, G, provided with one or more griping-pins, *g g'*, for taking up the fabric, and a pawl, *h*, for engagement with ratchets on the piece G to lock it.

To take up the slack, draw the mouth of the bag taut, place the lapped slack under the corner pin, *f'*, of the series of projecting headed pins *f* on the hopper, and then loop the slack part over the headed pin *g* of the lever G; but if the slack be too great, the lapped slack may be continued under said pin *g*, and then looped over pin *g'*, and so on through a series. Then press forward the lever-piece G and engage the pawl *h* to lock it.

The lever G may engage with ratchets on the top edge of the hopper, and thus dispense with the pawl.

To adapt the apparatus as a truck I provide a rigid axle, I, having its bearings in the sides A A, to the rear of the cross-brace or sill B, and on which axle I the truck-wheels K K turn loosely. When the bag is being filled these wheels do not touch the ground or floor, nor are any of the truck functions then commenced.

The lower rear corners, *k*, of the sides A are so curved as to be eccentric to the wheels, so that when the bag is filled and it is desired to truck it to any point or to the wagon, it is only necessary to use the slightest force to tilt back the standard C and convert the apparatus into a truck. In so tilting, the rounded corners *k k* of the sides A A serve as continuous fulcra until the balancing-point is reached, as seen by the dotted lines in Fig. 1, and when this point is reached the wheels K K come in contact with the floor or ground, and the bag may be trucked away.

When the balancing-point is reached, the weight of the bag is supported by curved bar or bag-rest *b* and the curved rest *a* of the cross-sill. No exertion is required in tilting the truck, and only the slightest in pushing it.

In using the apparatus as a truck alone to remove filled bags, and when denuded of the hopper, it will be seen that the rest-bar *b* on the standard is to the rear of the lower curved rest, *a*, of the cross-sill, and as the truck is moved up to the bag the sides A A pass the bag with their flaring or inner smooth noses, *l l*, so as not to interfere with the bag, and the curved rest *a* first comes in contact with the bag, and by pressure causes the bag to tilt back upon said rest and the bar-rest *b* above, which, as before stated, is to the rear of the rest *a*. Thus the bag is loaded by simply tilting the truck back until the wheels take the floor, as before described.

This apparatus is designed mostly for farmers' use; but it may be as readily used in mills.

I claim—

1. The bag-holding hopper D, provided with the biting flange or dog *d*, a cam-lever, *e*, and a strap, *c*, at its rear side, substantially as described, in combination with the standard C, whereby the biting-flange is forced into the front side of the standard as the strap *c* is clamped against its rear side above said dog, to hold the hopper firmly when adjusted.

2. The hopper of a bag-holder, provided with a griping-pin, *f'*, in combination with a griping pin or pins, *g g'*, carried by a pivoted lever, G, on the hopper-side, whereby to take up the slack of the bag, substantially as and in the manner described.

3. The take-up lever G, provided with a griping pin or pins, *g g'*, and a ratchet, in combination with a bag-holding hopper provided with a griping pin or pins, *f'*, and a pawl, *h*, adapted to hold said ratchet-lever in taking up the slack of the bag.

In testimony whereof I have hereunto set my hand in the presence of two witnesses.

GEORGE L. PRICE.

Witnesses:

A. E. H. JOHNSON,

J. W. HAMILTON JOHNSON.