

No. 676,731.

Patented June 18, 1901.

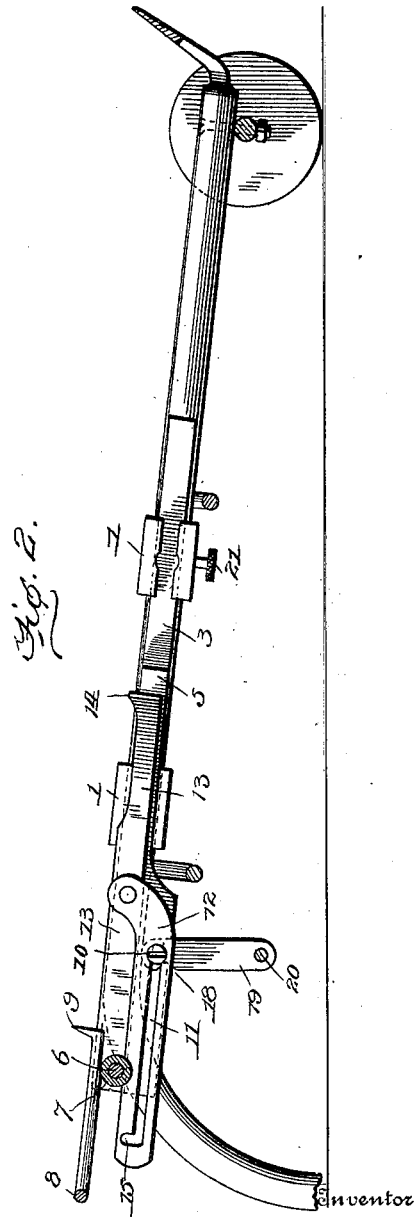
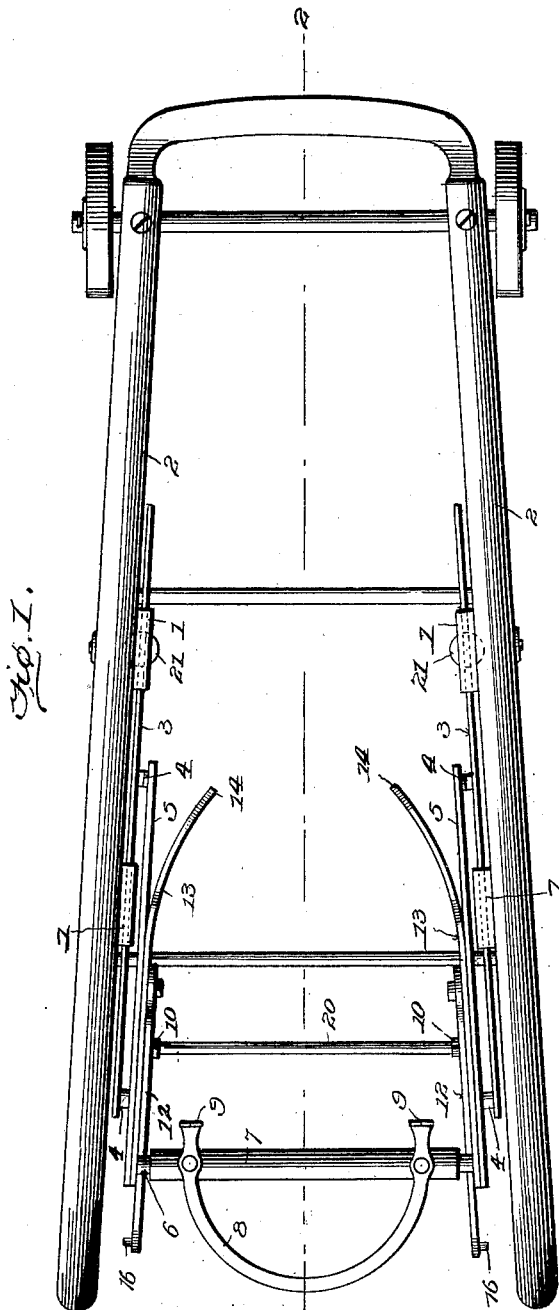
E. K. ABBOTT.

BAG HOLDER ATTACHMENT FOR TRUCKS.

(Application filed Nov. 15, 1900.)

(No Model.)

2 Sheets—Sheet 1.



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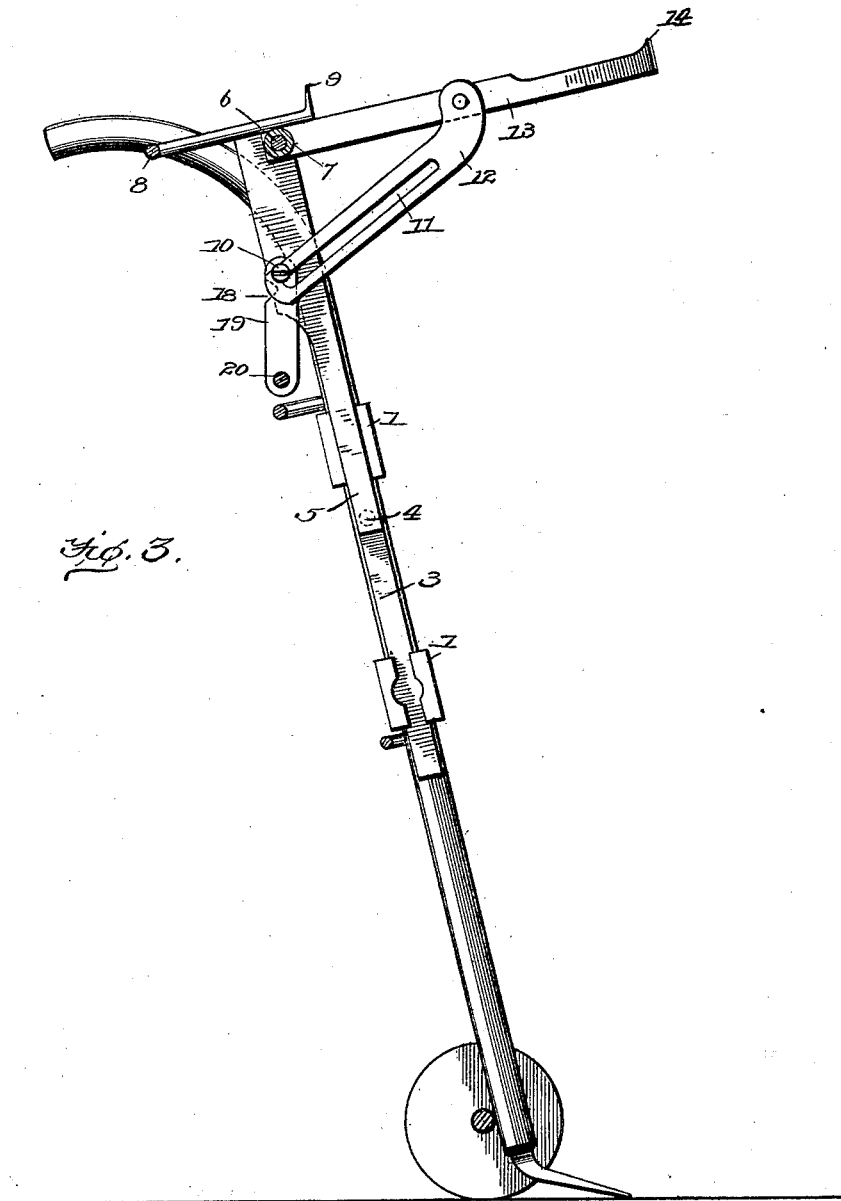
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2 Sheets—Sheet 2.



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UNITED STATES PATENT OFFICE.

ELIAS K. ABBOTT, OF SALAMANCA, NEW YORK.

BAG-HOLDER ATTACHMENT FOR TRUCKS.

SPECIFICATION forming part of Letters Patent No. 676,731, dated June 18, 1901.

Application filed November 15, 1900. Serial No. 36,629. (No model.)

To all whom it may concern:

Be it known that I, ELIAS K. ABBOTT, a citizen of the United States, residing at Salamanca, in the county of Cattaraugus and State of New York, have invented certain new and useful Improvements in Bag-Holder Attachments for Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a new and useful bag-holder attachment for trucks; and its primary object is to provide a device which may be readily attached to a truck of any ordinary construction and which is adapted to support a bag in open position when said truck is held upright.

A further object is to provide means whereby the attachment may be adjusted for use upon bags of various sizes.

Another object is to so construct the holder that the same will release the bag and drop it to the ground when desired.

With these and other objects in view the invention consists in providing strips which are adjustably secured within sleeves fastened upon opposite sides of the truck. Pivoted to the outer end of each of these strips is an arm which extends inward and is provided at its free end with a hook adapted to engage a bag. These arms are connected at their pivoted ends by means of a rod having a bail thereon, whereby the same may be readily revolved. Hooks extend upward from this bail and are also adapted to engage the bag and help to support the same in open position. Slotted links are pivoted to the arms at points between the ends thereof, and the slots receive pins which extend inwardly from the adjustable strips. A second bail is hinged at opposite sides upon these strips and is provided with means whereby the slotted links may be unlocked when the hooked arms are in raised position.

The invention also consists in certain features of construction and combination of parts, which will be hereinafter fully described and claimed, and illustrated in the accompanying drawings, showing the pre-

ferred form of my invention, and in which—

Figure 1 is a plan view of the device. Fig. 2 is a central longitudinal section there-through. Fig. 3 is a longitudinal section showing the arms extended in position to engage a bag.

Referring to the figures by numerals of reference, 11 are sleeves, preferably two of which are bolted to the inner face of each of the side rails 2 of the truck.

Slidably mounted within each set of sleeves is a longitudinally-extending strip 3, from which project inwardly-extending studs 4, which are connected by a strip 5. This strip lies parallel to the strip 3 and extends over the outer sleeve 1 thereof. It is obvious that the studs 4 will limit the movement of the strip 3 and prevent the same from being removed from its sleeves.

Pivoted within the outer ends of the inner strips 5 is a shaft 6, upon which is mounted a sleeve 7, which is fixed thereto and is provided with a bail 8, having upwardly-extending hooks or prongs 9 on the outer ends thereof. A stud 10 extends inward from each of the inner strips 5 and is slidably mounted within a longitudinally-extending slot 11, formed within a link 12. This link is pivoted at its inner end to an arm 13, which is secured at one end of the shaft 6, before referred to, and is provided at its inner end with a hook 14. It is obvious that one of these arms is secured to each end of the shaft 6 and that a link 12 is provided for each arm. Each of the slots 11 is provided at its outer end with a lateral extension 15. A stud 16 extends laterally from the outer face of the free end of each of the links 12 and is adapted when the arms 13 are raised to lie within a recess 18, formed within the edge of a link 19, which is pivotally mounted upon one of the studs 10. One of these links is provided for each of the pins 16, and said links are connected by means of a rod 20.

When it is desired to fill a bag, the truck is placed in an upright position, as shown in Fig. 3, and the bail 8 is pressed downward. This will cause the hooked arms 13 to swing upward, carrying therewith the slotted links 12. When the studs 10 reach the ends of said

slots, they will pass into the lateral extensions 15 thereof and securely lock the strips and prevent the same from moving backward. It is obvious that when the truck is in an upright position the links 19 will hang in a vertical plane, and when they are in this position the studs 16 will lie within the recesses 18. The bag may then be placed between the arms 13 and the edge slipped over the prongs or hooks 9 and 14. After the bag has been filled the rod 20 is grasped and swung upward. This will cause the walls of the recesses 18 to move the studs 16 upward, thereby forcing the studs 10 out of the lateral extension 15, and the links 12 will then be free to slide downward upon the studs. The arms 13 will then promptly drop, and the bag will be deposited upon the ground.

By referring to Fig. 2 it will be seen that each of the sleeves 1 is provided upon its under surface with a set-screw 21. This screw is adapted to bind upon the strip 3 within the sleeve, and it is obvious that by this means said strip may be readily secured in adjusted position.

It will be seen that when the attachment is not in use the parts thereof lie between the side strips 2 of the truck and will in no way interfere with articles placed thereon.

In the foregoing description I have embodied the preferred form of my invention; but I do not wish to be understood as limiting myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing any of the advantages thereof, and I therefore reserve to myself the right to make such changes as fairly fall within the scope thereof.

Having thus described the invention, what is claimed, and desired to be secured by Letters Patent, is—

1. A bag-holder attachment for trucks comprising sleeves adapted to be secured to the sides of a truck, strips adjustably secured within the sleeves, hooked arms pivoted between the strips, and means for locking the arms in raised position.

2. A bag-holder attachment for trucks comprising sleeves adapted to be secured to the sides of a truck, strips adjustably secured within the sleeves, a shaft connecting the strips and journaled therein, hooked arms extending from the shaft and secured thereto, a bail secured to the shaft and having hooks projecting therefrom, and means for locking the arms in raised position.

3. A bag-holder attachment for trucks comprising sleeves adapted to be secured to the sides of a truck, strips adjustably secured within the sleeves, a shaft connecting the strips and journaled therein, hooked arms secured to the shaft and extending therefrom, a hooked bail secured to the shaft, slotted links pivoted to the arms, said slots having lateral

extensions, and studs projecting into the slots and adapted to lock the links and arms in raised position.

4. A bag-holder attachment for trucks comprising sleeves adapted to be secured to the sides of a truck, strips adjustably secured therein, a shaft connecting the strips and journaled therein, hooked arms secured to the shaft and extending therefrom, a hooked bail secured to the shaft, slotted links pivoted to the arms, said slots having lateral extensions, studs projecting into the slots and adapted to pass into the lateral extensions and lock the arms and links in raised position, and means for removing the studs from said lateral extensions.

5. A bag-holder attachment for trucks comprising sleeves adapted to be secured to the sides of a truck, strips adjustably secured therein, a shaft connecting the strips and journaled therein, hooked arms secured to said shaft, slotted links pivoted to the arms, said slots having lateral extensions, studs projecting into the slots and adapted to pass into the lateral extensions and support the arms and links in raised position, links pivoted upon the studs and having recesses therein, and studs upon the slotted links adapted to lie within the recesses.

6. A bag-holder attachment for trucks comprising sleeves adapted to be secured to the sides of a truck, strips adjustably secured within the sleeves, a shaft connecting the strips and journaled therein, hooked arms secured to the shaft and projecting therefrom, a hooked bail secured to the shaft, slotted links pivoted to the arms, said slots having lateral extensions thereto, studs projecting into the slots and adapted to pass into the lateral extensions thereof, links pivoted upon the studs and having recesses therein, a rod connecting the links, and studs upon the slotted links adapted to lie within said recesses.

7. The combination with a truck; of sleeves detachably secured thereto at opposite sides thereof; strips adjustably secured within the sleeves, a shaft connecting the strips and journaled therein, hooked arms secured to the shaft and projecting therefrom, a hooked bail secured to the shaft, slotted links pivoted to the arms, said slots having lateral extensions thereto, studs projecting into the slots and adapted to pass into the lateral extensions thereof, links pivoted upon the studs and having recesses therein, a rod connecting the links, and studs upon the slotted links adapted to lie within said recesses.

In testimony whereof I affix my signature in presence of two witnesses.

ELIAS K. ABBOTT.

Witnesses:

W. H. HAZARD,
F. A. RHODES.