D. S. WING.

COMBINED TRUCK AND BAG-HOLDER.

No. 191,502. Patented May 29, 1877.

Fig. 1.

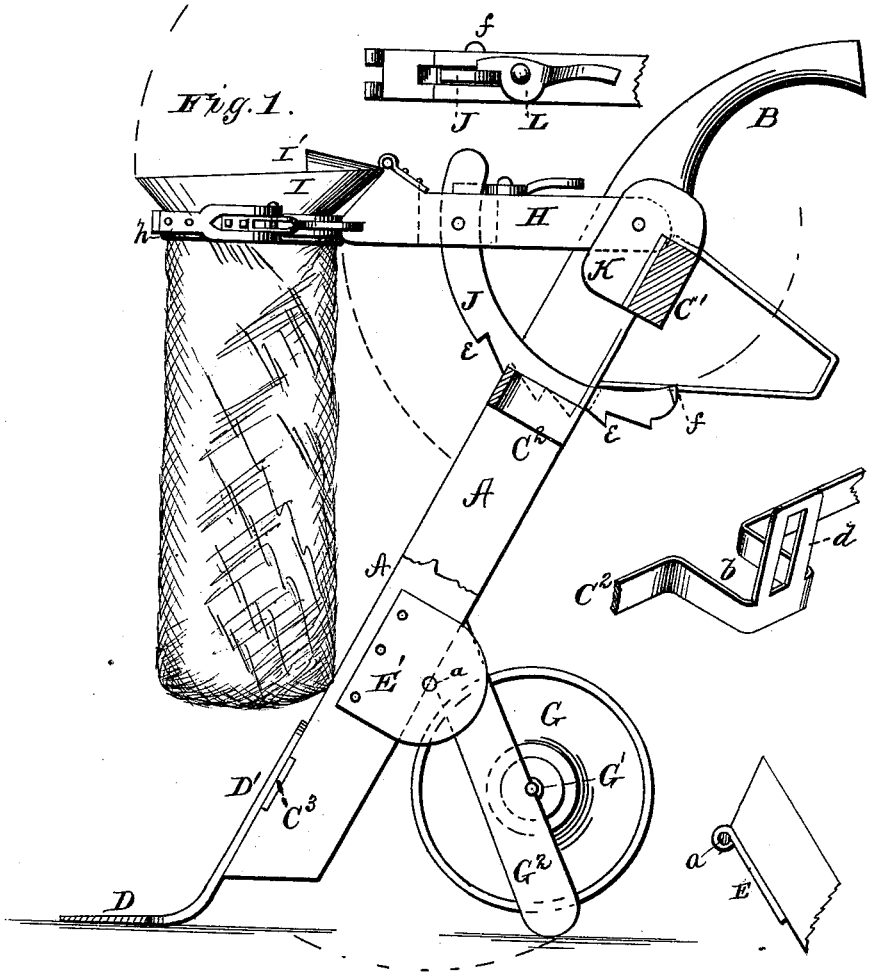
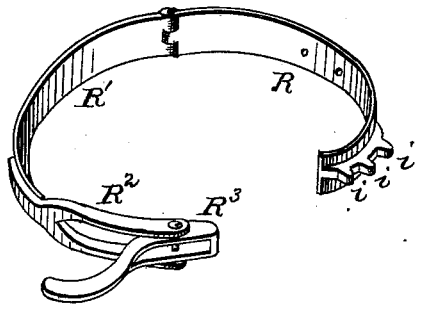


Fig. 2.



WITNESSES

Frances L. Conrad

Frank Gall

INVENTOR

Daniel S. Wing

Alexander Mason

ATTORNEYS

UNITED STATES PATENT OFFICE.

DANIEL S. WING, OF ROME, NEW YORK.

IMPROVEMENT IN COMBINED TRUCK AND BAG-HOLDER.

Specification forming part of Letters Patent No. **191,502**, dated May 29, 1877 ; application filed April 28, 1877.

To all whom it may concern :

Be it known that I, DANIEL S. WING, of Rome, in the county of Oneida, and in the State of New York, have invented certain new and useful Improvements in Combined Truck and Bag-Holder; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a combined truck and bag-holder, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side elevation, partly in section, of my invention. Fig. 2 is a perspective view of the bag-holding device.

A A represent two parallel side beams connected by three cross-bars, C^1, C^2, and C^3, and shaped at one end to form the handles B B, this constituting the frame of the machine.

The outer ends of the beams A A are provided with a shoe or stirrup, D, the central or middle portion of which is bent outward at an angle from the arms D′ D′, which latter are fastened on top of the beams A A, and connected by the cross-bar C^3, this cross-bar forming part of the frame, and also a guard to the wheels of the truck.

G G represent the wheels of the truck mounted on an axle, G^1, which has its bearings in suitable boxes attached to two legs, G^2 G^2. These legs are so arranged and attached to the beams A as to form standards to support the same when the machine is used as a bag-holder, they being hinged at acute angles to said beams so that bags may be filled without the assistance of a man to hold open the bag, and also as a truck, by raising the main frame forward and allowing the truck to swing forward on its fulcrum to the main frame, and then letting it all down together on the wheels, so that the operator can move and set the bags at any desired place before tying the same, and without lifting the bags or spilling their contents.

On each leg G^2 is secured a strap, E, having a journal, *a*, cast on its end, and the ends of said journal fit in eyes or bearings formed in plates or cheek-pieces E′, attached to the sides or beams A. These cheek-pieces extend forward, backward, and downward from the fulcrum, thereby serving as guides for the truck-frame, and forming the hinge-connection of said truck-frame with the main frame.

The cross-bar C^2 of the main frame is constructed with an open mortise or slot, *b*, in the center, to receive the arm H, to which the hopper I is attached, thereby allowing said arm and hopper to fall below the surface-line of the frame and out of the way when used as a truck for boxes, &c. This cross-bar is also provided with an arm, *d*, extending at right angles therefrom, and this arm is slotted longitudinally, and serves as a guide for a curved ratchet-bar, J, and also as a brace for said ratchet when used as a bag-holder, thereby supporting the arm and hopper at any desired height at the will of the operator, and accommodating itself to any length of bag.

The upper cross-bar C^1 of the main frame is grooved transversely in the center to receive part of the arm H, which is hinged between two cheek-pieces, K K, attached to the said cross-bar. These cheek-pieces extend forward, upward, and backward, thereby forming a guide for the arm to oscillate up and down, but not sidewise, thus preventing said hopper from swerving to either side, and also preventing the weight of the contents of the bag from upsetting the machine, as it is often used with the bag swinging clear from the ground or floor, and thereby allowing the weight of the grain to take the stretch out of the bag and pack itself more closely, and thus getting more pounds in each bag. The arm H is attached to the cheek-pieces K by a bolt passing through them, and in said arms is a suitable slot or mortise for the reception of the upper end of the ratchet-bar J, which is pivoted therein and extends sufficiently far above the same for an eccentric, L, to operate against it.

The ratchet-bar J is constructed with the

teeth *e* on its under side turning downward, and so arranged as to hold the arm and hopper at any desired height, and it has also a lip, *f*, on its lower end, to prevent it from pulling out of the slotted arm *d*.

The eccentric or eccentric lever L is pivoted on top of the arm H, and is used to throw off the ratchet, thus giving the operator an opportunity to shake down the contents in the bag by throwing the arm up and down, and it also prevents the ratchet from catching when the hopper and arm are let down out of the way for using the machine as a truck.

The hopper I is formed with a flange, *h*, around its lower end, and another flange, I′, across the upper edge at the rear, which latter flange forms a brace to stiffen and strengthen the hopper, and also a guard to keep the grain or contents of the bag from spilling out when the bag is being moved to its place before being tied. The hopper is hinged to the top of the arm H near the front end, and falls down in front thereof in a band, R, fastened to the end of said arm.

The band R encircles about one-half of the lower flange *h* of the hopper, and has another band, R^1, hinged to one end thereof to embrace the remaining part.

The free end of the band R^1 is provided with a slotted plate, R^2, and in the same is pivoted a slotted lever, R^3, which takes hold of any one of a series of teeth, *i*, fastened to the opposite end of the band R, and by now turning said lever over the band is drawn tight around the hopper, securing the bag around the same, between it and the band.

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

1. The combination, with the main frame, of the shoe or stirrup D, the hinged truck G G^1 G^2, with journals *a*, and the plates or cheek-pieces E′, all constructed substantially as and for the purposes herein set forth.

2. The cross-bar C^2, formed with the open slot *b* and the slotted arm *d*, in combination with the arm H and the curved ratchet-bar J, all substantially as set forth.

3. The combination, with the truck-frame, of the hinged arm H, carrying the hopper I, the cross-bar C^2, hinged and curved ratchet-bar J, and the eccentric lever L, all substantially as set forth.

4. The hopper I, provided with top flange I′ and bottom flange *h*, for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 17th day of April, 1877.

DANIEL S. WING. [L. S.]

Witnesses:
GEO. BARNARD,
H. G. UTLEY.