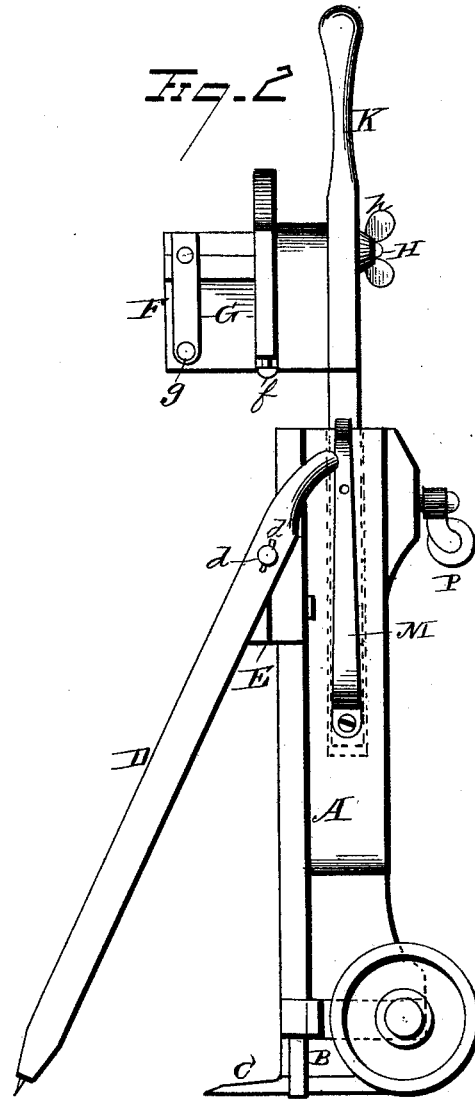
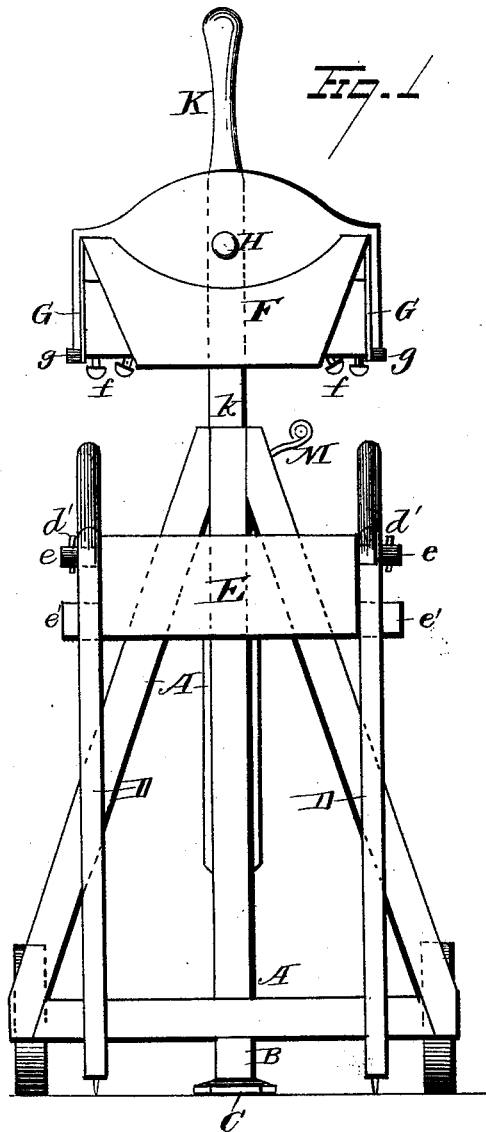


W. B. ALLEN.  
Bag-Holder.

No. 218,654.

Patented Aug. 19, 1879.



WITNESSES  
E. J. Nottingham  
J. D. Symons.

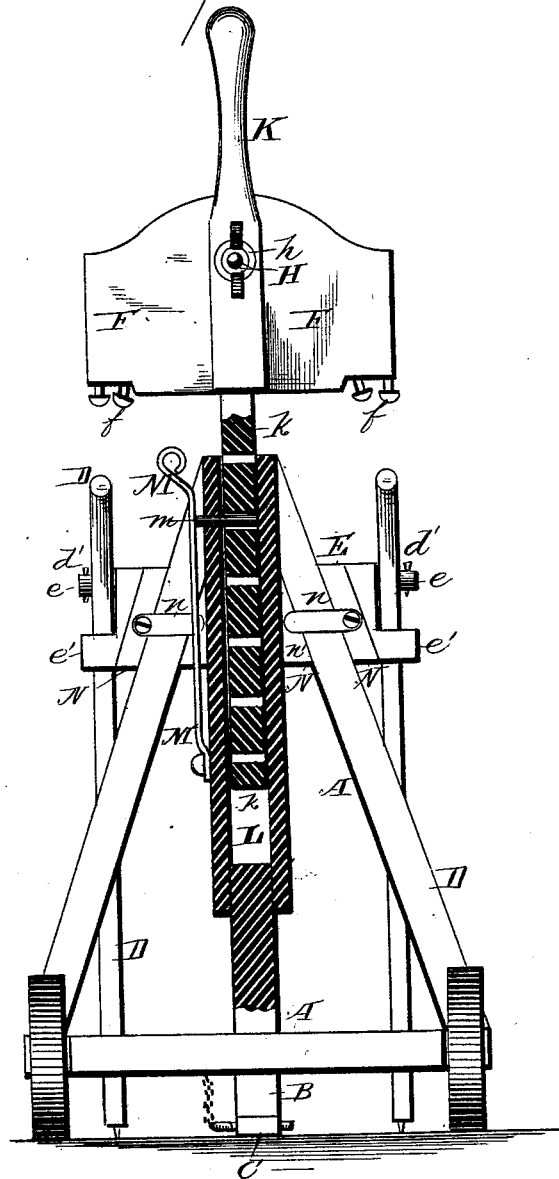
INVENTOR  
Wm B Allen.  
By H A Symons.  
ATTORNEY

W. B. ALLEN.  
Bag-Holder.

No. 218,654.

Patented Aug. 19, 1879.

FIG. 3.



WITNESSES

*E. J. Nottingham*  
*Geo D. Seymour*

INVENTOR

*Wm B. Allen.*  
*By H. A. Seymour*  
ATTORNEY

# UNITED STATES PATENT OFFICE.

WILLIAM B. ALLEN, OF ORLEANS, NEW YORK.

## IMPROVEMENT IN BAG-HOLDERS.

Specification forming part of Letters Patent No. **218,654**, dated August 19, 1879; application filed November 23, 1878.

### *To all whom it may concern:*

Be it known that I, WILLIAM B. ALLEN, of Orleans, in the county of Ontario and State of New York, have invented certain new and useful Improvements in Bag-Holders; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates more especially to that class of bag-holders in which the bag-holding hopper is mounted upon a hand-truck, the design of the same being to provide improved mechanism for bracing the truck in upright position during the process of filling a bag.

Heretofore the lateral braces which have been employed to support a hand-truck while a bag was being filled have been rigidly connected together, and consequently incapable of being independently adjusted so as to have firm bearing upon floors or ground which present the usual unevenness of surface.

It is well known that barn-floors and other surfaces upon which the truck has bearing during the process of bag-filling are not smooth and regular, and hence the desirability of braces which can be independently adjusted to correspond with such uneven surfaces. Said former trucks have also had no means whereby they may be braced in a lateral direction, as well as in a forward and vertical direction, and hence they have been subject to the liability of tipping sidewise, or of being easily overthrown in the same direction.

My invention is intended to obviate such disadvantages, and to such end consists in providing braces capable of being independently adjusted forward of the truck, and also laterally or out from the side of the same.

My invention further consists in the combination, with lateral braces and a cross-bar to which the same are pivoted, said cross-bar being formed with guideways in which two diagonal side bars of the triangular truck-bed fit, of fastening devices whereby said cross-bar may be readily connected or disconnected with the truck.

Referring to the drawings, Figure 1 is a

view, in front elevation, of a device embodying the invention. Fig. 2 is a side elevation of the same. Fig. 3 is a view in rear elevation, with a portion broken away.

The truck A is made in triangular form, so as to cause its base to have secure bearing, and the better to withstand the purpose required of it. It is provided with an extension, B, to which is connected the removable nose-piece C. This nose-piece may be of any width or length, and if so desired I may extend its width so as to be nearly or quite equal to the width of the base of the truck. By tipping the truck sufficiently forward it will rest solely upon said nose-piece and the lateral braces D, thus securing a steady and even bearing or support for the truck while the bag is being filled.

A further advantage in this construction arises from the vertical adjustment of the bag, which can be readily effected in this manner. If the bag be too short to reach to the floor, by tipping the truck farther forward the bag can rest upon the floor, as desired; and if the bag be too long, by moving the truck in the reverse of the last described manner proper adjustment of the bag will be made. This is the quickest and easiest way of adjusting the bag relative to the floor, and one which is most frequently required.

The braces are preferably pointed at their lower ends and provided with handles at their upper ends. They are loosely secured at their upper extremities to cross-bar E by engagement of the holes *d*, formed therein, with tenons *e*, which latter are formed on opposite extremities of said cross-bar.

These tenons are respectively formed on the rear portions of said extremities, while in front of each of the same studs *e'* are formed. The object of these studs is to provide lateral bearing for the braces when the latter are not in use, and when the truck may be wheeled from place to place.

The upper portions of each of said bearing-studs are beveled, so as to maintain the braces when resting thereon, raised from the ground or floor in suitable position, and yet not projecting at an undue inclination upwardly.

Pins *d'*, or other suitable fastening devices,

secure the braces loosely to the cross-bar, so that said braces may be thrown inwardly or outwardly relative to the sides of the truck. This loose connection of the upper extremities of the braces permits the latter to be adjusted so as to find firm bearing upon the floor or ground, notwithstanding any unevenness or irregularity of the same.

The lower extremities of the braces are disconnected from each other, and also from the truck, so that said braces may be independently adjusted in bracing position.

The hopper F may be of any suitable character, that shown in the drawings being only one of many forms which might be used. It is provided with depending studs *f*, secured to the rear lower portions of its two ends, over which the mouth of the bag is first caught in detachably fastening the latter to the hopper.

Vertical spring-bars G depend, respectively, from the front upper portions of the two ends of this hopper, and are formed each with a head or catch, *g*, projecting from the outer side of their lower extremities. These catches engage with the forward portion of the mouth of the bag and automatically distend the same, so as to hold the bag open with a spring-tension.

The hopper is secured by bolt H and nut *h*, or other suitable means, to the handle K of the truck. This handle has a longitudinal tenon, *k*, which fits within mortise L, and is maintained in desired adjustment by pin *m* engaging with a graded series of holes formed in said tenon. Spring-bar M connects with said pin, and serves as a means to maintain it in place. In this way, by fixing the handle at varying heights, the hopper adjusts the bag relative to the floor.

When it is desired to use the truck as an ordinary truck for purpose of transporting stones or other articles upon a farm, and which is so frequently necessary, the hopper may be readily removed from the handle, and the

cross-bar E be removed from the bed of the truck. For this purpose I provide the construction, as shown in Fig. 3 of the drawings, for readily connecting and disconnecting said cross-bar relative to the truck-bed, guideways N and locking devices *n* being adapted to operate as is apparent. A peculiar advantage of this construction consists in the vertical bearing which is thus provided for the cross-bar, the triangular blocks *n'*, which form the inner side wall of the guideways, effectually constituting a support for the bar to resist all tendency of the lateral braces to move it upward on the truck-bed.

Various minor details of the device may be changed from that shown in the drawings. If desired, caster-wheel P may be removed from the truck when the latter is to be used for a long time as a bag-holder.

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

1. The combination, with a hand-truck adapted for use as a bag-holder, of braces capable of being independently adjusted forward of the truck, and also laterally or out from the side of the same, substantially as set forth.

2. In a hand-truck adapted for use as a bag-holder, and having a triangular bed, the combination, with the lateral braces and a cross-bar to which the same are pivoted, said cross-bar being formed with guideways in which the two diagonal side bars of the truck-bed fit, of fastening devices whereby said cross-bar may be readily connected or disconnected with the truck, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 19th day of November, 1878.

WILLIAM B. ALLEN. [L. S.]

Witnesses:

L. R. LOMBARD,  
EDWIN WARNER.