(No Model.)

F. M. TENNEY.

SCOOP BOARD.

No. 604,807. Patented May 31, 1898.

Fig. 1.

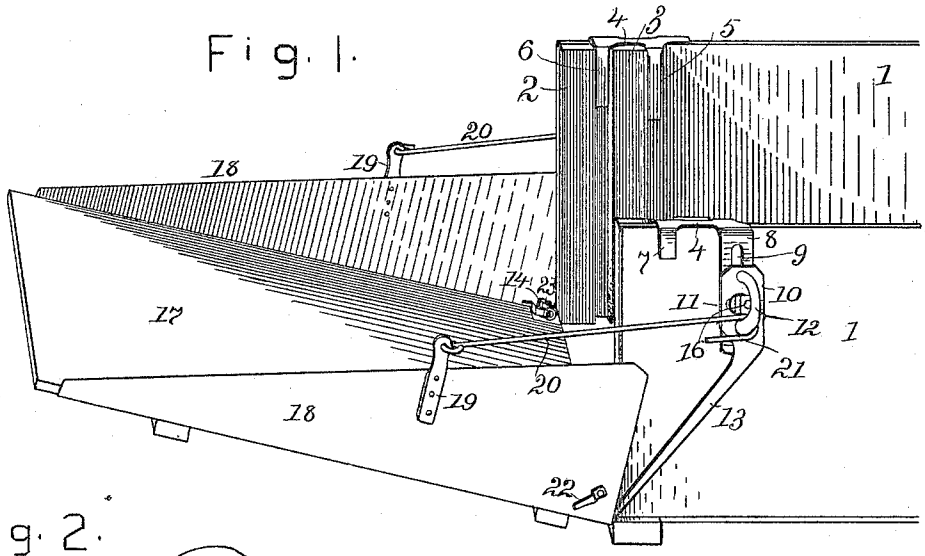


Fig. 2.

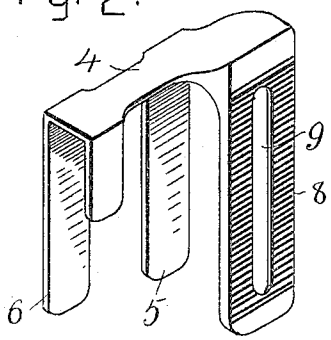


Fig. 3.

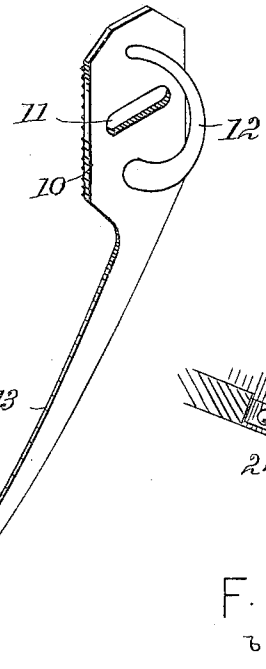


Fig. 4.

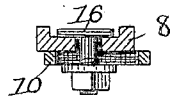


Fig. 5.

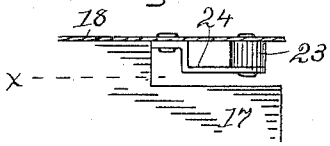
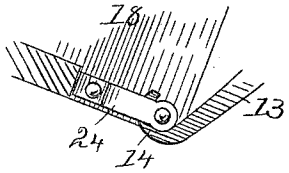


Fig. 6.



ATTEST

Nora Graham.

Ina Graham.

INVENTOR,

F. M. TENNEY.

by L. P. Graham

his attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FRANK M. TENNEY, OF DECATUR, ILLINOIS.

SCOOP-BOARD.

SPECIFICATION forming part of Letters Patent No. 604,807, dated May 31, 1898.

Application filed December 18, 1897. Serial No. 662,461. (No model.)

To all whom it may concern:

Be it known that I, FRANK M. TENNEY, of Decatur, in the county of Macon and State of Illinois, have invented certain new and useful Improvements in Scoop-Boards, of which the following is a specification.

This invention relates to that class of scoop-boards in which loops, hooks, or equivalent hitch-bearings are fastened onto the sides of the wagon-bed, and hinges for the scoop-board are fastened to the bed at the rear end of the bottom thereof. Its principal object is to provide hitch-bearings and hinges that may be attached to the bed without bolts or other fastenings requiring mutilation of the bed. It is exemplified in the structure hereinafter described, and it is defined in the appended claims.

In the drawings forming part of this specification, Figure 1 is a perspective representation of a scoop-board constructed in accordance with my invention and attached to a wagon-bed by means of my particular kind of fastenings. Fig. 2 is a perspective representation of a saddle-clamp which is adapted to be set onto the edge of a side-board of the bed and to carry a hitch-bearing of the scoop-board. Fig. 3 shows one of the hitch-bearings and hinge-straps in perspective. Fig. 4 represents in cross-section the manner in which the saddle-clamp and the hinge-strap are conjoined. Fig. 5 is a plan of a corner of the scoop-board, showing details of a hinge. Fig. 6 is a section on line x in Fig. 5.

In providing scoop-board attachments of the character designated three things are essential, as follows: The connections with the bed must be sufficiently firm to stand the jar incident to ordinary and even extraordinary usage without becoming detached or loosened. They must be applicable to wagon-beds having side-boards of different heights, and when, as in this case, the end-gate cleats are considered in making the connection provision must be made for variation in the width of the cleats. I meet these requirements in a manner that will appear from the subjoined detailed description of the different features of the device.

As a fundamental element of the invention I construct a pair of saddle-clamps composed each of a saddle-block 4, adapted to rest horizontally on the upper edge of a side-board 1 of the wagon-bed, and downward extensions 5, 6, 7, and 8. The extension 6 is adapted to fit in the end-gate groove formed by vertical cleats 2 and 3. Extension 5 is adapted to fit in front of cleat 3. Extension 7 fits on the outside of the side-board opposite extension 6, and extension 8 also fits against the outside of the side-board approximately opposite extension 5. The extension 8 has a longitudinal slot 8, which extends vertically. The inner portion of the groove is widened, as shown in Fig. 4, to provide for the head of bolt 16, and the outer surface of the extension is preferably corrugated horizontally.

The hinge and the hitch-bearing of one side of the bed are integral, and they comprise a plate 10, slotted horizontally at 11, a loop 12, projecting laterally from a side of the slotted plate and straddling the slot thereof, a strap 13, forming a continuation of plate 10, and a hinge-hook 14 on the end of the strap. The plate 10 is attached to the extension 8 of the saddle-clamp by means of a bolt 16, the head whereof rests in the enlarged portion of groove 9, and the hooked end of the hinge-strap extends to the lower rear corner of the side-board and rests on the under cross-cleat at the rear end of the bed.

The scoop-board 17 has side wings 18, to which are fastened lugs 19, and rods 20 extend from the lugs 19 through loops 12 and terminate in hooks 21. The lower corners of the scoop-board are cut away, as shown in Fig. 5, and in the spaces so formed hinge-bearings for hooks 14 are fastened. These bearings preferably comprise castings, as 24, fastened to the side wings 18 and having at their lower ends the rounded bearing portions 23, adapted to fit into the hooks 14 of the hinge-straps 13.

To attach a scoop-board to a wagon, the saddle-clamps, which are rights and lefts, are forced into place astride the side-boards and the inner cleats thereof, the plates of the hinge-straps and hitch-bearing loops, which are also rights and lefts, are fastened onto the saddle-clamps in the manner hereinbefore explained, the bearings 23 of the scoop-board are placed into the hooked ends of the straps 13, the rods 20 are passed through loops 12, the board is swung upward until

the lugs 19 enter the loops, and the rods 20 are then swung into hooks 22 on the sides of the wings in a manner and with a result that are well understood.

If the widths of side-boards and cleats thereon were uniform, the saddle-clamps, hitch-bearings, and hinge-straps might be made integral and the attachment of the scoop-boards be much simplified; but such is not the case, and it therefore becomes necessary to adjust the plates 10 on the extensions 8 of the saddle-blocks. If the side-board is unusually narrow, the bolt 16 is moved upward in slot 9. If the board is unusually wide, the bolt is moved downward and the plates 10 are moved backward or forward, as circumstances may require, in order to conform to the width of the rear cleats and bring the hitch-loops 12 the proper distance from the rear end of the bed to enable the rods 20 to properly lock the scoop-board closed.

The extensions of the saddle-clamp are made to closely embrace the side-boards of the bed, and the inner ones fit between the cleats and around the inner cleats in a manner to effectually prevent the saddle-block from tilting endwise and displacing the hitch-loops and hinges.

What I claim is—

1. A scoop-board fastening comprising a saddle-block composed of horizontal portion 4 and downward extensions 5, 6, 7 and 8, the last-named extension being vertically slotted, a plate 10 having a hitch-loop and a hinge-strap and a bolt to bind the plate to the slotted extension of the saddle-block, substantially as set forth.

2. A scoop-board fastening comprising a saddle-block composed of horizontal portion 4 and downward extensions 5, 6, 7 and 8, the last-named extension being vertically slotted, a plate 10 slotted horizontally and having a hitch-loop and a hinge-strap, and a bolt to bind the plate to the slotted extension of the saddle-block, substantially as set forth.

3. A scoop-board fastening comprising a vertically-slotted member adapted to be secured to a side-board of a wagon-bed, a plate slotted horizontally and having a hitch-loop and a hinge-strap, and a bolt to bind the horizontally-slotted plate to the vertically-slotted member, substantially as set forth.

4. In a scoop-board fastening, the combination of a plate slotted horizontally, a hitch-loop on the plate, a hinge-strap extending from the plate, and a bolt to fasten the plate to a side-board of a wagon-bed, substantially as set forth.

In testimony whereof I sign my name in the presence of two subscribing witnesses.

FRANK M. TENNEY.

Attest:
H. O. TENNEY,
L. P. GRAHAM.