No. 621,180. Patented Mar. 14, 1899.

S. J. TAYLOR.

SHOVELING BOARD FOR GRAIN CARS.

(Application filed July 6, 1898.)

(No Model.)

Fig. 1

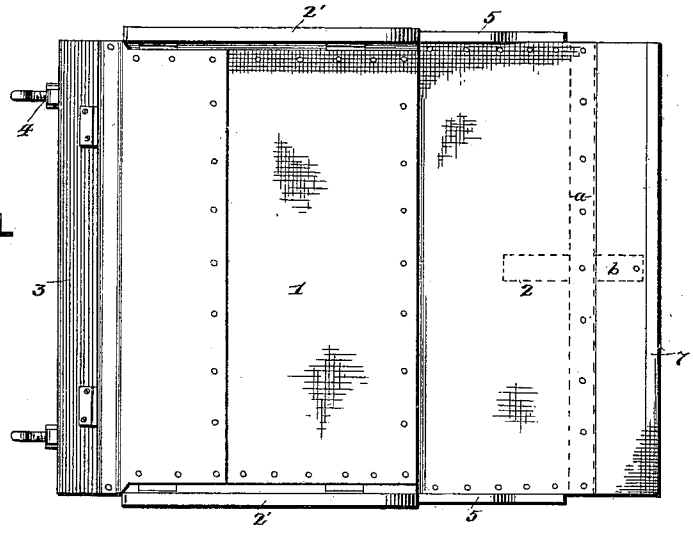
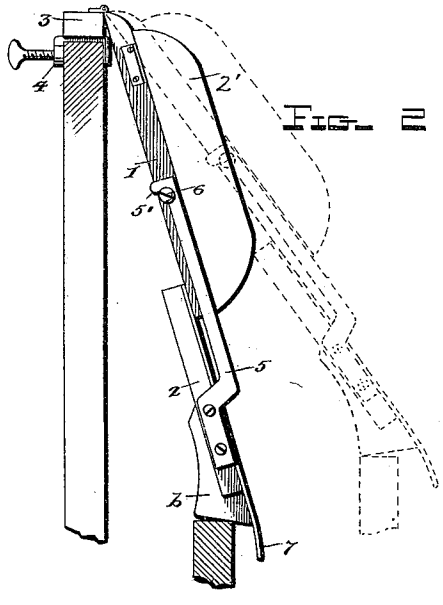


Fig. 2



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UNITED STATES PATENT OFFICE.

SAMUEL JESSE TAYLOR, OF SOUTH OMAHA, NEBRASKA.

SHOVELING-BOARD FOR GRAIN-CARS.

SPECIFICATION forming part of Letters Patent No. 621,180, dated March 14, 1899.

Application filed July 6, 1898. Serial No. 685,244. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL JESSE TAYLOR, a citizen of the United States, residing at South Omaha, in the county of Douglas and State of Nebraska, have invented certain new and useful Improvements in Shoveling-Boards for Grain-Cars; and I do 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.

The invention has relation to shoveling-boards for grain-cars; and the object of the invention is to provide a device of this character which may be easily attached to the grain-door of a grain-car and which when not in use will hang down against the side of the car out of the way and which may be swung up and supported by its free end on the edge of a grain-wagon, in which position it will prevent grain being lost or scattered upon the ground during the shoveling of it from the wagon into the car.

With these objects in view the invention consists in certain features of construction and combination of parts, which will be hereinafter fully described and claimed.

In the drawings, Figure 1 is a top plan view of my improved shoveling-board, and Fig. 2 is a side elevation showing it connected to the upper end of a grain-door with its lower or free end engaged upon the upper edge of the sliding piece of the grain-wagon.

In the drawings, 1 and 2 denote the two sections of my improved shoveling-board, the inner or upper section 1 being provided with hinged side wings 2′, which are adapted to be spread out in the position shown in Fig. 1 when in use and when not in use adapted to be swung down against the face of the section. Each section consists of a framework covered with canvas, the section 1 being preferably provided with a strip of sheet-iron on its upper edge, so that in shoveling the grain from the wagon into the car the shovel, which oftentimes strikes against the device, will not damage the canvas. The section 1 may be attached to the grain-door in any suitable manner; but I prefer the construction which I will now proceed to describe.

3 denotes a bar, the outer edge of which is hinged to the upper edge of the section 1 of the shoveling-board and the under side of which is provided with clamps 4, which are firmly clamped to the upper edge of the grain-door, thus permitting the shoveling-board to lie flat against the outer side of the grain-door when not in use. The two sections of the shoveling-board are adjustable one with respect to the other, so that the outer section 2 may be moved back and forth to correspond to the different heights of grain-wagons. I secure this adjustment by providing one of the sections of the shoveling-board, preferably the section 2, with angular arms 5, which are secured to the edges of the section 2 and have hooked inner ends 5′, that engage studs 6, secured to the side edges of the section 1, and prevent the separation of the two parts.

The end rail *a* of the section 2 is preferably provided with a block *b*, which is adapted to rest upon the upper edge of the side piece of the grain-wagon, so that should the driver fail to remove the shoveling-board from the wagon after he has unloaded the same and drive off no damage will be done to the section, as would be the case were it supported directly upon the edge of the wagon.

To prevent any grain being lost through the space between the end rail and the upper edge of the wagon, I extend the canvas of the section 2 beyond the edges of the rail to form an apron 7, which hangs down and covers the space between said rail and the upper edge of the wagon.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. A shoveling-board consisting of two sections, studs projecting from the sides of one of said sections, and arms projecting from the sides of the other section and provided with hooks, which are adapted to engage said studs, said arms having a slidable engagement against the sides of the section carrying the studs, substantially as described.

2. A shoveling-board consisting of two sections, one of which has a slidable connection with the other, a bar hinged to one of said sections and a clamp carried by said bar by means of which the shoveling-board may be

attached to the grain-door of a grain-car, substantially as set forth.

3. A shoveling-board consisting of two sections one of which has a slidable connection with the other, means for attaching one of said sections to the grain-door of a grain-car, a block secured to the outer section to support said section upon and above the side bars of the grain-wagon, and an apron projecting from the outer edge of said section and adapted to cover the space between the end of said section and the upper edge of the side-board of the wagon, substantially as specified.

4. A shoveling-board consisting of two sections, one of which has a slidable connection with the other, hinged side-boards for one of said sections, a supporting-block for the other section, a bar hinged to one of said sections a clamp carried by said bar for securing it to the grain-door of a grain-car, and an apron secured to the outer end of the outer section, substantially as set forth.

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

SAMUEL JESSE TAYLOR.

Witnesses:

J. M. TAYLOR,

JOE MCKEE.