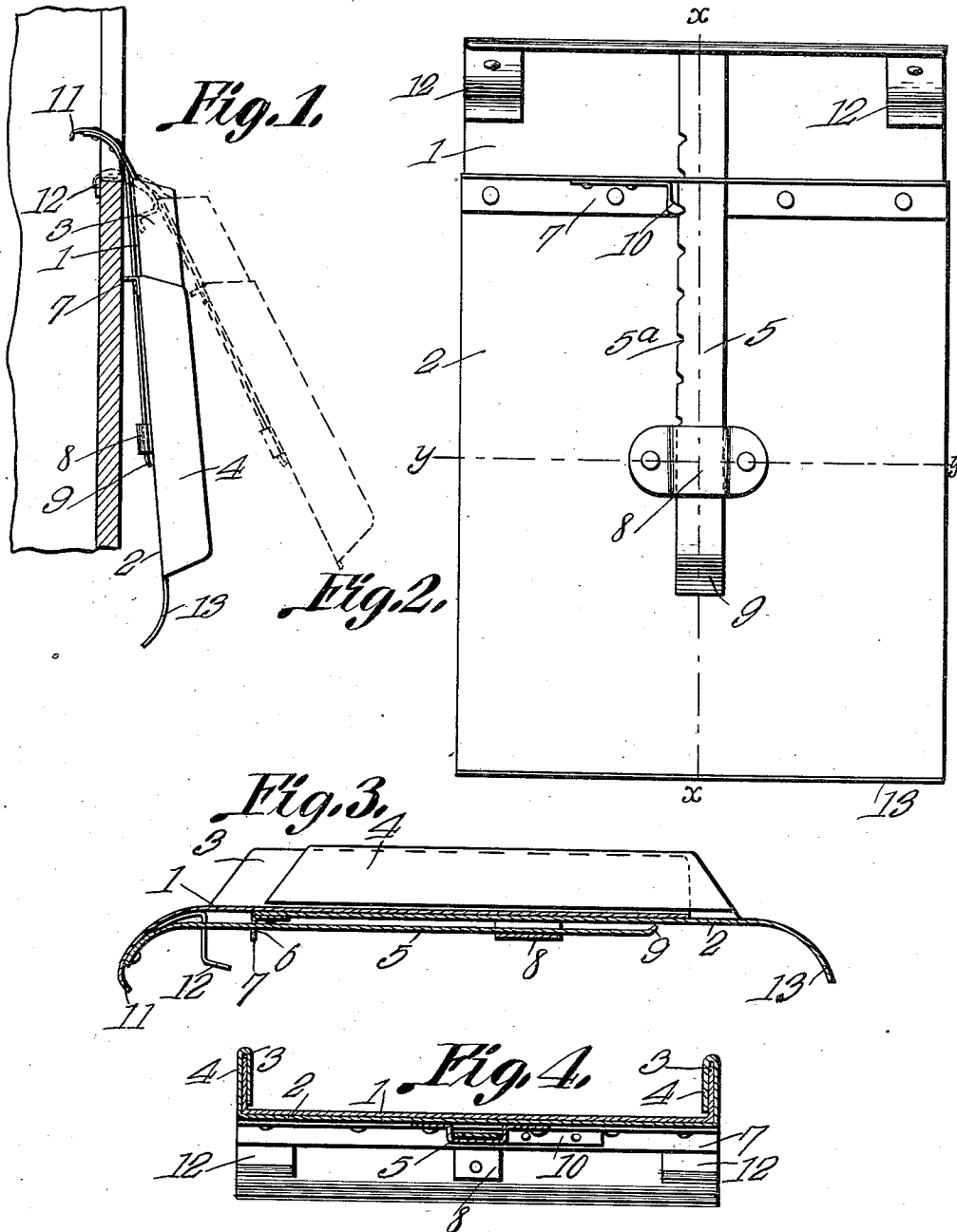


J. E. POWERS.
SHOVELING OR WASTE PREVENTING BOARD.
APPLICATION FILED MAY 2, 1912.

1,043,356.

Patented Nov. 5, 1912.



Witnesses

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UNITED STATES PATENT OFFICE.

JAMES E. POWERS, OF ASHLAND, KANSAS.

SHOVELING OR WASTE-PREVENTING BOARD.

1,043,356.

Specification of Letters Patent.

Patented Nov. 5, 1912.

Application filed May 2, 1912. Serial No. 694,684.

To all whom it may concern:

Be it known that I, JAMES E. POWERS, a citizen of the United States, residing at Ashland, in the county of Clark and State of Kansas, have invented a new and useful Shoveling or Waste-Preventing Board, of which the following is a specification.

This invention relates to improvements in contrivances or devices to prevent the waste or falling of grain, for instance, to the ground, in shoveling or removing the grain from a car into a wagon or vehicle, or reversely, which devices or contrivances may be termed, for a better title, a shoveling board.

An object of the invention is to provide for effectively guarding against such casual waste of the grain when so shoveling or removing the same.

A still further object is to provide for readily accommodating the contrivance to the car and vehicle end-gate, as circumstances may call for with respect to different heights of vehicles or wagons.

A still further object is to provide for readily suspending the device or contrivance in position upon the car, either when needed for use or when not in demand and so as to be conveniently at hand.

A still further object is to carry out the aforesaid ends in a simple, inexpensive and effective manner.

The invention therefore consists of certain instrumentalities and features substantially as hereinafter fully disclosed and defined by the appended claims.

In the accompanying drawing, illustrating the preferred embodiment of my invention, wherein it will be understood that various changes and modifications may be made as to the detailed construction and arrangement of the parts without departing from the spirit thereof, Figure 1 is a view showing the device in end elevation, both in full lines and in dotted lines, and showing a car partly in section and partly in end elevation, the full lined representation of the device showing it out of use and the dotted lined representation showing it in use. Fig. 2 is an underside view of the device. Fig. 3 is a longitudinal section of the device detached from the car, taken on the line $x-x$ of Fig. 2. Fig. 4 is a trans-

verse section of the same taken on line $y-y$ of Fig. 2.

In carrying out my invention, I preferably construct it of sheet-steel, or galvanized sheet iron, the same including two principal plate-like members 1 and 2, constituting the shoveling board, one member being slidable upon the other, to adapt the device to vehicles of different heights.

In order to provide for the sliding of one member upon the other, the member 1, which lies flat upon the member 2, has outstanding lateral ledges 3, suitably received within turned-over or double walled outstanding ledges 4, formed upon the member 2, at its lateral edges, as will be readily appreciated from Fig. 4. The ledges 3 and 4 of the members 1 and 2 serve also as guards to prevent the grain from falling from the members 1 and 2, to the ground, the members serving to bridge the space between the car and the vehicle, and to receive any casually falling grain during the shoveling operation.

A bar 5, notched in one edge as at 5^a, has one end suitably secured to the member 1 and passes through a slot 6 in the outstanding portion of an angle-iron element 7 secured to, and serving to reinforce the member 1. The opposite end of the bar is passed through a keeper 8 secured to the member 2, said end of the bar 5 being intumed as at 9 to bear upon the member 2. A spring detent 10, secured to the outstanding portion of the angle-iron element 7 automatically engages the notches 5^a of the bar 5 to provide for relative movement between the members 1 and 2, according to the height of the vehicle end-gate, or to the space to be spanned between the car-door and the vehicle, as will be readily appreciated.

The member 1 has its upper edge formed with a hooked hanger 11 adapted to engage the upper edge of the car-door so as to retain the shoveling board in the dotted line position indicated in Fig. 1, when the grain is shoveled from the car into a wagon, or reversely, the slidable engagement between the members 1 and 2, permitting the board to be elongated sufficiently to span the space between the car and the wagon. The member 1 is also provided a short distance below the hanger 11, with additional oppositely

disposed hangers 12 adapted to be caught upon the upper edge of the car-door for the purpose of suspending the shoveling board therefrom, when the board is disposed in the full-lined position and is out of use.

The member 2 has at its lower end an intumed or curved extension 13 adapted to engage with the upper edge of the vehicle end-gate or with a grain-bin and to prevent grain from falling to the ground adjacent the vehicle or the bin.

What is claimed is:—

1. A shoveling board comprising telescoped plate-members; a rack-bar secured adjacent one end to one plate-member; an element upon the other plate-member in which the rack bar is slidably received; and a pawl upon the board, adapted to engage the rack bar.

2. A shoveling board comprising telescoped plate-members; an angle element secured to one plate-member and constituting a reinforcement therefor; a rack bar secured to the other plate member and slidably engaged in the outstanding flange of the angle element; and a pawl secured to the outstanding flange of the angle element and adapted to engage the rack bar.

3. A shoveling board comprising telescoped plate-members; an element extended transversely of one plate-member and constituting means for preventing the plate-members from bending transversely, a rack bar secured adjacent one end to the other plate-member and extended longitudinally of both plate-members to constitute a means for reinforcing the members against longitudinal bending, the rack bar being slidably

engaged with said element; a pawl upon the board, engaging the rack bar; a keeper upon the first specified plate-member, in which the rack bar is slidably held.

4. A shoveling board comprising telescoped plate-members having cooperating, outstanding guard ledges; an angle element secured to one member and constituting a reinforcement therefor; a keeper secured to said member; a rack bar secured to the other member, the rack bar being slidably engaged in the outstanding flange of the angle element and in the keeper; and a movable pawl upon the board, engaging the rack bar.

5. A device of the character described, including two plate-members having outstanding lateral guard-forming ledges, the ledges of one plate-member being received by the ledges of the other plate-member, said plate-members also having intumed upper and lower ends, respectively, the upper plate-member having a hanger at its upper end, and below said hanger additional hangers, an adjusting and retaining member fixed to one plate-member and extending through a slotted outstanding angle bar and a keeper fixed to the other plate-member, and an automatically actuated pawl or detent engaging said adjusting and retaining member.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JAMES E. POWERS.

Witnesses:

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