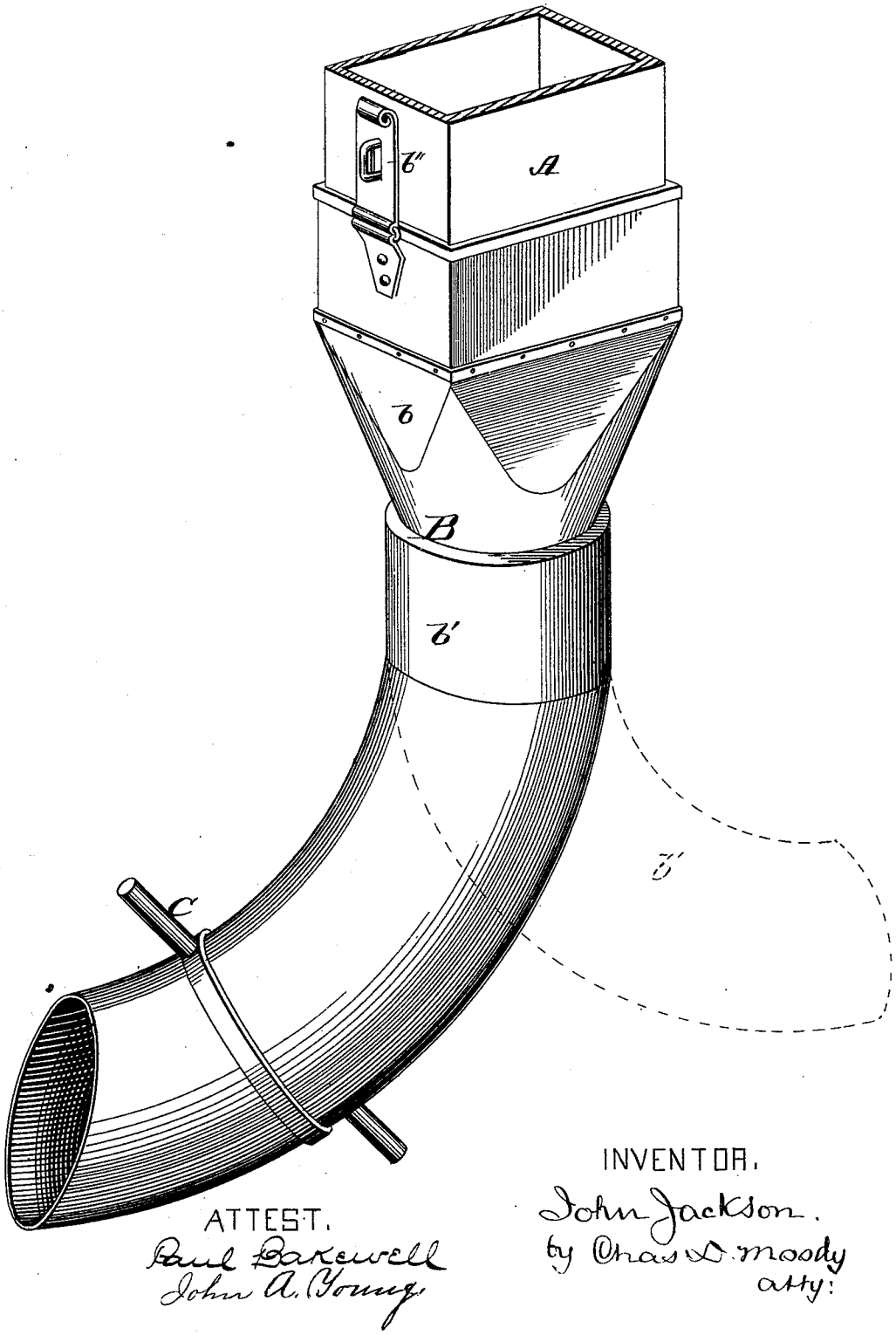
J. JACKSON.

Device for Distributing Grain in loading-cars.

No. 195,893. Patented Oct. 9, 1877.



ATTEST.

Paul Bakewell

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UNITED STATES PATENT OFFICE.

JOHN JACKSON, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN DEVICES FOR DISTRIBUTING GRAIN IN LOADING CARS.

Specification forming part of Letters Patent No. **195,893**, dated October 9, 1877; application filed July 19, 1877.

To all whom it may concern:

Be it known that I, JOHN JACKSON, of St. Louis, Missouri, have invented a new and useful Mode and Means for Loading Grain into Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the annexed drawing, making part of this specification, where the nozzle is shown in perspective, and as connected with the foot of the grain-spout.

The present invention has relation to the loading of grain from an elevated position, such as a bin in an elevator.

The practice heretofore has been to deliver the grain into the central part of the car, and thence to transfer and distribute it throughout the car. This mode is objectionable. It requires a second handling of the grain, and several workmen must be stationed within the car in order to remove the grain from opposite the doorway, where it is rapidly delivered from the grain-spout.

My improved method is as follows: Taking advantage of the momentum of the descending grain, and constructing the spout suitably therefor, I cause the grain to be spouted directly to all parts of the car, loading the latter evenly throughout without any aid saving the operator who directs the movement of the nozzle of the spout.

The means for effecting the operation is shown in the annexed drawing, where A represents the lower end or foot of an ordinary grain-spout. To this is attached a nozzle, B, consisting mainly of two parts, an upper joint, *b*, that is slipped onto the end of the spout, and a lower joint, *b′*, that is swiveled to the upper joint, and that is curved so as to point at right angles or thereabout to the spout A, and constituting an extension of the spout that can be turned to shoot the grain in any direction at right angles to the spout.

The operator stands in the doorway of the car, holding the nozzle, and preferably by the handle C, so as to spout the grain first to one end of the car, until that part is filled. He then turns the joint *b′* around, as indicated by the dotted lines, causing the grain to be directed to the opposite end of the car, thus readily and evenly loading the car without further assistance, and largely diminishing the dust incident to the handling of grain. By means of the fastening *b″* the device can be made detachable from the spout. The spout A is movable, and is drawn into the car in the usual way.

I am aware, in loading ships, that grain has been delivered through a trumpet-shaped nozzle that is made to revolve continuously, and thereby to generate centrifugal force sufficient to scatter the grain to a considerable distance laterally from the nozzle. Such a construction does not answer my present purpose, as the grain when moved by centrifugal force, as described, cannot be concentrated in any particular direction, and hence such a method is impracticable in loading railway-cars, where the grain has to be taken at the central part of the side of the car and thence transferred exclusively toward the ends of the car. Moreover, it is impracticable to introduce a device that operates through the generation of centrifugal force through the doorway of an ordinary freight-car. I therefore disclaim the construction referred to.

What I claim is—

1. The combination of the spout A, joints *b* and *b′*, and the handle C, the joint *b′* being curved, and operated substantially as described.

2. The combination of the movable spout A and the joints *b* and *b′*, the latter being curved and swiveled to the former, substantially as described.

JOHN JACKSON.

Witnesses:

CHAS. D. MOODY,

A. C. STEWART.