

J. K. McLENNAN.  
Shovelling Board for Wagons.

No. 196,986.

Patented Nov. 13, 1877.

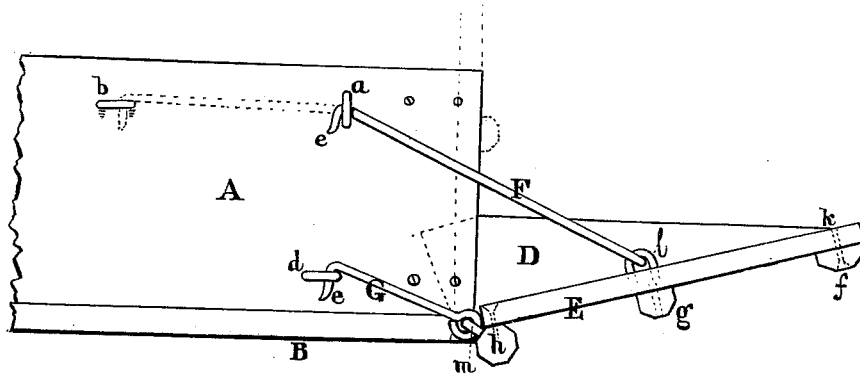


Fig. 1.

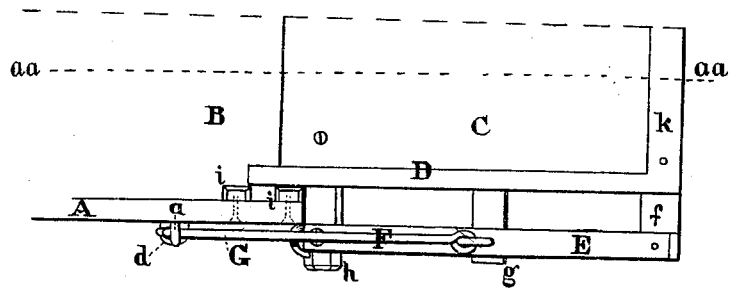


Fig. 2.

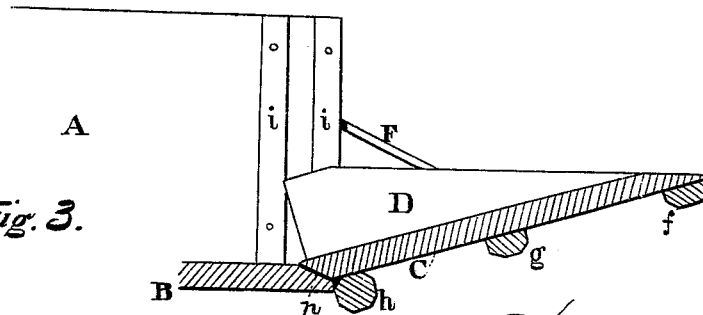


Fig. 3.

Witnesses  
Brother Shurlow,  
Lyndhurst Shurloom

Inventor  
John K. McLennan,  
(by E. Shurlow his  
att'y in fact)

# UNITED STATES PATENT OFFICE.

JOHN K. McLENNAN, OF ELMIRA, ILLINOIS.

## IMPROVEMENT IN SHOVELING-BOARDS FOR WAGONS.

Specification forming part of Letters Patent No. 196,986, dated November 13, 1877; application filed September 27, 1877.

*To all whom it may concern:*

Be it known that I, JOHN K. McLENNAN, of Elmira, in the county of Stark, in the State of Illinois, have invented an Improvement in Cheeked Shoveling-Boards for Wagons; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawings, making a part of this specification, in which like letters of reference refer to like parts, and in which—

Figure 1 represents a side elevation as attached to a wagon at the proper angle for shoveling from; Fig. 2, a superficial view of same; Fig. 3, a longitudinal vertical section.

The object of this invention is, first, to make the board instantaneously detachable from a wagon; second, to obviate the joint or chink left at the junction of the board with the wagon-floor, forming an impediment to shoveling; third, in resting the board not upon hinges but upon a solid support—*i. e.*, the floor of the wagon; fourth, to brace the outer sides of the wagon sides, which is done by means of vertical bars in combination with the cheeks of the board.

I construct the board as follows, or substantially so: to the rear end of each side-board of an ordinary wagon-box I affix, near its upper edge, two or more staples, in or near a horizontal line with each other, for the adjustable detention of the upper rod which supports the board on either side, and another eye, (on either side of the wagon,) near the bottom edge of each side-board, to receive the respective hooks of the lower hooked rods on either side of the wagon.

The shoveling-board is, of course, flat, with a vertical cheek or side-board to right and left attached to it, which pass within the wagon. Extensions beyond these on either side carry parallel side bars at a sufficient distance from said cheeks to admit the ends of the respective sides of the wagon between said side bars and cheeks. These side bars have each an eye or staple near its middle, to which are attached hooked rods attachable to either of the upper staples, before mentioned, in the respective wagon sides, while a second hook, on either side of the board near its junction with the wagon, is made attachable to the respective lower staples or eyes in the wagon

sides. These devices allow the board to be instantaneously removed, avoid hinges; obviate a shovel-obstructing joint, and, when removed, leave no troublesome attachments behind.

One of the forms in which I construct this board is as follows: A represents the wagon sides; *i i*, cleats of usual board; B, floor; C, shoveling-board, beveled at its forward lower edge *n*, to rest upon a corresponding bevel on rear edge of the wagon-floor, and also beveled horizontally at *k*, at its rear edge, for convenience. D D are triangular cheeks attached to either side of the board, so as to project within and beyond the cleats *i i*, to prevent shovels from striking the latter. E E are lateral bars (in same plane as the board C) parallel with the cheeks D D, and one on either side of the same at sufficient distance from each cheek to allow the respective wagon sides to pass between them, as far as the cross-braces *f g h*, behind, and to which they are attached. The brace *h*, next to the wagon end, abuts against the floor of the latter, the board itself passing beyond it, *h*, to rest upon said floor. F F are rods hooked at their forward ends to staples *a b* in either side-board of the wagon, and fixed at their rear ends or eyes in staples in the middle part of the respective lateral bars E E, so as readily to pass through the first retaining-eye, *a*, to the farther one; *b*, used when the board C is closed or vertical. G G are the lower pair of hooks on either side of the board, attached to either end of the cross-bar *h* next to the wagon in staples *m m*, each resting in the opposite eyes *d d*, respectively.

The advantages of this board may be summed up as follows: Obviation of hinges or eyes and pintles, and annoyance of breaking these; avoidance of resting the board on hinges; a better joint with the wagon-floor; avoidance of shovel striking the cleats *i i*; advantage of inclosing lateral braces E E for the wagon sides, and acting with cheeks D D as firm braces for the otherwise embraced ends of the wagon.

What I claim as my invention is—

1. A shoveling-board supported on the wagon bottom by means of a re-entering angle formed by beveled edge *n* and transverse bar *h* or recess, in combination with lateral

hooked rods F F G G, attached, respectively, to the several side bars E E and cross-bar *h*, or to the junction of the latter with said bar E and to their respective staples *a b d*, substantially as and for the purposes described.

2. The combination, with the board C, of side bars E E, provided with the respective cross-bars *f g h*, the double set of lateral hooked rods F F, attachable to staples *a b*, and hooked rods G G, attachable to staples *d d* on the wagon sides, said rods G G acting as hinges when the board C is drawn upward to close the wagon end, substantially as and for purposes described.

3. The board C, beveled at front lower edge, having cheeks D D, side bars E E, braces *f g*

*h*, or lateral extensions of said board, the bars E and *h*, provided with respective hooks F G, substantially as and for the purposes specified.

4. The combination, with the wagon A B, of the board C, cross-bars *f g h*, lateral bars E E, hooks F G, and eyes *a b d*, substantially as and for the purposes described.

In testimony that I claim the foregoing I have hereunto set my hand this 14th day of September, A. D. 1877.

JOHN K. McLENNAN.

Witnesses:

LUTHER THURLOW,  
H. W. WELLS.