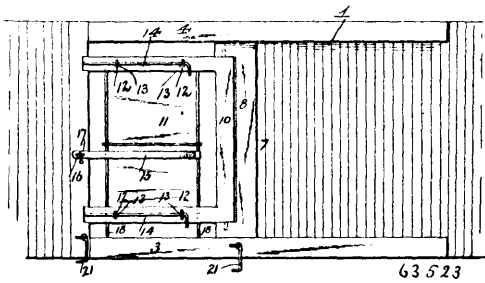


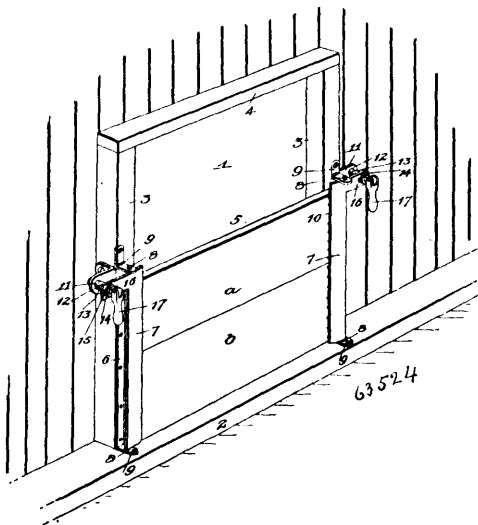
and guard rails secured to said door, whereby the door may be lowered and serve as a gang plank, substantially as specified. 2nd.



63 523

In a car door, the combination with a sliding hanger having a hinged frame to which the car door is removably connected, and hinged guard rails secured to said door, whereby the door may be lowered and serve as a gang plank, substantially as described. 3rd. The combination with the sills and top piece of the doorway having guideways, and the sill being provided with notches in its upper face, a door hanger having a sliding engagement in said guideways having a hinged frame, guide rails hinged to the inner side of the door, hooks secured to the lower edge of the door and adapted to engage the notches in the sill when the door is disconnected from the frame and lowered to form a gang plank, and hooks for retaining the guard rails in their elevated position, substantially as set forth.

No. 63,524. Grain Car Door. (*Porte de char à grain.*)



63 524

William M. Linvill, Kokomo, Indiana, U.S.A., 1st August, 1899; 6 years. (Filed 9th March, 1899.)

Claim.—1st. The combination with the doorway jambs, the grain door and hinged clamping plates, of means for clamping said plates to the grain door, substantially as set forth. 2nd. The combination with the doorway jambs, hinged clamping plates having laterally projecting arms formed with bifurcations, brackets secured to said jambs and provided with screw threaded apertures, screws working through said brackets and provided with grooved heads to receive the bifurcated arms of the hinged clamping plates, substantially as described and for the purpose set forth. 3rd. The combination with the doorway jambs and the grain door, of the hinged clamping plates provided with piercing points or prongs and having arms projecting laterally from their upper ends and bifurcated, and a screw engaging said bifurcated arms and adapted to swing said clamping plates toward or away from the grain door, substantially as set forth.

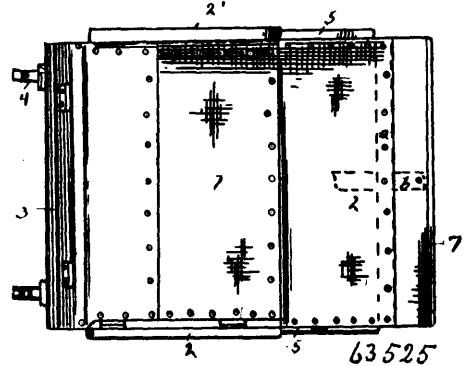
No. 63,525. Shoveling Board for Grain Cars.

(*Pelle pour char à grain.*)

Samuel Jesse Taylor, Phelps City, Missouri, U.S.A., 1st August, 1899; 6 years. (Filed 12th July, 1899.)

Claim.—1st. A shoveling board, consisting of two sections, studs projecting from the sides of one of said sections, and arms projecting from the other section and provided with hooks, which are adapted to engage said studs, said arms having a sliding engagement against

the sides of the section carrying the studs, substantially as described. 2nd. A shoveling board, consisting of two sections, one of which



63 525

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. 3rd. 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 said 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 described. 4th. 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.

No. 63,526. Fastener for Stock Cars.

(*Attache pour char à bétail.*)

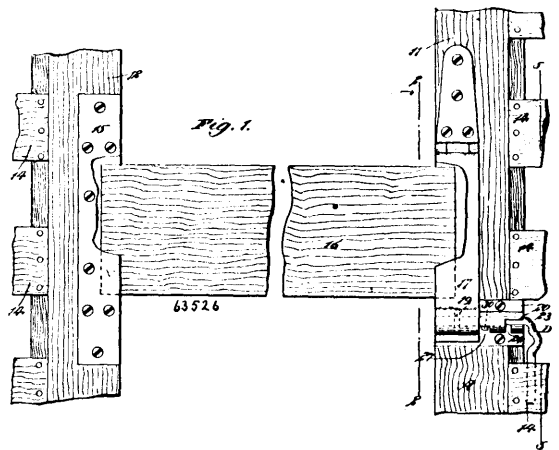


Fig. 1

63 526

John Charles Pearson, Pocatello, Idaho, U.S.A., 1st August, 1899; 6 years. (Filed 22nd February, 1899.)

Claim.—1st. In a stock car fastener, the combination of a hasp provided with a staple, a keeper provided with a base and with a longitudinally bored tubular portion, the keeper having longitudinal and transverse slots therein, communicating with the bore of the tubular portion, and a bolt adapted to slide and turn in said tubular portion, the bolt having a handle portion located without the keeper and adapted to be grasped to permit the manipulation of the bolt, and the bolt also having a lug adapted to be worked through the longitudinal and transverse slots of the keeper, to lock and release the bolt. 2nd. In a stock car fastener, the combination of a keeper, comprising a base plate and a longitudinally bored tubular portion carried thereon, the tubular portion and base plate being provided with longitudinal and transverse slots communicating with the bore and with a gap adapted to receive a staple, and a bolt having a main portion sliding and turning in the bore, one end of the main portion serving to cross the gap to hold the staple, and the main portion being provided with a lug capable of being worked through the grooves of the keeper so as to hold the bolt in place. 3rd. In a stock car fastener, the combination with a stock car having posts and slats attached thereto, of a hasp pivoted to one post and serving to the hold and pull bar, the hasp being provided with a staple, a keeper comprising a base plate and a tubulated portion, and a bolt having a main portion sliding in the tubulated portion and engag-