

No. 791,700.

PATENTED JUNE 6, 1905.

J. J. KING.  
DREDGER BUCKET.  
APPLICATION FILED JAN. 6, 1905.

FIG. 1.

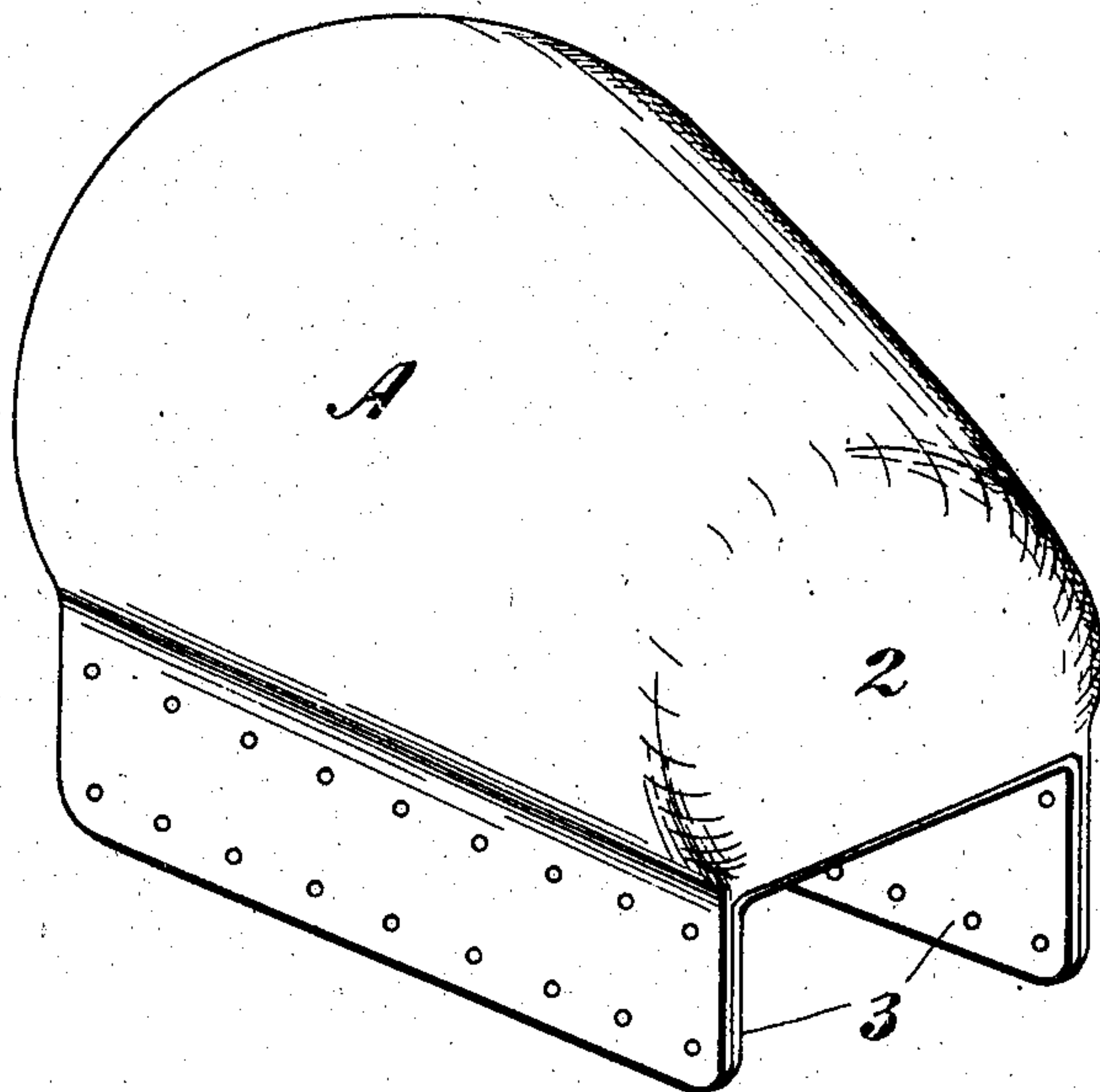
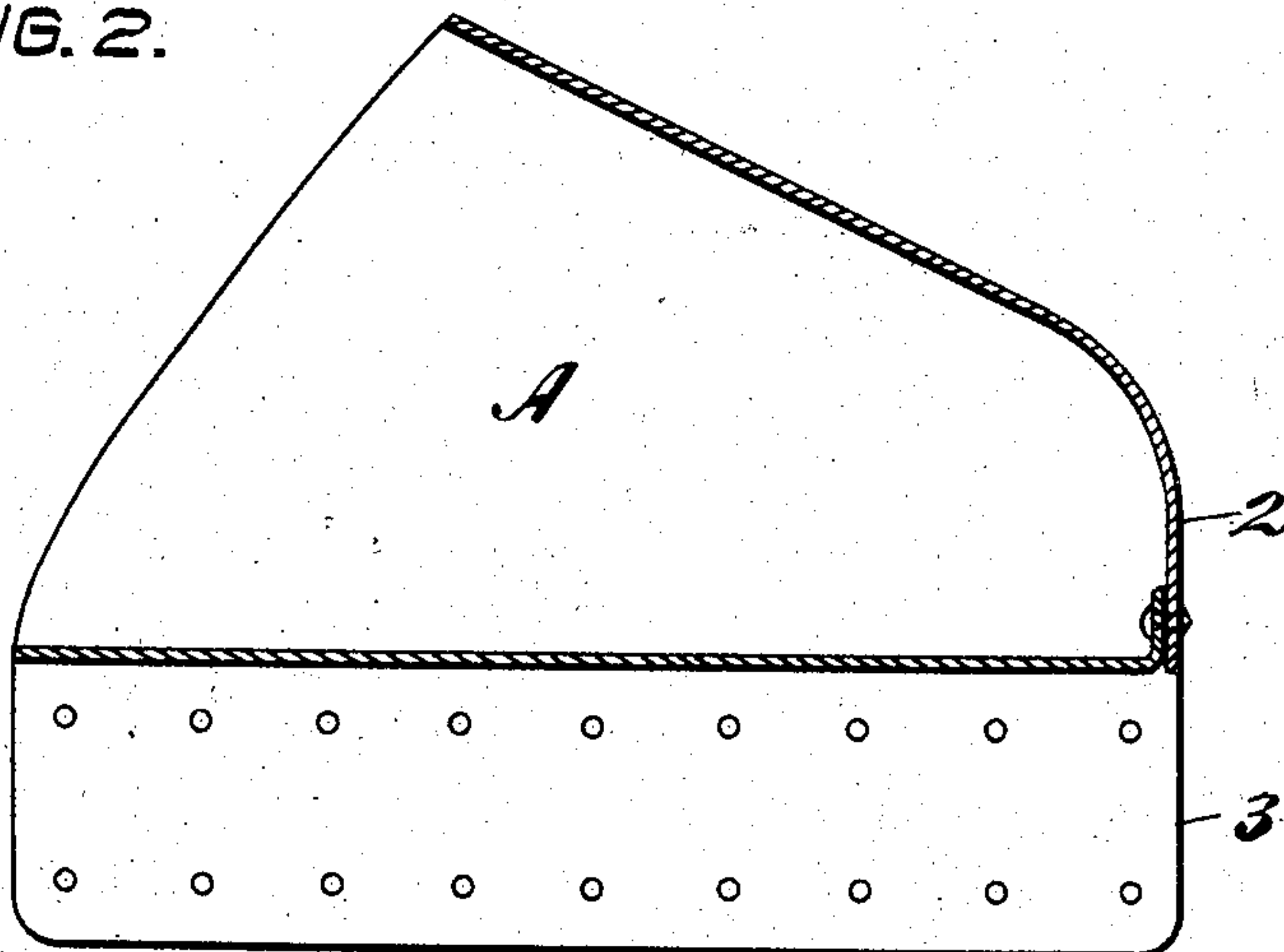


FIG. 2.



WITNESSES,  
Chas. E. Chapin.  
J. H. Morse

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# UNITED STATES PATENT OFFICE.

JOHN J. KING, OF SAN FRANCISCO, CALIFORNIA.

## DREDGER-BUCKET.

SPECIFICATION forming part of Letters Patent No. 791,700, dated June 6, 1905.

Application filed January 6, 1905. Serial No. 239,899.

*To all whom it may concern:*

Be it known that I, JOHN J. KING, a citizen of the United States, residing in the city and county of San Francisco and State of California, have invented new and useful Improvements in Dredger-Buckets, of which the following is a specification.

My invention relates to improvements in buckets which are designed for use upon dredgers.

It consists in the formation of the tail or lower end of the bucket continuous and integral with the sides and without joint at the junction of these parts.

It also comprises details of construction which will be more fully explained by reference to the accompanying drawings, in which—

Figure 1 is a perspective of my improved bucket. Fig. 2 is a longitudinal section through same.

In the formation of buckets such as are in use in endless-chain bucket dredgers which are used to lift material, and especially where such buckets are employed to dredge up auriferous sand from the bottom of rivers, water-courses, or artificially-formed pools, the buckets are usually constructed of heavy sheet metal bent to the proper form and the various parts of the bucket united by flanges or lapped and riveted joints. The strain upon such buckets and the general wear and tear loosen the rivets and open the joints, so that much fine gold and valuable material is lost.

It is the object of my invention to prevent such loss by my improved construction, which is as follows:

The body or shell A of the bucket is formed of suitable heavy sheet metal cut to the proper pattern and bent into the desired shape, which is usually with a flaring segmental mouth and convergent backwardly to the rear or tail end of the bucket. This tail end has usually been flanged and riveted to the outer shell and the corners patched and calked. In my construction I form the tail end 2 integral with the shell A, bending and compressing the metal

as may be required, so that the angle or curvature at the junction of the shell and tail portion is of continuous sheet metal. The frog or portion 3 is made by bending another sheet of metal to form a closure for what would be the top of the bucket when in its digging position and upwardly-turned flanges by which it is secured to the chain. The rear end of that portion which forms the closure of the bucket has a flange turned upon it, and this overlaps and is riveted to the contiguous overlapping edge of the tail portion 2, thus forming a sufficiently strong and tight joint at this point.

By pressing or otherwise forming the shell and the tailpiece in a single integral structure no joint is made at the junction of the two and no leakage or loss of material can occur.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A dredger-bucket having a segmental shell, and the rear or tail portion formed integral of a single seamless sheet and the frog riveted to the edges thereof.

2. A dredging-bucket having a substantially segmental shell open at the front, convergent toward the rear and bent to form an integral tailpiece and closure at the rear end, a plate flanged and riveted to form a closure for the open sides of the shell, said plate having an upwardly-turned flange riveted to the coincident edge of the tailpiece and side flanges bent downwardly and forming a frog.

3. As a new article of manufacture, a dredging-bucket having a shell and the rear end or tail formed integrally from a single seamless sheet of metal.

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

JOHN J. KING.

Witnesses:

S. H. NOURSE,  
GEO. H. STRONG.