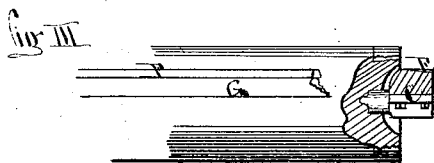
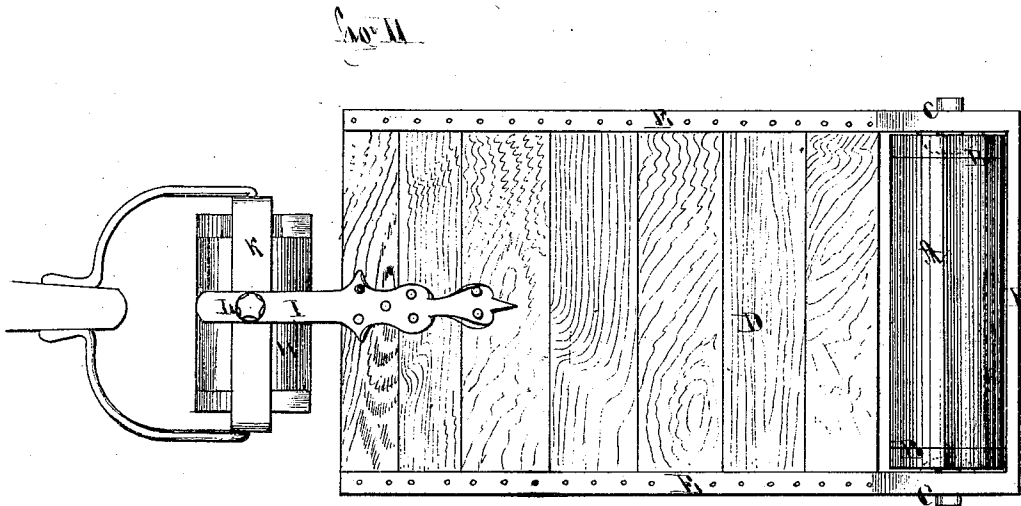
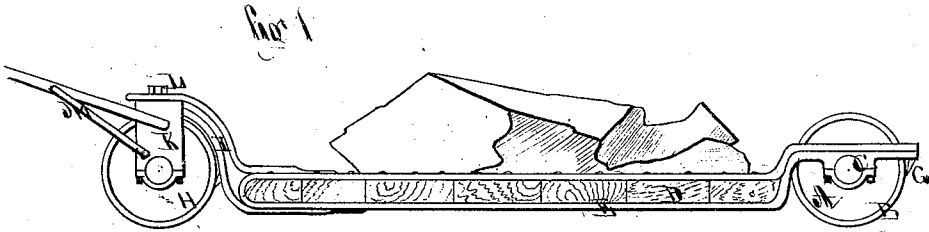


J. & G. WRIGHT.

Stone Truck.

No. 105,024.

Patented July 5, 1870.



Witnesses
A. Moore
C. C. Mills

Inventors
Jackson Wright
Green Wright
by their attorneys
Gardner & Hyde

United States Patent Office.

JACKSON WRIGHT, AND GREEN WRIGHT, OF MORRISANIA, NEW YORK.

Letters Patent No. 105,024, dated July 5, 1870; antedated June 30, 1870.

IMPROVEMENT IN STONE-TRUCKS.

The Schedule referred to in these Letters Patent and making part of the same.

To whom it may concern:

Be it known that we, JACKSON WRIGHT and GREEN WRIGHT, of Morrisania, Westchester county, State of New York, have invented a new and useful improved Stone-Truck; and we do hereby declare that the following is a full and clear description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon.

In the drawing—

Figure I is a side view;

Figure II, a plan view; and

Figure III, a detail view of our improved truck.

Our invention consists in a peculiar construction of stone-trucks, whereby stone in large masses is easily transported, and conveniently loaded and discharged.

Instead of using a hind axle and wheels, as in ordinary cases, we use a large roll, A, which is constructed in various ways, as convenience or use may direct. Generally, however, it is formed of a solid cylinder of wood, and strengthened by iron bands, B, at each end; one or more bands being used at each end, as may be necessary. Sometimes, however, the roll is formed of a single casting, having a shaft and spokes for the sake of lightness.

This roll has journals at each end, which work in bearings, C C, on the sides of the truck-body D, the bearings being usually formed on the rearward-projecting ends of the bands E E, forming the stiffeners of the body.

These ends we usually continue entirely around the roll in the rear, leaving a brace, F, running parallel to the roll from end to end.

On this piece F a mud-scraper, G, is attached, and inclines downward toward the surface of the roll.

The body of the truck is hung very low, and is formed of heavy plank laid crosswise, and connected and braced by the bands E E, any number of which may be used.

Fig. III shows a partial sectional view of the end of the roll, and also the manner in which the box C is arranged, the end of the roll being hollowed out slightly, and the box projecting inward, thus protecting the inner side of the box from the mud and sand to a great degree.

The front part of our truck is formed with a much shorter roll, H, constructed, however, in the same manner as the other. Otherwise this roll is swiveled to the truck-body by means of a double tongue.

We form the top and bottom sides of the truck, and a metal yoke, K, to the lower ends of which the bearings are attached.

This yoke passes longitudinally above the roll, and is pinned at L between the two ends of the tongues I, thus forming the swivel.

The draft is connected to the top, or nearly at the top, of the yoke K, at each side, and supporters, M, at each side, prevent the weight of the tongue from pressing on the beasts attached.

In some cases we use a pair of wheels in front, linking the truck on by means of the tongues I, and we do not wish to confine ourselves to the exact construction of the front gearing, the main purpose and principle being accomplished by the use of the rear roll and truck-body.

The advantages of this construction of truck are that, while the stone is loaded and discharged with great ease, the draft is comparatively light, from the fact that the bearing-surface of the roll is much greater than that of any wheel now in use, while the friction-surface on the axle or journals is less.

The small diameter of the roll also contributes to the easy draft over small hills, and the roll at the same time keeps the road used in a perfectly smooth condition. This is a peculiar advantage in this case, for these trucks are usually drawn repeatedly over a short space, and, where wheels would cut up the road under the heavy loads, the roll smooths away every obstruction.

Now, having described our invention,

What we claim as new, and desire to secure by Letters Patent, is—

1. The combination of the roll A and truck-body D, when used with either front wheels or front roll, the parts being arranged and constructed as and for the purpose herein set forth.

2. The combination of the yoke K, double tongue I, and front roll H, when used for a truck, in the manner shown and described.

3. The arrangement of the journal-boxes C projecting inwardly at the ends of the rolls, as shown.

JACKSON WRIGHT.
GREEN WRIGHT.

Witnesses:

E. H. HYDE,
J. B. GARDINER.