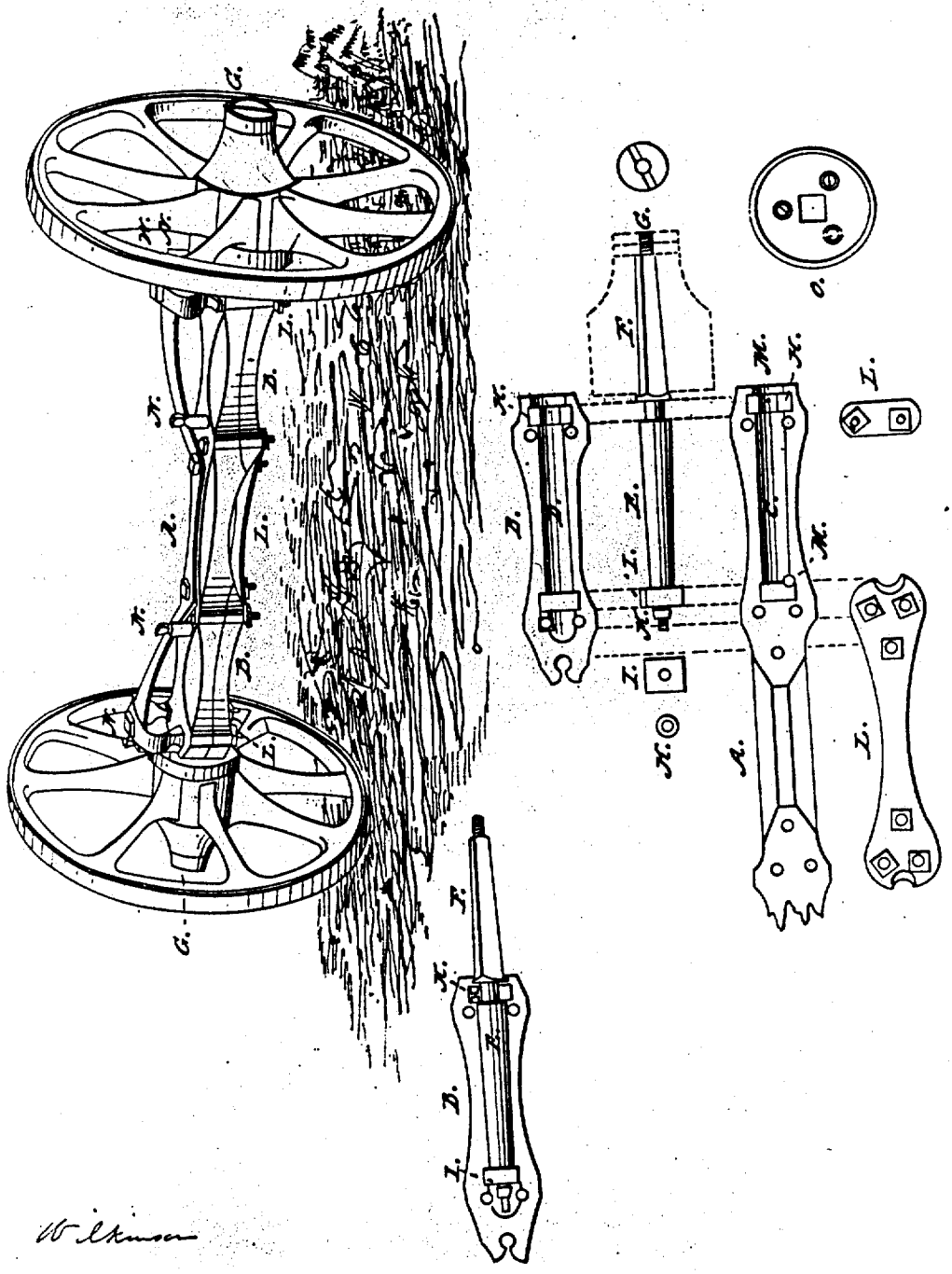
6857 X

G. WILKINSON.

Axle-Tree.

Patented Dec. 6, 1831.



Wilkinson

X0006857 Dec 6. 1831 105

Garner Wilkinson

Letters Patent

The Schedule referred to in these Letters Patent and making part of the same containing a description in the words of the said Garner Wilkinson himself of his improvement in the axletrees hub and Spokes of Carriage wheels

A Specification of a newly invented axletree, Arm of the axletree, Hub and spokes for all kinds of wheel Carriages, invented by Gardner Wilkinson of the Town of white Creek, County of Washington and State of New York. First, the axletree, the axletree including the two arms that go into the Hub is in five parts. The arm is driven through the hub and does not turn in the hub, but is light in the hub, and the wheel and arm turn together. The hub may be made of wood, brass, cast Iron, or any metal. If of wood, the arm is made four square where it goes through the hub, and is driven in from the inside of the hub and taper, and where it passes out of the hub it extends far enough to make a screw and fit a nut on the outer end of the arm so as to make the hub fast and light to the arm. If the hub is cast iron, brass, or composed of other metal (and it may be made of any and every metal) then the hub is cast solid and then on the inside of the hub a hole is drilled from one to three inches for the arm, according to the size of the carriage, and the arm with a screw on the end is screwed light into the hub, and to prevent it from unscrewing a brace of iron in the form of a plate of iron, or other metal is first made with a hole to admit the screw part of the arm to pass through so that when lightly screwed up the plate is light against the hub on the outside face of the inside of the hub and the plate is to be screwed light in that position by two or more screws fastening it to the hub. The hole is four square through the plate and so is the arm where it rests (the remaining part to be round)

In the wooden hub the spokes are to be drove in a solid through to the arm and as near to the large shoulder or big end of the hub as possible, so in the cast iron Brass, or metal hubs holes for the spokes are to be drilled in the same place with a double tenon and spokes are to be driven light as before. The hub of metal Brass or cast iron for common carriages to be three or four inches long. The rest of the wheel to be in usual way, only there are no boxes in the hub. Each arm is to be in length about one third the width of the carriage from the hub or bearing outward from the wheel. The arm is always of wrought iron or steel, and that part extending outward from the hub is fastened to the axletree by one double box in two parts, and one single box. The first or double box is close to the hub and the part of the arm running in double Boxes is turned round with shoulders so as to keep it's place the middle of the outward arm is also turned round, and the single box is on the farther end of it confined solid in the axletree and a screw and nut are on the end of the arm near the single box, to keep it from drawing out of box, and the outer part of the other beyond the hub turns in the boxes when the carriage moves the wheels and the part of the arm in the hub turning together. The axletree and the part of the arm beyond the hub are put together with nuts and screws. The other wheel and arm on the other end of the axletree are made and fitted in the same way, with braces of iron or cast steel top and bottom of axletrees, fastened to standards of iron and axletrees put together as shown by drawings hereunto shown and delivered and here to annexed with tubes or globes of any metal to hold oil, or to receive oil to the boxes being on standing on the top or side of axletree, being four on each axletree and one to each Box with a screw stopper to make them tight in the wooden hub the spoke is to be put with a double round tenon. The axletree may

be made of any length. of cast iron or wood or wrought iron and in three parts without the arms. and the aforesaid drawing shews the sections of the same with one arm attached and with one off. The Brass cast iron or metal hubs are to be cast with a rim projecting over the end of the axle tree as rims usually do. The axle tree may be cast in parts of iron, brass or steel and then filled according to the drawing

November 19th 1831.

Witnesses
Silas B Kellogg
Daniel Faidner

Exhd. 1831

Samuel Wilkinson

(936 words)

(Granted December 6. 1831)