9670½X

W. WOODBRIDGE.

Trigging Vehicle-Wheels.

Patented May 23, 1836.

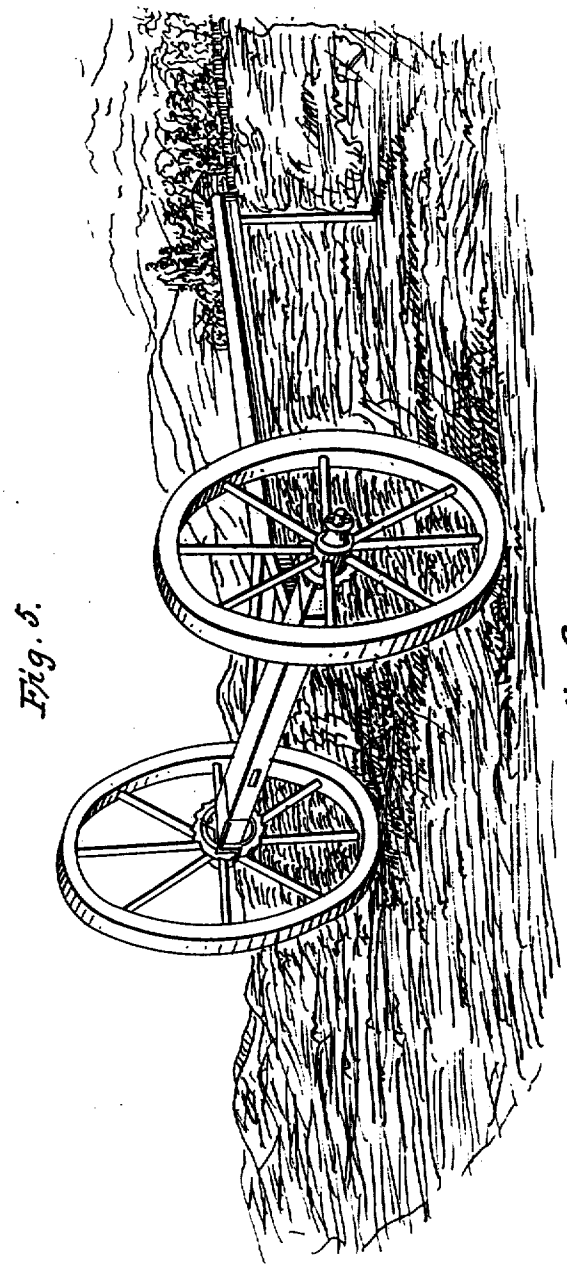


Fig. 5.

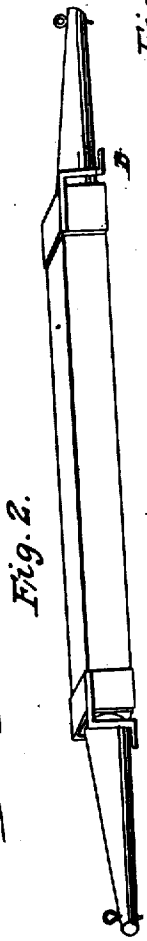


Fig. 2.



Fig. 1.



Fig. 4.

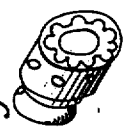


Fig. 3.

H. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

9670/2X May 23, 1836

William Woodbridge

Letters Patent

The Schedule referred to in these Letters Patent and forming part of the same containing a description of the Invention of William Woodbridge Esquire of his improvement in the mode of hanging coal and other carriages Wheels.

Whereas the hanging of the wheels of coal and other wheel carriages has been highly convenient and useful in diverse circumstances particularly when driving them up and down hills and in crossing planes to draw them and also the roads and passages from injuries accidently to arise in the working of heavy loads while drawing heavy loads and in working loads from steep and other embarrassed situations by bringing the wheels down to the right or perpendicular the axletrees of a wheel on one side of the carriage as usually hitherto practised upon the same being very liable to frequently and readily misplaced as a security against the runaway away of stage and other carriages which the hooks are intended to prevent and the hands are otherwise designed. And whereas no other methods of hanging the stages of wheels have hitherto been used or known as believed to the undersigned than that of applying keen obstruction to the periphery of the wheel & pressing the axletrees on the axletrees.

Therefore be all persons to whom these presents shall come be it known that I William Woodbridge of the Town of Wallingford in the County of Newhaven and State of Connecticut have discovered invented and applied to use a new and useful improvement in the mode of hanging coal and other carriages wheels by means of a ring or rubber circle fixed on the periphery of the inside ends of the hubs of coal carriages wheels and a ratchet stop or hook secured to the axletree

or by means of notches or cogs on the hubs as aforesaid and the crank stop is hereby denoted by the letter [illegible]. The cog is represented as secured upon the hub by the pivot marked A in Figure 1 on the annexed drawing and is conveniently made of iron and fast on the hub in the form of hoop or ring represented by notches in the hub covered with hoop or sheet iron.

The cog is used when it is desired to stop or keep the wheel from turning on any cog by interposing between cogs and when the cog is used the crank stop may be dispensed with. The cog in this case catches the crank stop and prevents the wheel from turning back. The crank stop or hand is marked B on figure 2. and is secured to the axle-tree by a strong iron strap marked C. in which stop is a slot to let the end of the crank stop through. This is and is to which socket is either way back or forward when it is wished to prevent the carriage from running back or forward or alternately either way the notches or cogs are to be used instead of the cog. And when it is desired to have the wheel run free either way the crank stop may be held up out of the way of the cog of the hub by a strap on the body of the carriage or other means

The hub with cogs or notches as before described by Figure 3 in the drawing and is most conveniently made in the form of an iron hoop covered with cogs. The form of the crank stop may be of wood in form as the one used with the cog; and may be secured to the axle tree in the same manner as above stated, and may be held up from the hub in the same manner when not in use but the crank stop may be dispensed with, by placing and using the cogs on the hub without being at all in a direction to the motion of the wheel if the use of the crank stop be dispensing occasioned on the cogs is made as represented at A. in figure 4 that is the form of the iron being triangular as of a wedge form on the under side touching the cogs by face one in sliding over them when going on the cogs of the hub of the wheel in the direction of the wheel, but when placed on the edge of the hub in the direction of the motion of the wheel it will readily stop the wheel. Use of this crank stop can upon each side of the axle tree, as upon it when it is intended to stop the wheel from turning either way by

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means of the crank stop and cogs Then cast iron Sheets are round the cogs and the cogs may be cast in view upon the sheets The figure 5 on the annexed drawing is a spur of cast wheel with the straight or long arm forward & indicates the position of the wheels in that direction and exhibits on the wheel marked A a cog and the position of the crank stop when stopping the wheels from turning backwards. When there is no body of the carriage to influence on crank stop placed on a deck the cogs of the spur will answer the purpose to stop the wheel from turning either way when applied to the cogs and by taking out a linch pin and removing the wheel a little the crank stops may be taken out of the socket of the stop and laid aside if the wheels or carriages are employed in any business where this stop is not wanted.

Witnesseth that the above is a true Specification of my said Improvement as above described & have hereto set my hand this fifteenth day of March in the Year of our Lord one Thousand eight hundred and thirty six.

Wm Woodbridge

Witness
Thomas Hinckley
Ebenezer Hearsey

Ent. 1836

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Drawing