No Printed Specification Available

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E. Lester,

Casting Trundle-Heads for Axletrees,

Patented Feb. 12, 1807.

Fig. 2.

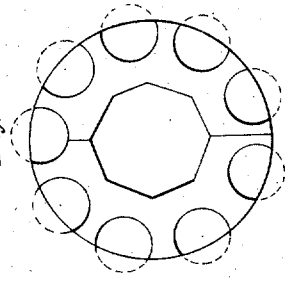


Fig. 3.

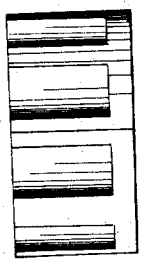


Fig. 4.

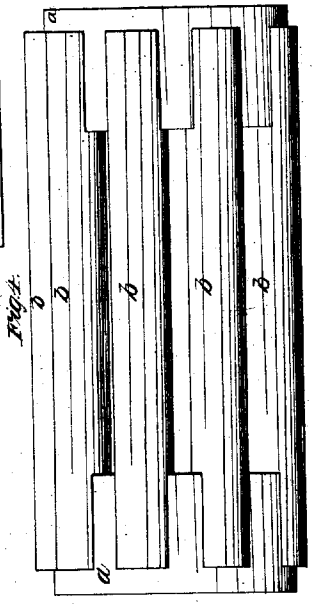


Fig. 1.

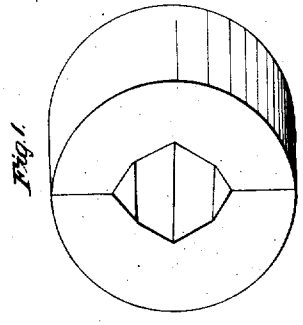


Fig. 5.

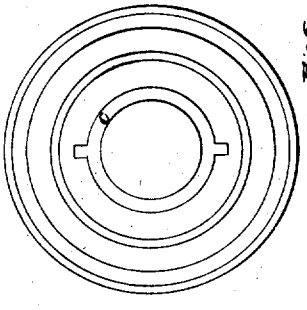
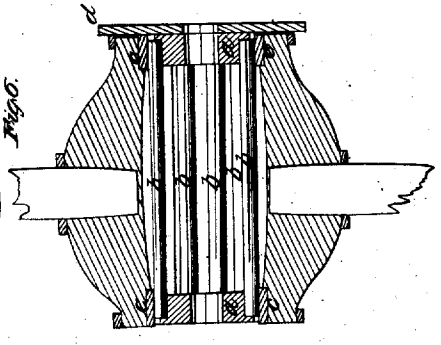


Fig. 6.



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Ebenezer Lesler
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 Ebenezer Lesler himself of his method of making moulds for casting trundle heads of any kind & model for the exercises of wheels and of wheel carriages of every degree & description

Take two pieces of smooth plank of (any) an inch and a half thickness each - cut them exactly round and each of a semi diameter (any) three inches and point them so that they will come close together. Then draw another circle on one side of each piece of the diameter of (any) two inches. Then bore with a fourneys (Bell Ray) nine or twelve three quarter inch holes in each piece, outside of the circles at equal distances from each other to the depth of (any) one inch and a quarter till the inner edge of each hole coming to the circular line, and the outer circumference of the holes will extend a quarter of an inch beyond the circumference of each of the two pieces. The pieces are then to be pulled together and round rollers are put into each of the holes (bored in manner aforesaid which are to be so loose as to be turned round with ease) the rollers however are to be cast by themselves) Then cut an eight sided hole through the centre of the two pieces of the diameter of (any) one inch and a half and the making of the models are then completed. The trundle heads when cast are fashioned firmly upon the exercises so as to come in contact with, and exactly fill the two iron pieces which are usually placed in each end of the hubs of the wheel of the carriage. The exercises ought to be of iron if it may however be of wood. The advantages to be derived from the above plan is, that the wheel will turn much easier upon the rollers by means of reaching upon the rollers, which turn as the wheel turns as the friction will not be half so great as in the common method now in use, it is also expected that the invention (whatever it may be) which may be applied to the rollers to make them turn easier, will not exhaust near so quickly as that which is applied to the exercises of wheels in the usual manner. At the same time the exercises will be much freer

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178.

wearing and the expense of "shares" will be lessened. It is expected that the undermost Cotters will become the fastest on account of their bearing the greatest weight. but this may be remedied by occasionally changing them. by unlooking the bundle head from the axletree. then shaking those which were under uppermost &c. and when all the cotters become worn out, new ones can be fitted. There ought to be a narrow circular [illegible] which the cotter will not appear through the nave of the wheel when fixing the bundle head on each end of the bundle heads. to fill the boxes of the hubs exactly. very little dirt would work in. The bundle heads ought to be a little longer than the boxes of the hubs. as it is usual to leave the axletree room enough to play off and on upon the axletree as much as half an inch or more. The above dimensions of the bundle heads are given merely for [illegible] They may be [illegible] diameter &c as will be found most convenient

Ebenezer Lester

Witnesses of
1796. Ephraim Snow
Alvah Sharp

Driving head - 1 1/4 i (616 words)

(Patented Feb. 12. 1807)