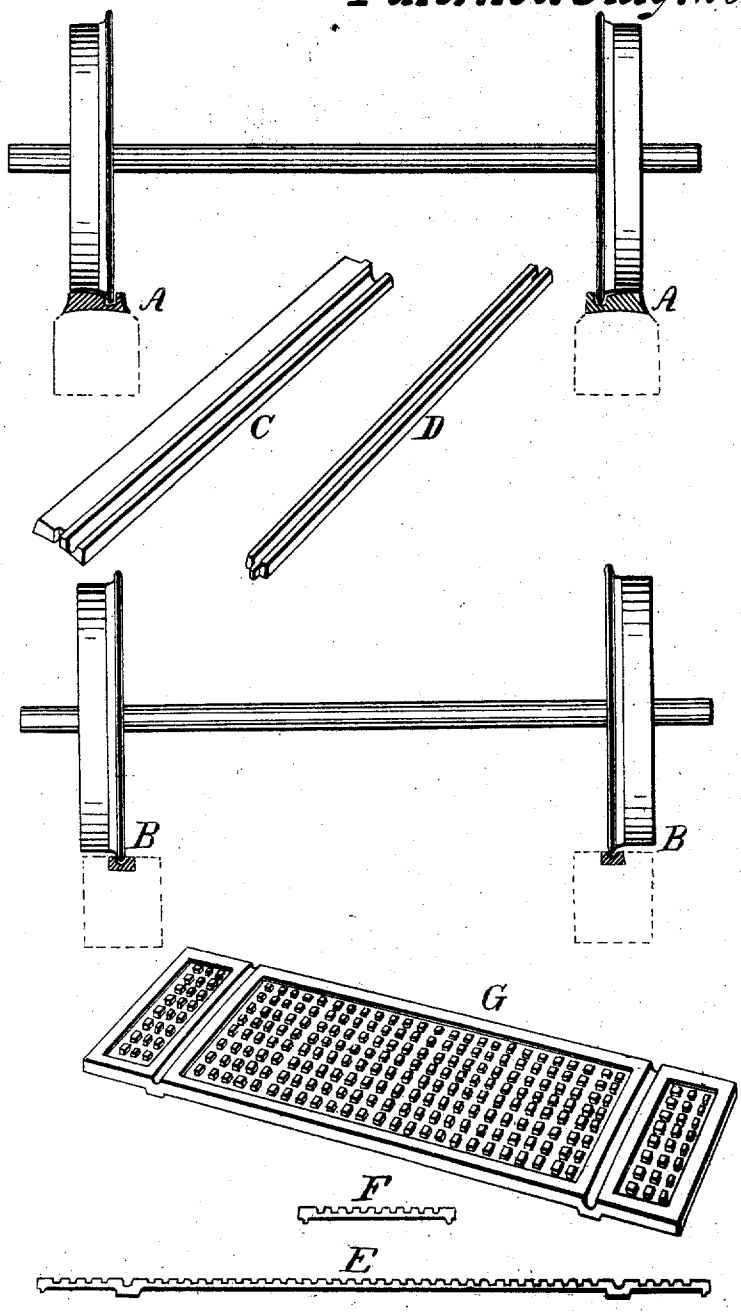
J. Stimpson,

R. R. Rails,

6715X

Patented Aug. 23, 1831.



Aug 29 1831 6715x

Rec'd. Feb 26 1835

James Thompson

Letters Patent

The Petitioner requests to enrol these Letters Patent and making part of the same a Specification containing a description in the words of the said James Thompson himself of the improvement on the mode of turning short curves on Rail Roads for which Letters Patent were granted unto the twenty third day of August 1831. which Letters Patent being hereby cancelled on account of a defective Specification.

To all whom these presents shall come. Be it known that I James Thompson of the city and County of Baltimore and State of Maryland have invented a new and useful improvement on the mode of turning short curves upon rail roads with rail road carriages particularly those round the corners of streets Squares &c and that the following is a full and exact description of the said invention or improvement as intended to be secured by me. Viz. I make use of the common peripheries of the flanches of the wheels for the aforesaid purpose in the following manner. Many of the rail roads here may be procured if purchased at the commencement of the curve line and in a position to be constructed under the flanches of the wheels upon the outer track of the circle so that the point of the wheel within a upon the outer circle of the track rail shall touch it but upon the rail but the peripheries of the flanches they having the wheel might the load and carriage while the opposite wheels which are upon the inner track of the circle are to be run and bear upon their treads on the wheel way and their flanches unfastened in a certain distance, which distance is about three inches in diameter less than the peripheries of the flanches. Were the bearing surfaces of the wheels which are in contact with the rails to shift from being the same diameter by straight lines from every point there would then be formed the frustrum of two cones of these the fore wheels and two axles to the carriage one of but one eight and three wheels more but one more, which found round on the wheels unfastened, their opposite ends will of the wheels one their opposite diameter will be equal when these four wheels of four inches diameter on the tread and eighty four inches diameter on the flanches and the wheels on the inner track rail. The difference in diameter between the flanches and treads of the wheels, the width of the wheel rail and the wheels on the

8/23/1831 G715x

carefully at Market prevents them a curve of a certain contour, and in the space not occupied by the carriage in a parallel position with the hub, the hub being generally thinner receding by the wheel turn upon lines of tangents and thus upon the inner bench having as much a part in the coupling as the outer ones keep constantly coinciding the carriage rolls and thus casts the carriage to and to run upon a larger circle than the difference in diameter of the Rim and flanche would otherwise give but the depth of the flanches and packings may be so varied as to keep any other radius of a circle desired. What I claim as my invention or improvement is the application of the flanches of the wheels on one side of each road carriage and of the Rims of the wheels on the other side, to turn curves upon all ways particularly quick at turning the corners of the streets, wharves &c. in cities and other towns operating upon the principle herein set forth.

Witnesses
James H. Stimpson
Geo. G. Bunnemann

James Stimpson

Exd.
Hyl.

Texas

(Drawing)