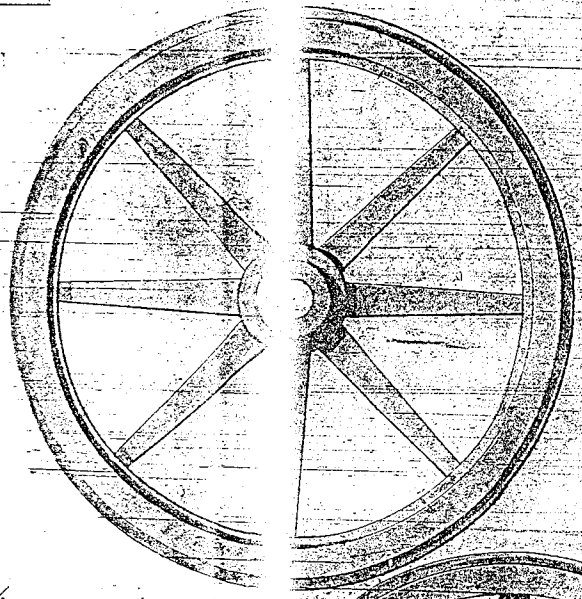
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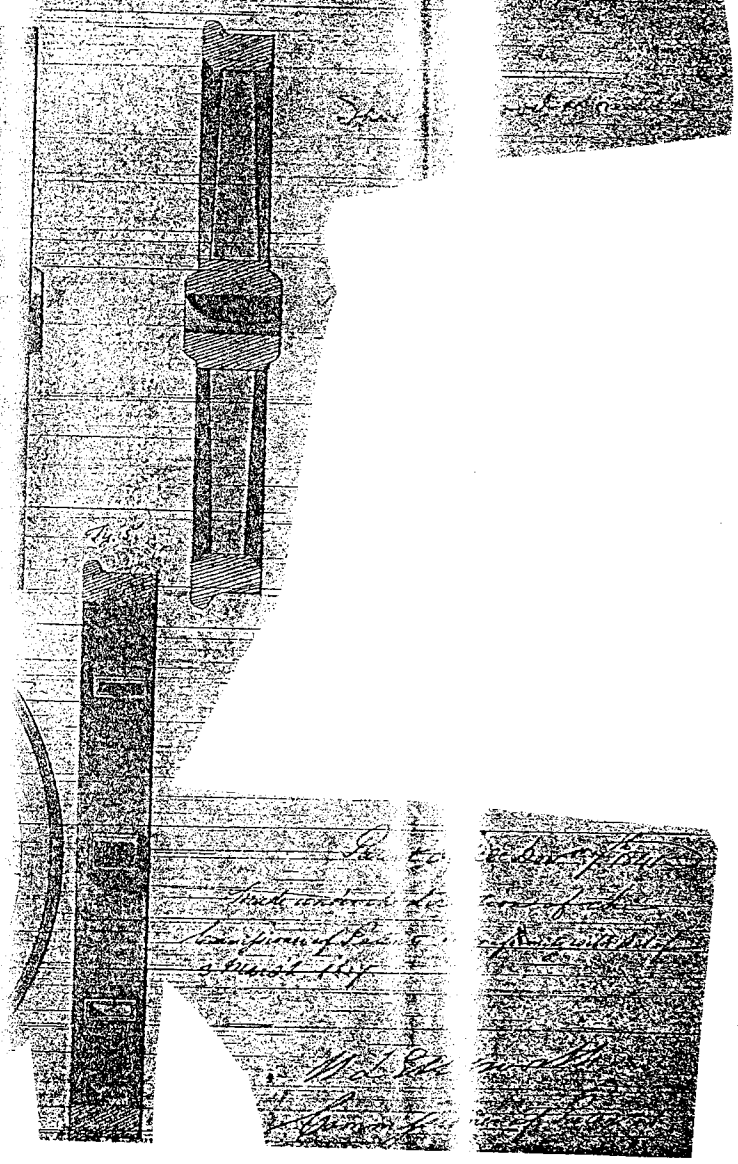
Matthias W. Valentine 6-29-1833

Wheels for Locomotive and Railroad Cars

Specification.

Fig. 1. Wheel cast of hardened steel.
Fig. 2. Side view.
Fig. 3. Section.
Fig. 4. Rim of hardened steel.
a a a a a a Segments
b. Spokes of wood
b'. Spoke of iron or other metal.
c. Section of rim.





7.611X June 29. 1833

Matthias W Baldwin of Philadelphia

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 Matthias W Baldwin himself of his improvement in the manufacture of wheels for Locomotive Engines and cars to run upon Rail Roads.

To all whom it may concern, Be it known, that I Matthias W Baldwin of the City of Philadelphia, have invented a new and useful manufacture of wheels for Locomotive Engines and Cars to run upon rail roads, and that the following is a full and exact description of my said Invention.

Instead of making the wheels for the carriages of Locomotive Engines and of other cars or carriages to be used upon rail roads of cast iron or of a combination of cast and wrought iron, or of wood combined with cast or wrought iron or with both as they have been heretofore made, I cast the rims of such wheels as well in most instances as the spokes and hubs or naves in one piece with the rims of a composition of metal known to workmen under the name of hardened brass or gun metal. It is not necessary for me to designate the proportion in which the respective metals are mixed, which form the hardened brass or gun metal, as these will vary with the degree of hardness desired in the rim or tread of the wheel in a manner well known to those conversant with the casting of brass and its compounds.

Where it is desirable to increase the adhesion between the rail and the wheel it may be found necessary to make the wheels proportionably softer by decreasing the quantity often entering into the composition of them or even to cast them of soft brass or copper entirely. I do not intend to confine myself to any particular

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bar from of the head of the wheel of the spokes and hubs but to modify it in such way as experience may suggest to be the best adapted to the particular carriage ~~to the particular carriage~~ or Road to which the wheel is to be applied. I intend sometimes also to cast the rim of the wheel of such metal without spoke but furnished with such flanches logments or projections as shall enable me to attach thereto spokes of wood iron or other material. My claim to an exclusive privilege I rest entirely upon a new manufacture of such wheels by substituting for their rims or for every pair of them a new material as herein before set forth. The utility of which consists in its being better adapted to the purpose which they are intended to answer in running upon rail roads.

Witnesses
Jacob Reyer
of Pettit

Matthias W. Baldwin.

(Patented 29 June 1833)

(528 words)