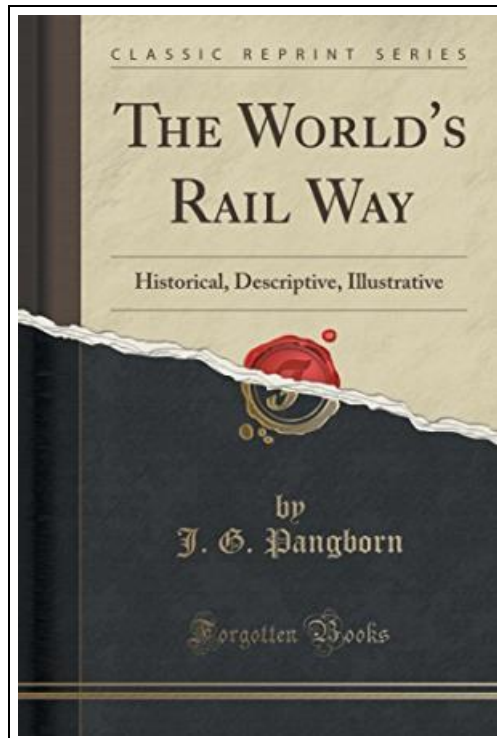


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Forgotten Books, 2018. Paperback. Condition: New. Language: English . Brand New Book ***** Print on Demand *****. Excerpt from The World s Rail Way: Historical, Descriptive, Illustrative Off its wheels and make it a stationary engine. The idea is here, if not its full 18realization, and it is sufficient to encourage and lead to other experiments. The locomotive is conceived. As if in common, the rail way the same year advances, Benjamin Outram introducing stone props, or sleepers, instead of timber, for supporting the ends or joinings of the rails, thus insuring greater strength to support heavy loads. Trevithick, it now being late in the year 1800, determines to construct a steam engine of full size and of such capacity as will enable ac tual operation upon the roads in his vicinity. His tools and facilities are those of a country blacksmith, and therefore progress is exceedingly slow, and it is not until Christmas time of 1801 that Captain Dick s Puffer, as the people call it, is on the road puffing and blowing after a manner simply as tonishing to the natives. Getting some of them aboard, the first transportation of passengers by the force of steam in the world is recorded, and the Puffer moves off at the rate of four or five miles an hour. The preliminary trial is more than satisfactory. Particularly in the ability demonstrated to ascend grades. The great difficulty is in keeping up the steam pressure, which it is attempted to accomplish by the use of cylindrical or horizontal bellows worked by the engine itself. The engine is upon four wheels, the boiler of the hori zontal return flue type, known as the Lancashire, and of Oliver Evans devising, that is to say, the same as his built and used in America. There...



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