

*From the London Courier, November, 1826.*

"About a fortnight since, a number of experiments with the locomotive engines, were performed at Killingworth, near Newcastle-upon-Tyne, by order of the Committee of the Liverpool and Manchester Rail-way.

On the 22nd ult. a superior engine, of eight horse power, being employed, the diameter of the wheels being four feet, five different trials of its power and speed were made. The weight moved, exclusive of the engine, was 48 tons, 15 cwt. The inclination of the road was 1 in 840—the greatest rise in any part 11 inches in 100 yards, or 1 in 327. The engine and load being moved in both directions along this inclined plane, the total result may be considered as upon a horizontal plane. The average velocity was nearly seven miles an hour, and the greatest speed nine and a half miles an hour. As this engine was not of the best construction for speed, no doubt can be entertained, that with proper engines, goods and merchandise may be conveyed with a very considerable increased velocity."

*Extract from the letter of an American Gentleman in England, dated, Liverpool, 29th Sept. 1827, published in the Baltimore Gazette.*

"Each Locomotive Engine conveys a train of 27 wagons, conveying 90 tons of coal, on the Leeds Rail-road.

"I next proceeded to the Hetton Rail Road. This extends from the Hetton Collieries over a series of *high hills*, to the river Wear, near Sunderland, a distance of several miles.

"From the uneven features of the country, the Hetton Road consists almost entirely of a series of *inclined planes*.

"Here is a practical and very striking illustration of the effect of this novel mode of transportation in a *hilly or mountainous* country. A sterile, broken region, hitherto nearly inaccessible, and entirely unproductive, suddenly emerges from obscurity, and becomes, by this ingenious contrivance, a source of great private emolument, as well as public (and I may say *National*) utility. This is in part demonstrated by the immense increase of shipping at this port.

"Ascending one of the Rail Road Coaches, I returned to Darlington, and from thence to New Shelton, a distance of twenty miles. Here commenced the first Inclined plane, and here terminates the route of the Locomotive Engines. This hill is ascended by an Inclined plane of one mile and three quarters, in a straight line; on the summit there is a stationary Engine of sixty horse power, the descent westward, is also by an incline