

**INLAND TRANSIT, THE
PRACTICABILITY, UTILITY,
AND BENEFIT OF
RAILROADS**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649507917

Inland Transit, the Practicability, Utility, and Benefit of Railroads by N. W. Cundy

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Cover @ 2017

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N. W. CUNDY

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PRACTICABILITY, UTILITY,
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INLAND TRANSIT.

THE
PRACTICABILITY, UTILITY, AND BENEFIT
OF
RAILROADS;

THE COMPARATIVE ATTRACTION AND SPEED
OF
Steam Engines,
ON
A RAILROAD, NAVIGATION, AND TURNPIKE ROAD;

REPORT
OF A SELECT COMMITTEE OF THE HOUSE OF COMMONS ON
STEAM CARRIAGES,
WITH AN ABSTRACT OF THE EVIDENCE TAKEN BEFORE PARLIAMENT
ON THE BIRMINGHAM RAILROAD BILL; WITH THE PREAMBLE;

ALSO,
THE PLANS, SECTIONS, AND ESTIMATES
OF THE
**PROJECTED GRAND SOUTHERN AND
NORTHERN RAILROADS.**

By N. W. CUNDY, CIVIL ENGINEER.

Second Edition.

LONDON:

PUBLISHED BY

G. HEBERT, 88. CHEAPSIDE; T. EGERTON, 30. CHARING CROSS;
AND J. RIDGWAY, 163. PICCADILLY.

1834.

Price Seven Shillings and Sixpence.

699.

TO
THE LANDOWNERS, CULTIVATORS,
MANUFACTURERS, MERCHANTS, AND BANKERS
OF
Great Britain.

MY LORDS AND GENTLEMEN,
THE march of science and the mind of man have opened new lights in the field of domestic improvements. The construction of Railroads is a new era in our history; and the beneficial effects already produced by all the Railroads established, give sufficient guarantee for their extension.

I venture to submit to your consideration the expanded advantages that would emanate from the establishment of five railroads from the metropolis; viz.— a *Northern, Eastern,*

Southern, Western, and Midland. These Railroads would connect the great agricultural, grazing, and manufacturing districts, with a proximity to trade, like a single community.

These Railroads would extend agriculture and manual labour, and send forth the produce of the soil, the loom, and the factory, to the best markets, at a third of the former expence, and by giving cheapness extend consumption, to the benefit of all.

I respectfully lay the following pages before you, pointing out some of the advantages and effects of Railroads and Steam transits, for your perusal and kind indulgence.

I have the honour to be,
My Lords and Gentlemen,
Your devoted and faithful servant,

N. W. CUNDY.

London, December, 1833.

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INLAND TRANSIT.

THE usefulness of railroads is now admitted by all classes of the people; and the beneficial results have been apparent to the landowner, cultivator, and trader, wherever they have been established. The construction of railroads, like other things, requires experience, practice, and reflection. The railroads that have been constructed, have not been executed upon the best model or form that might have been adopted, although designed by engineers of great talent, taste, and powers of mind; and nothing but practical experience could have shown the results now obtained. The Manchester and Liverpool railroad, in my opinion, is constructed too narrow both in the trams and the space between them, and the sharp curvations in that road should be avoided, if possible, as well as the sedant inclined planes: the level on the line should be divided as equal as possible in the distance.

The curvation produces considerable friction on the flanches of the wheels, which impedes the velocity of the carriage, as well as the uphill, and strains the action of the machinery, and causes a considerable additional consumption of fuel by the delay.

The Darlington and Stockton railway is about forty miles in length, and has been in work eight years. It was first constructed in a single tram or line of rails; but the directors soon found that a single line of road was not sufficient to transport their increasing trade. They have lately added double

trams or lines of road, with a number of inlets and outlets on each side of the line, by which they have now avoided all obstructions.

I would respectfully call the attention of the reader and the public to the reports and evidence of the directors of the above railroads, given in evidence on the London and Birmingham Railroad Bill, in the last session of Parliament, which will be found herein, with the estimates of expense, revenue, and proceedings on that interesting and important incorporation, as well as the advantages of the Liverpool and Manchester railroad; also the Darlington and Stockton, with their respective expense, revenue, and benefit.

There are seven other railroads now projected; viz. 1st, the London, and Birmingham, and Liverpool, called the Midland railway; 2d, the London and Greenwich, which has been since designed to Dover, now called the Eastern railway; 3d, the London and Southampton railway; 4th, the London, Bath, and Bristol, called the Great Western railway; 5th, the London and Brighton railway; 6th, the Grand Southern railway, from London to Horsham, Arundel, Portsmouth, and Southampton, and from Horsham to Shoreham and Brighton; 7th, the Grand Northern railway, from London to York, with several branches to Norwich, Nottingham, Sheffield, Leeds, Hull, &c.

There are two or three other projects in contemplation; a branch from the Western to the town of Windsor, and another in Leicestershire.

1st, — The London and Birmingham Railroad Company was incorporated in the last session of Parliament. This design, will, no doubt, prove a great national benefit; it will give extensive and lasting advantages to the landowners, farmers, graziers,