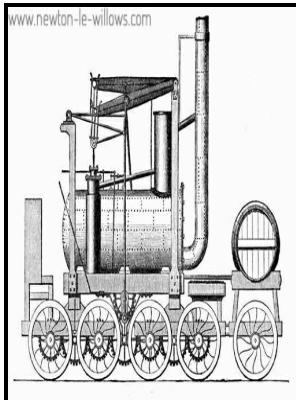


Evidence of Dr. Lardner on the Great Western Railway Bill, 1835.

-- Lives of George and Robert Stephenson by Samuel Smiles: Part 2: Chapter 16



Description: -

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Notes: From Mechanics magazine, Nos. 633-4, Sept. 19 & 26, 1835.

This edition was published in 1835



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Tags: #Railway #workers

Samuel Smiles: 'The Life of George Stephenson and of his son Robert Stephenson' (VIII).

Railway bills were granted in heaps. A small hamlet lay before them, consisting of some thirty or forty houses and a fine old church. The elastic force of steam is the power that lifts the ram, the escape permitting its entire force to fall upon the head of the driving-block; while the steam above the piston on the upper part of the cylinder, acting as a buffer or recoil-spring, materially enhances the effect of the downward blow.

Railway workers

He also refocused his energies on the book that would be his masterpiece. The Lord-mayor of York began to be quoted as one of the most capable of railway directors. This is known to be the case in the estimates of the outlay on several large structures finished, and yet building, in the year 1888.

The City of Saint Louis of To

At the same period all the leading professional men were fully occupied, some of them appearing as consulting engineers for upward of thirty lines each! Louis' Agricultural and Mechanical Association.

The City of Saint Louis of To

Frederick Kerby Chronology Born c. Brunel's immense tube on the South Devon Railway—to make way for the working of the locomotive engine.

Talk:Dionysius Lardner

All is inclosed, and improved with all needful buildings, conspicuous among which is the , capable of sheltering one hundred thousand persons from sun and rain. Wheatstone, and discussed with Mr.

Talk:Dionysius Lardner

Over the central columns, are granite globes.

Dionysius Lardner

This beautiful park has an area of 160 acres of ground, in fine elevations, from which perhaps the very best views of the city and its surroundings may be obtained. These are, by-and-large, manual occupations without any common interest, indicating that they gravitated to the buildings because they provided cheap accommodation.

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