



TREVITHICK'S TRAMROAD LOCOMOTIVE, SOUTH WALES, 1803.

a, the cylinder, $8\frac{1}{2}$ in. in diameter, 4 ft. 6 in. stroke, fixed in the boiler; *b*, the piston-rod, fastened to the cross-head; *c*, the cross-head; *d*, guides for cross-head; *e*, stays for the guides; *f*, the connecting rods from ends of cross-head to cranks; *g*, the two cranks; *h*, the driving axle; *i*, the fly-wheel; *j*, the gear-wheels, connecting the driving axle with the driving wheels; *k*, the four driving wheels, 3 ft. 9 in. in diameter, 4 ft. 1 in. from centre to centre; *l*, the four-way cock; *m*, the cock lever; *n*, the rod and tappets for working the four-way cock; *o*, lever from cross-head for striking the tappets; *p*, regulating cock and handle; *q*, stay and screws for tightening the three-way cock and the regulator cock; *r*, the cylindrical boiler of wrought or cast iron, 4 ft. 3 in. in diameter, 6 ft. long; *s*, the internal fire-place and wrought-iron return tube; *t*, the chimney; *u*, the fire-door; *v*, the tramroad-plates; *w*, the tramroad-sleepers. Weight in working order, 5 tons.

events Trevithick wrote the following recollections of them :—

“About six years since I turned my thoughts to this subject, and made a travelling steam-engine at my own expense, to try