

A CORRECT REPRESENTATION OF  
MESSRS. OGLE AND SUMMERS'S STEAM-CARRIAGE.



- A. Helm by which the carriage is guided.
- B. Seat for the conductor.
- C. Coupé, like French diligences, for four persons.
- D. Seat for outside passengers.
- E. Hand-pump for filling tanks.
- F. Seat for engineer.
- G. Pipe for surplus steam.
- H. Jigger by which furnace is fed.
- I. Flue or chimney.
- J. Boiler.
- K. Furnace.
- L. A blower worked by strap round the axle.
- M. Water-tank.
- N. Break to check speed, regulated by a lever to the conductor's seat.
- O. Carriage for eight insides.
- P. Wheels very strong; the spokes not here marked.
- Q. Springs on which the machinery rides.
- R. Springs on which the carriage rests.
- S. Frame connecting the whole.
- T. Machinery under the carriage.
- U. Ash-box under the furnace.
- V. Pump by which the engine forces the water into the tank.
- W. Piston for working the pump.

Some notice has been taken by the public press of the arrival of a steam-coach at Birmingham, from Southampton, on the 4th ult. We have since been favoured with some particulars by a gentleman, whose zeal induced him to become one of the party in this novel and successful experimental journey. This coach is the invention of Messrs. Ogle and Summers, of Southampton, who, after a most serious expenditure of time and money, have at length

accomplished the desideratum of a moving power, by which carriages can be propelled on the common roads of the country with speed and safety, and without smoke. The first attempt was from Southampton to Oxford, and then from Oxford to Birmingham. During its first progress there was considerable difficulty in regulating the speed down hill, the machine having, in one instance, hurried down a declivity at a most enormous rate, probably 50 miles an hour. Captain Ogle, by his nerve and management, steered it, notwithstanding, with perfect ease. This has been amended, and the vehicle was seen leisurely proceeding down long Compton-hill at a steady rate of about seven miles an hour; a rate slower than that with which it ascended Leveridge-hill. Through the tortuous windings of Shipstone, too, it proceeded at about ten miles an hour with the greatest precision.

Perhaps a finer sight has rarely been seen than its starting from Oxford. The intention had been known previously, and it being the day of St. Giles's-fair, the town was thronged with thousands of visitors; and as the ponderous machine was preparing to start from the Star-inn, the description of the car of Juggernaut rushing on its votaries was strongly brought to mind. It commenced at about ten miles per hour, accelerating its speed to about 14 miles at the utmost. On the whole line of its journey it suffered delays from the badness of quality, or actual want of coke, and the time taken up in charging the tank—matters of detail, which a regular establishment will easily correct.

When the country through which the experiment has been made is considered, as regards irregularity of level and variety of

material of which the roads are composed, it must be thought a most successful attempt. It singularly happened, that the coke was expended and the steam down at the very moment it reached the entrance of Birmingham; the zeal of the populace, however, supplied the want, and it was hailed with cheerings to the Men and Chickens, where its 22 inmates took up their quarters.

When its speed, security, power, and freedom from smoke are considered, as well as the road it has travelled, we may boldly assert, that the invention of Messrs. Ogle and Summers is worthy of the highest support, and this we trust it will receive. It is a common observation with engineers, that "steam is still in its infancy;" and truly does this essay corroborate the truth of it.

We believe that the patent boiler of Messrs. Ogle and Summers is the main cause of their success, as containing the greatest possible heating surface within the smallest possible space, and without any danger; although worked at 200 lbs. on the square inch, and capable of bearing 294 lbs; in fact, this boiler presents 398 feet of heating surface, and at the pressure of 200 lbs. to the inch, exhibits upwards of nineteen millions of pounds of pressure, without the slightest danger!

The cylinders are 21 inches diameter, with metallic pistons; and the whole of the machinery is carried horizontally under the body of the carriage.

This information we think worthy the attentive consideration of merchants in general, and particularly the great coach proprietors of the United Kingdom.