



# THE RAILROAD STATION

An Architectural History  
Carroll L.V. Meeks

# Railroad Station An Architectural History

**Stephen J. Ramos**



## **Railroad Station An Architectural History:**

**The Railroad Station** Carroll L. V. Meeks, 1995-01-01 Profusely illustrated book chronicles the evolution of the architecture of the railroad station in both Europe and America from the 1830s to the 1950s Carefully documented by all the apparatus of exacting scholarship and even better by a fascinating collection of more than 230 pictures The New York Times

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**History, by Carroll L. V. Meeks** Carroll L. V. Meeks, 1956 **The Railroad Station; An Architectural History, by Carroll L.V. Meeke** Carroll Louis Vanderslice Meeke, 1964 Michigan's Historic Railroad Stations, 2012 A photographic survey of 31 railroad stations around the state of Michigan with architectural observations and short histories of each When the railroad revolutionized passenger travel in the nineteenth century architects were forced to create from scratch a building to accommodate the train s sudden centrality in social and civic life The resulting depots particularly those built in the glory days from 1890 to 1925 epitomize the era s optimism and serve as physical anchors to both the past and the surrounding urban fabric In Michigan s Historic Railroad Stations writer and photographer Michael H Hodges presents depots ranging from functioning Amtrak stops Jackson to converted office buildings Battle Creek and spectacular abandoned wrecks Saginaw and Detroit to highlight the beauty of these iconic structures and remind readers of the key role architecture and historic preservation play in establishing an area s sense of place Along with his striking contemporary photographs of the stations Hodges includes historic pictures and postcards as well as images of look alike depots elsewhere in the state For each building Hodges provides a short history a discussion of its architectural style and an assessment of how the depot fits with the rest of its town or city Hodges also comments on the condition of the depot and its use today An introduction summarizes the functional and stylistic evolution of the train station in the nineteenth and twentieth centuries and surveys the most important academic works on the subject while an epilogue considers the role of the railroad depot in creating the American historic preservation movement The railroad station s decline parallels a decrease in the use of public space

generally in American life over the last century Michigan's Historic Railroad Stations will reacquaint readers with the building type that once served as the nation's principal crossroads and the range of architectural styles it employed both to tame and exalt rail transportation Readers interested in Michigan railroad history as well as historic preservation will not want to miss this handsome volume *Everyday Architecture of the Mid-Atlantic* Gabrielle M. Lanier, Bernard L. Herman, 1997-07-15 *Everyday Architecture of the Mid Atlantic* gives proof to the insights architecture offers into who we are culturally as a community a region and a nation **The railway station** Carroll L.V. Meeks, 1964 *Railway Depots, Stations & Terminals* Brian Solomon, 2015-10 Ride the rails with famed railroad historian Brian Solomon and learn about the incredible architecture and history of stations across America *America's Great Railroad Stations* Roger Straus, Hugh Van Dusen, Ed Breslin, 2011-11-01 An evocative and stunning photographic tribute to America's railroad stations For much of the nineteenth and early twentieth centuries the railroad station or depot was the communal hub of every American town that could boast of train service There citizens gathered before they sent loved ones off to college marriage or war and where they greeted them on their return Most of these buildings were architectural gems and while many are still in service certain others now house museums banks restaurants and more In fact in cities like Washington D C and Philadelphia renovated stations are destinations unto themselves even for those not boarding the train And in other places whole sections of towns have been remade around these structures restoring their vitality in novel and interesting ways long after the last train has left the station In *America's Great Railroad Stations* award winning photographer Roger Straus III and two lifelong railroad buffs Ed Breslin and Hugh Van Dusen join forces to tell the astonishing story of these enduring structures and the important role they still play in the country's landscape Journeying from the Pennsylvania Railroad to the Union Pacific to Michigan Central and more readers will be dazzled by the Beaux Arts monuments of New York and the adobe buildings of the Southwest Filled with both new and archival photographs and drawings this volume is a glorious salute to the institution that transformed our nation *The Lincoln Trail in Pennsylvania: A History and Guide*, 2001 *The World's First Railway System* Mark Casson, 2009-09-10 The British railway network was a monument to Victorian private enterprise Its masterpieces of civil engineering were emulated around the world But its performance was controversial praised for promoting a high density of lines it was also criticised for wasteful duplication of routes This is the first history of the British railway system written from a modern economic perspective It uses counterfactual analysis to construct an alternative network to represent the most efficient alternative rail network that could have been constructed given what was known at the time the first time this has been done It reveals how weaknesses in regulation and defects in government policy resulted in enormous inefficiency in the Victorian system that Britain lives with today British railway companies developed into powerful regional monopolies which then contested each other's territories When denied access to existing lines in rival territories they built duplicate lines instead Plans for an integrated national system sponsored by William Gladstone were blocked by

Members of Parliament because of a perceived conflict with the local interests they represented Each town wanted more railways than its neighbours and so too many lines were built The costs of these surplus lines led ultimately to higher fares and freight charges which impaired the performance of the economy The book will be the definitive source of reference for those interested in the economic history of the British railway system It makes use of a major new historical source deposited railway plans integrates transport and local history through its regional analysis of the railway system and provides a comprehensive classified bibliography *The Railway Journey* Wolfgang Schivelbusch, 2014-05-06 The impact of constant technological change upon our perception of the world is so pervasive as to have become a commonplace of modern society But this was not always the case as Wolfgang Schivelbusch points out in this fascinating study our adaptation to technological change the development of our modern industrialized consciousness was very much a learned behavior In *The Railway Journey* Schivelbusch examines the origins of this industrialized consciousness by exploring the reaction in the nineteenth century to the first dramatic avatar of technological change the railroad In a highly original and engaging fashion Schivelbusch discusses the ways in which our perceptions of distance time autonomy speed and risk were altered by railway travel As a history of the surprising ways in which technology and culture interact this book covers a wide range of topics including the changing perception of landscapes the death of conversation while traveling the problematic nature of the railway compartment the space of glass architecture the pathology of the railway journey industrial fatigue and the history of shock and the railroad and the city Belonging to a distinguished European tradition of critical sociology best exemplified by the work of Georg Simmel and Walter Benjamin *The Railway Journey* is anchored in rich empirical data and full of striking insights about railway travel the industrial revolution and technological change Now updated with a new preface *The Railway Journey* is an invaluable resource for readers interested in nineteenth century culture and technology and the prehistory of modern media and digitalization *Conserving the Railway Heritage* Peter Burman, Michael Stratton, 2014-03-05 Great Britain not only invented the main line railway but has also led the way in its preservation not just locomotives and carriages but also the buildings and structures that bear witness to the confidence of railway developers architects and engineers This book defines the nature of the railway heritage from signalboxes viaducts tunnels and locomotive depots and then discusses priorities and the best practice for its conservation The subject is a strongly topical one due to current concern over privatization the effects of planned high speed rail links and lively debates concerning the role of the enthusiast in railway preservation *The Fallen Colossus* Robert Sobel, 2000 *Iron, Ornament and Architecture in Victorian Britain* Dr Paul Dobraszczyk, 2014-06-27 In the half century after the building of the Crystal Palace 1851 some architects engineers manufacturers and theorists believed that the fusion of iron and ornament would reconcile art and technology and create a new modern architectural language This book studies the development of mechanised architectural ornament in iron in nineteenth century architecture its reception and theorisation and the contexts in which it flourished As such it offers new

ways of understanding the notion of modernity in Victorian architecture      **Locomotion in Literature** Martin Zerlang, 2025-07-01 The invention of the locomotive changed landscapes cityscapes social relations sensibilities prophesied by Hans Christian Andersen it also made huge impact on literature on genres themes style This book is about this commotion this literary locomotion as it has been represented in Danish literature The book explores the movements between text and context and the interplay between literature and social history Through the prism of the railway the book provides an overview of Danish literary history from writers such as Søren Kierkegaard Georg Brandes Henrik Pontoppidan Johannes V Jensen Tove Ditlevsen Peter Høeg The locomotive of history is a well known metaphor but a historical reading of these writers also show the impact of history on this metaphor from something extraordinary to something more ordinary Hans Christian Andersen wrote about meeting God face to face on the railway The experience of the modern commuter is closer to what Georges Perec calls the infraordinary As reflected in the work of Peter Høeg however the railway also figures in the intense contemporary debates on decolonizing The book draws on theoretical insights expressed in concepts such as chronotope character and literary speed This book will be of interest to students and scholars in literature studies history transport and mobility studies human geography and urban studies      **Encyclopedia of Twentieth Century Architecture** R. Stephen Sennott, 2004 For more information including the introduction a full list of entries and contributors a generous selection of sample pages and more visit the Encyclopedia of 20th Century Architecture website Focusing on architecture from all regions of the world this three volume set profiles the twentieth century's vast chronicle of architectural achievements both within and well beyond the theoretical confines of modernism Unlike existing works this encyclopedia examines the complexities of rapidly changing global conditions that have dispersed modern architectural types movements styles and building practices across traditional geographic and cultural boundaries      **A World History of Railway Cultures, 1830-1930** Matthew Esposito, 2021-08-29 A World History of Railway Cultures 1830-1930 is the first collection of primary sources to historicize the cultural impact of railways on a global scale from their inception in Great Britain to the Great Depression Its dual purpose is to promote understanding of complex historical processes leading to globalization and generate interest in transnational and global comparative research on railways In four volumes organized by historical geography this scholarly collection gathers rare out of print published and unpublished materials from archival and digital repositories throughout the world It adopts a capsule approach that focuses on short selections of significant primary source content instead of redundant and irrelevant materials found in online data collections The current collection draws attention to railway cultures through railroad reports parliamentary papers government documents police reports public health records engineering reports technical papers medical surveys memoirs diaries travel narratives ethnographies newspaper articles editorials pamphlets broadsides paintings cartoons engravings photographs art ephemera and passages from novels and poetry collections that shed light on the cultural history of railways The editor's original essays and headnotes on the

cultural politics of railways introduce over 200 carefully selected primary sources. Students and researchers come to understand railways not as applied technological impositions of industrial capitalism but powerful fluid and idiosyncratic historical constructs.

**Dubai Amplified** Stephen J. Ramos, 2016-04-29

Following the British withdrawal in 1971 the Gulf Region entered a heady period of political restructuring awash with oil money that helped fund national aspirations. Infrastructure investment became a central part of the region's nation building initiatives and fueled strong competition. Without its neighbours' oil fields infrastructure and territorial development became particularly vital to Dubai. This book provides a unique and detailed understanding of Dubai urbanism by demonstrating that cumulative programmatic intensification and scalar amplification of its large scale infrastructural components guided its metropolitan growth and generated a territorial organization logic that outstripped the predictive capacity of traditional Western master planning. Dubai's rapid series of infrastructural projects culminated in the Jebel Ali Port Industrial Area and Free Zone which marked a definitive before and after point. The book shows how Jebel Ali also became the template for subsequent developments. Dubai World Holdings Company's international aspirations and the agencies that manage and regulate Dubai's large scale infrastructural projects today. *Dubai Amplified* highlights the cycle of typological borrowing, prototypical replication and scalar amplification specifically in Dubai's infrastructure projects to best describe its general territorial development. While infrastructure is traditionally understood as the elemental hardware that undergirds urban development the book concludes by arguing that the definition should be expanded in this case as more of a set of objects, networks and services that cities can selectively borrow, replicate and amplify.

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