

# Railways In The British Isles Landscape, Land Use And Society

David Turnock

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# Railways In The British Isles Landscape

**David Turnock**



## **Railways In The British Isles Landscape:**

*Railways in the Landscape* Gordon Biddle, 2016-08-31 The growth of railways was a major influence in transforming Britain's landscape. This book examines how they brought about physical changes to towns, the country and coast and had a profound affect that is still visible today especially on the shape and size of our towns and cities. In his book Gordon Biddle begins by examining how railway routes transformed the rural scene and their effect on the economy followed by an appraisal of their accompanying buildings such as stations, houses, signal boxes and yards following the changes in nineteenth century architectural taste. He goes on to look at the impact of railways built along or near the coast and their strong influence on the growth of seaside resorts and ports. He then turns to townscape describing in turn the physical effect on London, other large cities, smaller towns and suburban growth. Also included are chapters on places the railways themselves created from new towns to villages around a station or junction, the still visible remains of abandoned railways, not only those that followed mass closures of the 1960s but many long standing that date back to the nineteenth century, twentieth and twenty first century developments that have continued to impact on the rural and urban scene and a comparison of contemporary illustrations of an early main line in 1838 with its appearance today. *Railways in the British Isles* David Turnock, 1982 *An Historical Geography of Railways in Great Britain and Ireland* David Turnock, 2016-12-05 Although a great deal has been published on the economic, social and engineering history of nineteenth century railways, the work of historical geographers has been much less conspicuous. This overview by David Turnock goes a long way towards restoring the balance. It details every important aspect of the railway's influence on spatial distribution of economic and social change, providing a full account of the nineteenth century geography of the British Isles seen in the context of the railway. The book reviews and explains the shape of the developing railway network beginning with the pre steam railways and connections between existing road and water communications and the new rail lines. The author also discusses the impact of the railways on the patterns of industrial, urban and rural change throughout the century. Throughout the historical geography of Ireland is treated in equal detail to that of Great Britain. **A Regional History of the Railways of Great Britain: The North of Scotland, by John Thomas and David Turnock** David St. John Thomas, 1960 **The History and Practice of Britain's Railways** R. W. Ambler, 1999 These papers seek to address the question of what should be the future concerns of railway historians through the consideration of a number of themes of significance in railway history. While recognizing the need to revisit old areas of study, these papers seek to indicate new perspectives which might be opened up. They are firmly rooted in the realities of railway history with its strong and continuing appeal for both amateur and professional. Some of the material is as relevant for the privatized railways of the present as the well loved railways of the past. *The Railways* Simon Bradley, 2015-09-24 Sunday Times History Book of the Year 2015 Britain's railways have been a vital part of national life for nearly 200 years. Transforming lives and landscapes, they have left their mark on everything from

timekeeping to tourism As a self contained world governed by distinctive rules and traditions the network also exerts a fascination all its own From the classical grandeur of Newcastle station to the ceaseless traffic of Clapham Junction from the mysteries of Brunel s atmospheric railway to the lost routines of the great marshalling yards Simon Bradley explores the world of Britain s railways the evolution of the trains and the changing experiences of passengers and workers The Victorians private compartments railway rugs and footwarmers have made way for air conditioned carriages with airline type seating but the railways remain a giant and diverse anthology of structures from every period and parts of the system are the oldest in the world Using fresh research keen observation and a wealth of cultural references Bradley weaves from this network a remarkable story of technological achievement of architecture and engineering of shifting social classes and gender relations of safety and crime of tourism and the changing world of work The Railways shows us that to travel through Britain by train is to journey through time as well as space

**Literary Landscapes of the British Isles** David Daiches, David Daiches, John Flower, 1980 [Railway Heritage and Tourism](#) Michael V. Conlin, Geoffrey R. Bird, 2014-05-08 This is the first book of its kind to examine railway heritage in the context of tourism in a comprehensive internationally relevant manner It explores the challenges faced by developers and operators of railway heritage destinations including financial legal and managerial sustainability in the modern tourism industry These themes are exemplified by a variety of case studies of railway heritage in tourism from regions around the world including North Central and South America the Caribbean Europe and Australasia The volume will be of particular interest to scholars of cultural tourism as well as researchers and practitioners of industrial heritage tourism along with graduate and senior undergraduate students

**Rethinking Secular Time in Victorian England** Stefan Fisher-Høyrem, 2022-08-29 This open access book draws on conceptual resources ranging from medieval scholasticism to postmodern theory to propose a new understanding of secular time and its mediation in nineteenth century technological networks Untethering the concept of secularity from questions of religion and belief it offers an innovative rethinking of the history of secularisation that will appeal to students scholars and everyone interested in secularity Victorian culture the history of technology and the temporalities of modernity

**The Railway Haters** David L. Brandon, Alan Brooke, 2019-04-30 This unique social history examines 200 years of controversy surrounding British Railways from the dawn of industrialization to contemporary light rail During the Industrial Revolution the power of landowning aristocrats was challenged by the emergent wealth and influence of the urban middle class There was no greater symbol of this seismic shift in society than the British Railways Companies Railways with their powers of compulsory purchase intruded brutally into the previously sacrosanct estates and pleasure grounds of Britain s traditional ruling elite Aesthetes like Ruskin and poets like Wordsworth ranted against railways Sabbatarians attacked them for providing employment on the Lord s Day antiquarians accused them of vandalism by destroying ancient buildings others claimed their noise would make cows abort and chickens cease laying And while the complaints have certainly changed railways have continued to provoke debate ever

since Arguments have raged over railway nationalization and privatization about the Beeching Plan to increase efficiency and around urban light rail systems Examining railways from their beginnings to the present this book provides insights into social economic and political attitudes and emphasizes both change and continuity over 200 years **Railway**

**Photographic Advertising in Britain, 1900-1939** Alexander Medcalf,2018-03-06 This book explores the phenomenal resources dedicated to understanding and encouraging passengers to consume travel from 1900 to 1939 analysing how place and travel were presented for sale Using the Great Western Railway as a chief case study as well as a range of its competitors both on and off the rails Alexander Medcalf unravels the complex and ever changing processes behind corporate sales communications This volume analyses exactly how the company pictured passengers in the countryside at the seaside in the urban landscape and in the company s vehicles This thematic approach brings transport and business history thoroughly in line with tourism and leisure history as well as studies in visual culture Railways in Portugal Terence

Flanagan,1855 **The Early History of Railway Tunnels** Hubert Pragnell,2024-08-30 To the early railway traveller the prospect of travelling to places in hours rather than days hitherto was an inviting prospect however a journey was not without its fears as well as excitement To some the prospect of travelling through a tunnel without carriage lighting with smoke permeating the compartment and the confined noise was a horror of the new age What might happen if we broke down or crashed into another train in the darkness To others it was exciting with the light from the footplate flickering against the tunnel walls or spotting the occasional glimpses of light from a ventilation shaft To the directors of early railway companies planning a route was governed by expense and the most direct way Avoiding hills could add miles but tunnelling through them could involve vast expense as the Great Western Railway found at Box and the London and Birmingham at Kilsby Creating a cutting as an alternative was also costly not only in labour and time but also in compensation for landowners who opposed railways on visual and social grounds having seen their land divided by canals Construction involved millions of bricks or blocks of stone for sufficiently thick walls to withstand collapse However the entrance barely seen from the carriage window might be an impressive Italianate arch as at Primrose Hill or a castellated portal worthy of the Middle Ages as at Bramhope This book sets out to tell the story of tunnelling in Britain up to about 1870 when it was a question of burrowing through earth and rock with spade and explosive powder with the constant danger of collapse or flooding leading to injury and death It uses contemporary accounts from the dangers of railway travel by Dickens to the excitement of being drawn through the Liverpool Wapping Tunnel by the young composer Mendelssohn It includes descriptions from early railway company guide books newspapers and diaries It also includes numerous photographs and colored architectural elevations from railway archives British Isles Alan Titchmarsh,2012-07-31 Accompanying a major new BBC1 series presented by Alan Titchmarsh British Isles A Natural History is a fascinating journey through the natural history of Britain from its birth to the present day Written in Alans uniquely readable style the book chronicles the different

periods in Britain's evolution exploring everything from the geology and geography to the flora and fauna that make up the diverse landscapes of the British Isles. It also includes a gazetteer section detailing where you can explore for yourself Britain's natural treasures. Beautifully illustrated with 180 colour photographs it will appeal to natural history enthusiasts and everyone who cares about the country they live in. The book contains the latest research gathered in the making of this new landmark series from the BBC's NHU in Bristol. Alan Titchmarsh is a bestselling BBC author and has sold over a million copies of his books which include *How To Be A Gardener 1 and 2* and *Royal Gardeners' People, places and identities*. Alan Kidd, Melanie Tebbutt, 2017-03-24. This book of essays on British social and cultural history since the eighteenth century draws attention to relatively neglected topics including personal and collective identities, the meanings of place, especially locality, and the significance of cultures of association. Themes range from rural England in the eighteenth century to the urbanizing society of the nineteenth century, from the Home Front in the First World War to voluntary action in the welfare state from post 1945, civic culture to the advice columns of teenage magazines and the national press. Various aspects of civil society connect these themes, notably the different identities of place, locality and association that emerged with the growth of an urban environment during the nineteenth century and the shifting landscape of twentieth century public discourse on social welfare and personal morality. It is of interest that several of the essays take Manchester or Lancashire as their focus.

*The Impact of the Railway on Society in Britain*. A. K. B. Evans, J. V. Gough, 2017-03-02. Jack Simmons perhaps more than any other single scholar is responsible for the advancement of the academic study of transport history. As well as being a co-founder of the *Journal of Transport History*, he wrote extensively on a variety of transport-related topics and was instrumental in developing the London Transport and the National Railway museums. Whilst his death in September 2000 at the age of 85 was a sad loss to the world of transport history, the achievements of his life celebrated in this festschrift remain a lasting legacy to succeeding generations of scholars in many fields. Concentrating on the theme of the railways and how they dramatically affected the development of Britain and her society, this collection touches on numerous issues first highlighted by Professor Simmons which are now central to academic study. These include the men who built the railways, those who financed the enterprise, how the railways affected such everyday issues as tourism, the arts and politics, as well as the lasting legacy of the railways in a country now dominated by the private car. This volume, written by former friends, students and colleagues of Professor Simmons, reflects these interests and provides a fitting tribute to one of the truly great British historians of the twentieth century. Great Railway Stations of Britain, Gordon Biddle, 1986. **Road Atlas of the British Isles**, 1990. **The Origins of the Scottish Railway System**, C. J. A. Robertson, 2003-11-24. By comparison with their English counterparts, Scottish nineteenth century railways have suffered from a degree of neglect by economic historians. Most of the existing literature is written for the railway enthusiast, concentrating mainly on topography, mechanical developments and entertaining episodes. Few of these books cover the whole of Scotland and most are treatments of single

companies or of particular dramatic events This study covers the earliest period of Scottish railway history from the years of the first waggonway developments in the eighteenth century to the advent of the railway mania of the 1840s It concentrates on the planning and formation of the various railways the problems and achievements associated with their construction and the financial records of the companies up to 1844 The first two chapters cover the horse drawn waggonways of the eighteenth century and the coal railways of the early nineteenth century while Chapters 3 5 cover the railways of the 1830s and 1840s

*Gothic Travel through Haunted Landscapes* Lucie Armitt, Scott Brewster, 2022-12-06 This book argues that the process and experience of travel in Gothic literature provides a unique and transformative perspective on the relationship between fear and recurring cultural preoccupations from the late eighteenth century to the present ranging from concerns about climate change or the presence of the unseen to the negotiation of cultural difference and the apprehension produced by various modes of modern transport and unknown unknowable terrain The book follows travellers who take many fictional forms tourists commuters walkers explorers as well as the armchair tourist or reader as they encounter fascinating strange and often disconcerting weathers climates landscapes and topographies Gothic travel epitomises the wonder excitement suspicion or incomprehension that arises from journeys through familiar and unfamiliar terrain While exposure to the wild elemental or primitive could produce the elevation of the sublime in early Gothic increasingly the experience of travel raised unsettling questions about people places and environments that lay beyond established frames of knowledge Gothic travellers are haunted never alone and the experience of journeying through these landscapes provokes fears that may shadow them even after they have returned to home ground *Climates of Fear* reveals the persistent ways in which Gothic narratives of travel confront fears about the environment surveillance immigration and the foreign These abiding concerns speak loudly to the present time however when the encroachments on our immediate surroundings from climate change digital communication and geopolitical dislocation seem at once remote and intimate invisible yet urgent Thus the book also asks whether recent portrayals of Gothic journeys now pose different questions to the reader

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