

— LOST LINES — **LONDON**

NIGEL WELBOURN



Lost Lines London Midland

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Lost Lines London Midland:

Lost Lines Nigel Welbourn, 1998 Although London has inherited a complex and comprehensive railway network there are a large number of lines which have disappeared This book examines the history of many of these lines **Midland Main Lines to St Pancras and Cross Country** John Palmer, 2017-02-28 The history of British Railways in the late 1950s early 1960s is characterized by change massive change as its management attempted to meet statutory obligations against a background of social economic and political influences The Modernisation Plan of 1955 paved the way for the electrification of the route from Manchester to London Euston with a consequential effect of the Midland route services via Derby needing to be enhanced and improved That eventually resulted in the arrival of class 7 steam motive power and later also benefitted the cross country Midland route This book details year by year the changes that took place and provides an insight into the reasons why decisions were taken and how the railway management was faced with a vast range of technological natural socioeconomic challenges to be overcome whilst also trying to meet the day to day needs of the operational railway In addition to tracing the history of the routes the book includes performance logs of typical journeys along difficult sections recollections of railway men working in various departments and for enthusiasts a list of rare and unusual locomotive workings The book is profusely illustrated with black and white as well as color photographs and also includes a comprehensive range of maps **West Coast Main Lines, 1957-1963** John Palmer, 2022-08-09 Throughout its length from London to Glasgow via Crewe and Carlisle with a loop through the West Midlands and spurs to Holyhead Liverpool and Manchester the West Coast Main Line has consistently provided interest for those many with more than a passing interest in trains and travel This book outlines the history of the route its physical characteristics and sets the scene for the various passenger and goods traffic flows that sustained it it then details the arrangements for motive power and train working through the era of change that was 1957 to 1963 The level of interest as evidenced daily by the presence at the lineside of hordes of young spotters and other observers was particularly high at that time as processions of trains hauled by fine express passenger locomotives and those more suited to other traffic passed by The book also goes behind the scenes to provide insights into the daily and seasonal challenges of managing that section of a wider railway network as directed by the varying terms of relevant legislation and a government increasingly concerned to shape the railways for the changing needs of the public industry and the economy The book will be of particular interest to those who simply recall those days by the lineside those with an interest in detailed arrangements to provide and maintain suitable motive power those with an interest in how the railway served the needs of the nation and modellers who seek information The book is illustrated with color and monochrome images and supported by maps **Classic British Steam Locos** compiled from Wikipedia entries and published by DrGoogelberg, 2012-06-11 do you want to know everything on steam locos how they work Read about the technology and lots of steam locos like the flying Scotsman Compiled from Wikipedia pages and published by DrGoogelberg

Shropshire Railways Geoff Cryer, 2014-03-31 An examination of four hundred years of railways in Shropshire from the primitive wagonways of the pre railway age to the county's current rail network and services Fully illustrated with almost two hundred monochrome and colour photos Shropshire Railways is an ideal resource for anyone with an interest in this county with its rich railway history and home to one of Britain's top heritage railways Including detailed route maps and a survey of timetables over the years the book covers the pre railway age and the coming of the main lines with the opening of the Shrewsbury and Chester railway in 1848 the grouping of the railway companies from 1923 the Great Western Railway GWR and London Midland and Scottish Railway LMS era in the county the British Railways period from 1948 1994 nationalization and modernization passenger and freight trains and locomotive sheds the minor lines the industrial railways and the heritage railways privatization and the current main line scene Illustrated with 205 colour and black white photographs and maps [The Railway Magazine](#) ,1910 [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 **England's Lost**

Transport Heritage from the Air Allan Brodie, 2025-03-21 Britain was the first country in the world to industrialise and alongside new means of production came novel forms of transport including steam trains and steamships in the 19th century and jet aircraft and hovercrafts in the middle of the 20th century Aerofilms flying across the country from 1919 onwards recorded the country's complex infrastructure of road rail and maritime transport that was in place between the wars and the company was evolving alongside and was part of the new aviation industry that was being created While flying across the country Aerofilms remarkable photographers also recorded how Britain communicated with its imperial territories The collection includes images of the country's vast merchant fleet of liners and cargo vessels as well as the flying boats that formed an international network before jets came to dominate the sky Aerofilms were there to record the first flight of the ill fated airship R101 Much of this interesting transport history that the company's photographers witnessed has now disappeared or has been relegated to being museum exhibits This book uses Aerofilms photographs to tell the story of England's lost transport heritage from Roman roads to supersonic Concorde **Shed Side in South Lancashire and**

Cheshire Kenn Pearce, 2012-07-01 In the 1950s and 1960s south Lancashire and Cheshire was criss crossed by a web of

railway lines servicing the various needs of local industries The region was a haven for railway enthusiasts who pursued the hundreds of steam workhorses based at British Railways depots in chemical towns such as Warrington Widnes Wigan and Sutton Oak besides Southport and Northwich While these facilities appeared less glamorous than larger counterparts in Liverpool or Manchester the stories of the engines trains and the men who were based at the depots in these towns was no less fascinating Shed Side in South Lancashire and Cheshire provides a fascinating portrait of the daily operations of the freight and passenger trains of the region during the final decade of Britain's steam era It evokes a period of grimy metal clattering smoke filled industry and of an era forever etched in our industrial heritage

Our Railroads To-Morrow

Edward Hungerford, 2022-07-20 For nearly a hundred years now we have been upbuilding the railroad structure of the world America pioneered in its creation Our fathers and our fathers fathers cannot now remember the day when the call of the iron horse was not heard across the land The railroad train has become part and parcel of our lives And even though in these days with our motor cars at the curb we may have come to scorn the railroad train for our own short travels we know full well that it brings the milk to our doorstep the coal to our bins the provender to our larders It helps weave the fabric upon our backs build the shoes upon our feet form the hats upon our heads At every corner every turn we are dependent upon the railroad Therefore there is not a man or a woman in the entire United States to whom its present plight should not be of the keenest interest and importance

The Economist, 1846

Cases Argued and Determined in the Court of Common Pleas and in the Exchequer Chamber John Scott, Great Britain. Court of Common Pleas, 1857

The Statist, 1883

Dow's Dictionary

of Railway Quotations Andrew Dow, 2006-04-10 Dow's Dictionary of Railway Quotations is an authoritative compendium of quotations about railways from 1608 to the present day More than 3 400 entries are drawn from over 1 300 writers and speakers and a wide range of original sources both British and American Acts of Parliament poetry songs journals advertisements obituaries novels histories plays films office memoranda speeches newspapers television and radio broadcasts and private documents and conversations Here Andrew Dow records remarkable memorable words from the well known to the abstruse from the commonplace to the vital The selected quotations are arranged by subject matter and searchable by speaker subject and keyword Dow's Dictionary will inform and captivate railway enthusiasts along with readers interested in railway architecture engineering geography and history

Railway Times, 1843

An Almanack for

the Year of Our Lord ... Joseph Whitaker, 1929 The Race to the North David Wragg, 2013-01-21 In the late nineteenth century some of Britain's leading main line railway companies threw caution to the winds in an attempt to provide the fastest passenger express services between London and Scotland These became known as the races to the north There were two phases in 1888 and 1895 and they spurred the building of new bridges across the Firth of Forth and Firth of Tay David Wragg's gripping detailed narrative tells the story of this epic engineering and commercial competition He concentrates on the determination of the railway companies to see who could provide the fastest schedule between London and the main

Scottish cities of Edinburgh Glasgow Perth Dundee and Aberdeen Casting aside their early policy of co existence on these prestigious and lucrative routes the West Coast and East Coast companies were drawn into a period of intense highly publicized rivalry as they sought to dominate the market David Wragg gives an insight into the conduct of the well publicized highs and tragic lows of this dramatic story the extension of the lines to the far north the building of the Tay and Forth bridges including the collapse of the first Tay bridge with 72 fatalities and the repeated bids by the companies to cut the journey times While he describes the public side of this fascinating story David Wragg fills in the background which is no less interesting the pioneering engineering of the steam age the massive construction projects the cut throat battle for passengers and freight and the deep inter company rivalries that drove the rapid development of the railways during the Victorian period **Railway News, Finance and Joint-stock Companies' Journal** ,1918 *English Mechanic and Mirror of Science and Art* ,1876 **Railway Review** ,1925

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