RALLUAYS BETULEEN THE WARS



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Railways Between the Wars H. C. Casserley, 1971 Wartime on the Railways David Wragg, 2012-10-01 Presenting an account of the part played by Britain's railways during the Second World War this book deals with operational matters and the impact of enemy action on railways It also looks at financial arrangements the part played by railway workshops in producing equipment for the military and the wartime experience of the railways ships **History of the Railways During** the War in South Africa, 1899-1902 Édouard Percy Cranvill Girouard, 1903 Detailed history of the use and importance of railways during the war in South Africa the Boer War written by Sir Edward Percy Cranvill Girouard Director of Railways for the British South African Field Force With chapters on the creation and control of a military railway staff the Cape Government Railway the Natal Railway all facets of the Imperial Military Railways construction organisation by region locomotives railway telegraph stores and accounts etc and the use of armored trains Amazon Railway Travel in World **War Two** Peter Steer, 2024-04-30 The popular image of railway travel during the Second World War is that of a sparse service of dirty and grossly overcrowded trains that were forever being delayed The iconic is your journey really necessary poster campaign is credited with discouraging the public from traveling by train This book questions these assumptions and examines the mobility requirements of the British public during the war years and aligns these to the level of service provided by the railways Throughout the war the railways were managed by the Railway Executive Committee REC whose members were all senior railway officers. The conflicts between the REC and the government in respect to controlling passenger numbers on the railway system which was overcrowded with essential additional war related freight traffic are examined as are the propaganda campaigns aimed at restricting unnecessary travel. The public s response to the travel restrictions are analyzed to determine how railway passengers attitudes and reactions corresponded to the publicly accepted mythology Many British citizens did reduce their railway journeys but for others who had previously had little need to travel by train the exigencies of war resulted in them having to make long and often difficult journeys by rail Eastern **European Railways in Transition** Henry Jacolin, 2016-04-29 During the nineteenth century railway lines spread rapidly across Europe linking the continent in ways unimaginable to previous generations By the beginning of the twentieth century the great cities of the continent were linked by a complex and extensive rail network Yet this high point of interconnectivity was abruptly cut off after 1945 as the Cold War built barriers both physical and ideological between east and west In this volume leading transport history scholars take a fresh look at this situation and the ramifications it had for Europe As well as addressing the parallel development of railways either side of the Iron Curtain the book looks at how transport links have been reconnected and reconfigured in the twenty years since the reunification of Europe In particular it focuses upon the former communist countries and how they have responded to the challenges and opportunities railways offer both nationally and internationally Including contributions from historians researchers policy makers representatives of railway companies

and railway museum staff the essays in this collection touch upon a rich range of subjects Divided into four sections The Historical Overview Under Russian Protection After the Fall of the Iron Curtain and The Heritage of Railways in Eastern Europe the volume offers a broadly chronological introduction to the issue that provides both a snap shot of current debates and a starting point for further research It concludes that in an era of increased globalisation and interconnectivity and despite the rise of air and road transport and virtual methods of communication railways still have a crucial role to play in the development of a prosperous and connected Europe British Railways in Transition Derek H. Aldcroft, 1968-06-18

The Thailand-Burma Railway, 1942-1946: Documents, post-war accounts, maps, and photographs Paul H. Kratoska, 2006

The Thailand-Burma Railway, 1942-1946: War crimes Paul H. Kratoska, 2006 The North Eastern Railway in the First World War Rob Langham, 2017-01-24 The North Eastern Railway underwent extreme change after the outbreak of war in August 1914 Within months the company raised its own battalion of men and was the only railway company to do so The NER also set to work adapting to the changes and requirements the war would bring Not only would there be a drop in regular passenger traffic levels and increase in freight transporting both war material and troops but the workshops formerly used to build locomotives were turned over to making weapons of war In December 1914 the railway came under attack from the Imperial German Navy causing damage to the NER's infrastructure and killing several of its men As the war went on locomotives and rolling stock were sent to France to help with the enormous logistics required for operations on the Western Front The planned opening of an electrified railway line for freight went ahead with a brand new fleet of powerful electric locomotives adding to the company s portfolio of electrification with the electrified Tyneside passenger line and Newcastle Quayside NER land was used to build an enormous munitions factory at Darlington and the unprecedented use of women in the work place meant traditionally male only roles were increasingly seeing women take over and freeing men for military service Overseas men of the NER that joined the forces served with honour but many were not to come home The North Eastern Railway in the First World War tells the story of one railway s war of how it continued to operate and adapt and the men and women who served with the company or left to fight for the country's freedom 14000+ Chapterwise

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preservation at the heart of everything it does This guide traces the history of the original Severn Valley Railway from the early plans of the 1840s through its days when operated by first the Great Western Railway and then British Railways The last chapter looks at the challenges and the achievements of the preservation era and the whole narrative should be of interest to anyone keen to know more of the story of a national treasure The Conduct of War, 1789-1961 Maj.-Gen J. F. C. Fuller, 2018-04-03 A tour de force in the way it embraces and weaves together the political economic and military factors B H Liddell Hart A work which sums up succinctly the learning of a life time New Statesman The Conduct of War 1789 1961 which was originally published in 1961 is a study of the way in which political and economic changes since the French Revolution have altered both the techniques and the aims of war The author begins by studying the limited wars that were possible in the age of absolute rulers and the destructive impact of revolutionary and democratic government on this state of affairs Not only did the new armies of the Napoleonic age grow immensely in size and military power the aims for which the war was fought began to change Now it is no longer a question of forcing the enemy government to change its policy in specific ways the purpose is the destruction of that government and the absolute surrender of its people Such a concept of war the author contends is a disastrous return to barbarism and in this book he considers his study in the light of post war events with Communist countries Rail Passenger Statistics in the Northeast Corridor 1976-1977-1978, 1980

The New Zealand Official Year-book New Zealand. Department of Statistics, 1963 Railways and International Politics Thomas G. Otte, Keith Neilson, 2006 This new collection focuses on its international political and strategic dimensions from the 1860s to the 1930s It examines them as objects of the Great Powers political and economic rivalries and as tools of power projection strategic mobilization and imperial defence Last Trains Charles Loft, 2013-03-27 The debate about Dr Richard Beeching will rage until the Second Coming and probably beyond But in Charles Loft's careful examination of the Beeching Report we have as fine a study as we are going to possess in the meantime Peter Hennessy Loft's great strength is his judiciousness He understands the political processes and assesses them fair mindedly And his verdict will I suspect hold up better than any of Beeching's judgements Matthew Engel Financial Times Prepare to be impressed shocked and saddened This is undoubtedly one of the best books of the year a riveting read Railways Illustrated Lucid to the point thought provoking at every turn Last Trains is a volume that everyone should read before making judgements about the rail closures of the Sixties Heritage Railway Thoughtful and well researched analysis Edinburgh Evening News During the course of the 1950s England lost confidence in its rulers and convinced itself it must modernise The failing steam powered local railways run by Colonel Blimp symbolised everything that was wrong with the country surely the future lay in motorways and high speed express trains Along came Dr Beeching with his diagnosis and suddenly branch line Britain was gone for ever The debate about the Beeching cuts has raged ever since In this superbly researched examination Charles Loft exposes the political failures that bankrupted the railways and lays bare the increasing alienation of bureaucrats from the public they

were trying to serve The result is a fascinating study of a nation grappling to come to terms with modernity **Gazette** ,1919

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