



Railway History In Pictures The British Railway Station

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Railway History In Pictures The British Railway Station:

The British Railway Station Gordon Biddle, Jeoffry Spence, 1977-01-01 **Britain's Lost Railways** John Minnis, 2018-08-07 The beautifully restored St Pancras Station is a magisterial example of Britain's finest Victorian architecture Like the viaducts at Belah and Crumlin cathedral like stations such as Nottingham Victoria and spectacular railway hotels like Glasgow St Enoch's it stands proud as testament to Britain's architectural heritage In this stunning book John Minnis reveals Britain's finest railway architecture From the most cavernous engine sheds like Old Oak Common through the eccentric country halts on the Tollesbury line and the gantries of the Liverpool Overhead Railway to the soaring viaducts of Belah and Cumlin Britain's Lost Railways offers a sweeping celebration of our railway heritage The selection of images and the removable facsimile memorabilia including tickets posters timetables and maps allows the reader to step into that past serving as a testimony to an age of ingenuity and ambition when the pride we invested in our railways was reflected in the grandeur of the architecture we built for them A Picture History of Railways Cuthbert Hamilton Ellis, 1956 Pictures of rolling stock in contemporary settings with a short historical essay Ottley's Bibliography of British Railway History. Second Supplement 12957-19605, 1998 *The Railway Magazine*, 1907 *Railway Architecture* Bill Fawcett, 2015-01-10 The great arched train sheds of Victorian Britain are often seen as the nineteenth century equivalent of medieval cathedrals once specific railway buildings became necessary around 1830 British architects seized the opportunity with both hands designing some of the great buildings of their age However these grand buildings are only part of the story not only was the country peppered with humbler individually styled station buildings but also with bridges signal boxes engine sheds and other structures specific to the railways In this illustrated introduction Bill Fawcett tells the story of railway architecture from the age of George Stephenson to modern times including such influential architects as Sir George Gilbert Scott and Charles Holden *Railways and the Victorian Imagination* Michael J. Freeman, 1999-01-01 Discusses the cultural and social effect that the railway had on nineteenth century society in Great Britain London's Great Railway Stations Oliver Green, 2021-11-02 This lavish photographic history of the most beautiful and historic railway stations in London tells a story of power progress and innovation from the beginning of steam age to the teeming commuter hubs of today London has more mainline railway stations than any other city in the world and many of them are amongst its grandest architectural monuments Its earliest terminals opened in the late 1830s when lines between the capital and the regions were built in the first railway boom The original station at London Bridge the capital's first passenger terminus was opened in December 1836 six months before Queen Victoria came to the throne The last main line to London the Great Central Railway to Marylebone was opened in March 1899 two years before Victoria died Ever since they originally opened these stations have been at heart of London life and activity and have dominated the architectural landscape Many are now in the midst of major reconstructions and are the centrepieces for the transformation of whole swathes of London from Paddington to King's Cross

This comprehensive story combines a historical overview archive illustrations and specially commissioned photography covering the origins of the earliest stations up to the latest reconstructions and renovations Written by the expert author Oliver Green this is an essential gift for anyone interested in the history of London and its transport *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 **The Dictionary of Picture Postcards in Britain, 1894-1939** A. W. Coysh,Arthur Wilfred Coysh,1996 Full of relevant information this book covers the whole field of picture postcard production in Britain It is an indispensable reference to a vast amount of collectable pictorial material **Transport History**,1977 World Railways of the Nineteenth Century Jim Harter,2005 With its gallery of over 360 striking and unfamiliar images and extensive historical text World Railways of the Nineteenth Century invites readers to experience an unparalleled glimpse into the world of nineteenth century railroading Peter Skinner Foreword The East Coast Main Line 1939-1959 (Volume 2) Peter Tuffrey,B. W. L. Brooksbank,2022-07-02 The first detailed study of this huge mainline through its operational history Features extended commentaries from the authors rich in detail Superbly illustrated with black and white photographs many never seen before In this second and final volume the whole of the East Coast Main Line between King s Cross and Edinburgh Waverley stations is examined closely with a particular emphasis on the ways and structures the line stations connections yards and other physical features Interposed are accounts of the traffic

at the principal stations including connecting and branch line services with observations on changes over the period 1939 to 1959 Some emphasis is placed on freight traffic on account of its importance and perhaps its relative unfamiliarity to the reader The lines stations and many other elements are described as they were in August 1939 but as some plans on which they are based are dated before the late 1930s there may be marginal differences from the precise layout in 1939 Great Eastern Railway Magazine London and North Eastern Railway,1913 City of Sheffield (Part 1 of 3) , Leaflet ,1927

Railway Age ,1925 Norfolk and Western Magazine Norfolk and Western Railway Company,1944 The Vale of Rheidol Railway Peter Johnson,2020-04-30 A great book about a small railway with a lot of history that has managed to adapt and become a tourist attraction without losing its charm Unos Cuantos Trenes A Few Trains Built to carry minerals from mines in the Rheidol valley the 2ft gauge Vale of Rheidol Railway found its niche carrying tourists to the tourist attraction at Devil s Bridge 12 miles inland from the Cardigan coast resort of Aberystwyth Taken over by the Cambrian Railways and then the Great Western Railway it became the last steam railway operated by British Rail In 1989 it became the first part of the national network to be privatized Now under the control of a charitable trust it is undergoing a revival that will see it become one of the leading tourist attractions in Mid Wales The book is comprehensively illustrated with photographs spanning the entire history of the line plus maps diagrams and tabulated information An excellent publication well worth its cover price and thoroughly recommended Ffestiniog Railway Society Magazine A complete story of the line to date an enjoyable read and a good pictorial record of this attractive railway So a good way to spend some time in lock down Michael s Model Railways

The British Journal of Photography ,1882

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