



GEORGE HUDSON

THE RAILWAY KING



MATTHEW
WELLS

Railway King

Christian Drosten



Railway King:

The Railway King Robert Beaumont, 2016-11-10 George Hudson the eponymous Railway King started his career with a stroke of luck inheriting 27 000 a fortune in 1827 from a distant relative He invested successfully in the North Midland Railway then formed his own Midland Railway raising 5 million and bribing MPs along the way But from his glory in 1845 he fell into disgrace admitting corruption and selling land he did not own He was eventually imprisoned in York Castle and died a broken man in 1871 His story provides an excellent insight into nineteenth century politics and industrial progress full of moral dilemmas and a testimony to the growth of the railways in Britain a timely subject **The Railway King of Canada** R. B. Fleming, 2007-10-01 During the first two decades of this century Sir William Mackenzie was one of Canada's best known entrepreneurs He Spearheading some of the largest and most technologically advanced projects undertaken in Canada he built a business empire that stretched from Montreal to British Columbia and to Rio de Janeiro and Sao Paulo in Brazil It included gas electric telephone and transit utilities railroads hotels and steamships as well as substantial coal mining whaling and timber interests But when he died in 1923 his estate was virtually bankrupt as a result of the dramatic collapse of his Canadian Northern Railway during the First World War In a business biography intended as much for general readers as for a scholarly audience Fleming offers a revisionist perspective on Mackenzie He dispels the simplistic approach of those historians and journalists who have depicted Mackenzie and his partner Sir Donald Mann as melodramatic crooks who could have stepped out of the pages of Huckleberry Finn Victoria's Railway King Geoff Scargill, 2021-05-12 The accomplishments and initiatives both social and economic of Edward Watkin are almost too many to relate Though generally known for his large scale railway projects becoming chairman of nine different British railway companies as well as developing railways in Canada the USA Greece India and the Belgian Congo he was also responsible for a stream of remarkable projects in the nineteenth century which helped shape people's lives inside and outside Britain As well as holding senior positions with the London and North Western Railway the Worcester and Hereford Railway and the Manchester Sheffield Lincolnshire Railway Watkin became president of the Grand Trunk Railway of Canada He was also director of the New York Lake Erie and Western Railways as well as the Athens Piraeus Railway Watkin was also the driving force in the creation of the Manchester Sheffield and Lincolnshire Railway's London Extension the Great Central Main Line down to Marylebone in London This though was only one part of his great ambition to have a high speed rail link from Manchester to Paris and ultimately to India This of course involved the construction of a Channel tunnel Work on this began on both sides of the Channel in 1880 but had to be abandoned due to the fear of invasion from the Continent He also purchased an area of Wembley Park serviced by an extension of his Metropolitan Railway He developed the park into a pleasure and events destination for urban Londoners which later became the site of Wembley Stadium It was also the site of another of Watkin's enterprises the Great Tower in London which was designed to be higher than the Eiffel Tower but was never completed Little

though is known about Watkin's personal life which is explored here through the surviving diaries he kept The author who is the chair of The Watkin Society which aims to promote Watkin's life and achievements has delved into the mind of one of the nineteenth century's outstanding individuals **George Hudson: The Railway King** Matthew Wells,2024-09-30 George Hudson was the greatest British railway entrepreneur of the 19th century In 1848 he controlled over 1 000 miles of railway and when it came to railway promotion it seemed he could do no wrong However in early 1849 it came to light that some of his business methods had been less than ethical and he was forced to relinquish the chairmanship of each of his companies His fall from grace was spectacular and his detractors of whom there were many were quick to denounce him as a fraudster a charlatan and a crook Even today when the name George Hudson is mentioned these same insults are often levelled at him This new biography takes a fresh look at Hudson's extraordinary life from his humble beginnings as a farmer's boy to becoming Lord Mayor of York before catching the railway bug He was MP for Sunderland between 1845 and 1859 After his fall from grace Hudson endured a 20 year court battle with the York and North Midland Railway subsequently the North Eastern Railway for outstanding debts Hudson made many mistakes in creating his railway empire but did he deserve all the vitriol that still accompanies his reputation In seeking to answer this question Matthew Wells looks at the evidence including what was said about Hudson during his lifetime and what Hudson himself had to say about the actions he took *Railway News, Finance and Joint-stock Companies' Journal* ,1869 **Comprising Reports of Cases in the Courts of Chancery, King's Bench, and Common Pleas, from 1822 to 1835** ,1850 **Bradley's Railway Guide** Simon Bradley,2024-10-10 A lifetime of railway love distilled into a most beautiful volume Lucy Worsley Our railway history could not have been told more palatably or more nourishingly David Kynaston The most attractive comprehensive and easily digestible history of the oldest railway system in the world Michael Palin In 1825 the Stockton Darlington company strode into history with the opening of the world's first public steam railway What the S DR had pioneered soon picked up speed transforming lives and landscapes connecting far flung corners of the nation and creating its own distinctive environments and working worlds This ambitious and lavishly illustrated volume brings the story of Britain's railways to life spanning two centuries of achievement and change Full of colour and incident it is an exhilarating journey through time and space revisiting favourite themes and introducing unfamiliar stories and places With original and engaging entries on everything from dining saloons to collecting dogs wartime salvage efforts and the iconic Rail Alphabet Simon Bradley gives George Bradshaw's famous 19th century guide a run for its money in this fresh and distinctive chronicle of the making of Britain's railways **Railway Times** ,1850

Reports of Cases Argued and Determined in the Court of King's Bench Sandford Nevile,1834 **Dragons** Liam Byrne,2016-05-26 Britain's rise to global dominance from the 16th century owed as much to the vision and creativity of traders industrialists and bankers as it did to wars of conquest fought by military men DRAGONS tells the story of British business endeavour through the lives of ten titans of commerce Beginning with the Tudor merchants who transformed

England's economy via trade with the New World Liam Byrne traces an entrepreneurial golden line through men such as Thomas Pitt saviour of the East India Company financier Nathan Rothschild creator of the modern bond market William Lever brand builder philanthropist and creator of Britain's first great multinational and John Spedan Lewis founder of the employee owned John Lewis Partnership At the start of the 21st century Britain remains a major economic power DRAGONS is both a rousing celebration of British business genius and a fascinatingly informative narrative of a neglected but essential strand of our island's story *The Railway Times ...* ,1853 **Railway Gazette** ,1919 *The Railway Magazine* ,1901

Falconer's railway, coach, car and steam navigation guide for Ireland ,1866 **Railway Crimes Committed in Victorian Britain** Malcolm Clegg,2023-05-04 The vast majority of Britain's railways were built between 1830 and 1900 which happened to coincide with the reign of Queen Victoria 1837 1901 By the turn of the Nineteenth Twentieth Century over one hundred different railway companies were operating in Britain on more than 22 000 miles of railway track Although these new railways brought prosperity to the nation and enabled goods and passengers to be speedily transported the length and breadth of the country for the first time this remarkable feat of engineering brought with it some unwelcome side effects one of which was crime Wherever crowds of people gather or unattended goods are being transported a few unscrupulous individuals and career criminals will usually emerge to ply their trade Some railway staff members are also unable to resist the temptation of stealing money or goods passing through their hands This book gives an insight into the nature and types of crime committed on the railways during the Victorian era incorporating such offenses as theft assaults and murder fraud obstructing the railways and various other infringements of the law Over seventy different cases mentioned in the book are true accounts of events which took place on the railway during the Victorian era the details of which were obtained as a result of hours of researching British Newspaper Archives of that period The author hopes that readers will get as much pleasure from analyzing the various cases cited in the book as he himself derived from researching and writing about them

British Transport Police Malcolm Clegg,2022-12-29 This book traces the history of the British Transport Police the National Police Force responsible for policing the railways of England Scotland and Wales The roots of the Force go back almost 200 years starting with the development of the railways during the Nineteenth Century Hundreds of railway companies were founded and although mergers and amalgamations took place by the end of the century well over 100 railway companies were operating most of which employed railway policemen The first railway policemen were recruited to work on the Stockton and Darlington Railway in 1826 Other railway companies quickly followed and by the 1850s railway policemen with their smart uniforms and top hats were a common sight on Britain's railways During the Twentieth Century railway companies continued to merge before being nationalized in 1948 The following year the British Transport Commission BTC was created to oversee not only the newly nationalized railway network but also the nation's docks shipping inland waterways road transport road haulage and other companies Also in 1949 the British Transport Commission Police

BTC Police was created to take over the policing of these newly nationalized institutions All the former railway dock and canal police forces were then absorbed into the new BTC Police Force The BTC was abolished in 1962 having incurred serious financial losses The BTC Police was renamed the British Transport Police in 1963 and has continued to operate ever since It no longer polices the docks harbors and canals for reasons outlined in this book [100 Years of Vintage Watches](#) Dean Judy,2021-10-15 Telling time has never been so stylish 100 Years of Vintage Watches brings an entire century of classic watch craftsmanship to life with over 1 000 full color photos Detailing watches made between 1870 and 1970 the most popular century for watch collectors and aficionados Dean Judy s remarkable guide provides information on what and how to collect as well as what to avoid In addition to large detailed photos 100 Years of Vintage Watches offers accurate pricing information and a description history and dating for each of the watches included Watch collectors will find the before and after photos of vintage watch restorations particularly useful especially when it comes valuing a piece And who knows maybe that old watch your grandfather left in his junk drawer is worth thousands Featuring examples from over 50 watchmakers including renowned Swiss companies like Agassiz Rolex Breitling Cyma Tissot and Zodiak as well as American companies like Bulova Elgin Hamilton and Illinois 100 Years of Vintage Watches is a comprehensive and practical guide to the greatest century of watchmaking in modern history *Locomotive, Railway Carriage and Wagon Review* ,1904 *The City and the Railway in the World from the Nineteenth Century to the Present* Ralf Roth,Paul Van Heesvelde,2022-07-18 This volume explores the relationship between cities and railways over three centuries Despite their nearly 200 year existence The City and the Railway in the World shows that urban railways are still politically and historically important to the modern world Since its inception cities have played a significant role in the railway system cities were among the main reasons for building such efficient but lavish and costly modes of transport for persons goods and information They also influenced the technological appearance of railways as these have had to meet particular demands for transport in urban areas In 25 essays this volume demonstrates that the relationship between the city and the railway is one of the most publicly debated themes in the context of daily lives in growing urban settings as well as in the second urbanisation of the global South with migration from rural to urban landscapes The volume s broad geographical range includes discussions of railway networks railway stations and urban rails in countries such as India Japan England Belgium Romania Nigeria the USA and Mexico The City and the Railway in the World will be a useful tool for scholars interested in the history of transport travel and urban change

The Post Office London Directory ,1862

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