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The rise and rise of road transport, 1700–1990



Theo Barker and
Dorian Gerhold

Rise And Rise Of Road Transport 1700 1900

David Turner



Rise And Rise Of Road Transport 1700 1900:

The Rise and Rise of Road Transport, 1700-1990 Theodore Cardwell Barker, Dorian Gerhold, Economic History Society, 1995-09-28 Most books about Britain's transport history have concentrated upon canals and railways. It is now clear that a great deal of traffic went by road even before turnpikes and that goods as well as passenger services were much more highly developed than used to be supposed. This book is an important survey of road transport over the past three centuries. The authors summarise the new evidence and arguments and explain why we need to take a longer view of the subject. They shed new light on the importance of horse drawn freight in the eighteenth century before the introduction of turnpikes offset the undue attention paid to the railways in the nineteenth century and stress that motor transport's present great importance only dates from the 1950s. A full bibliography is provided for more extended study.

Transport and Its Place in History David Turner, 2020-06-07 Transport and mobility history is one of the most exciting areas of historical research at the present. As its scope expands it entices scholars working in fields as diverse as historical geography, management studies, sociology, industrial archaeology, cultural and literary studies, ethnography and anthropology as well as those working in various strands of historical research. Containing contributions exploring transport and mobility history after 1800, this volume of eclectic chapters shows how new subjects are explored, new sources are being encountered, considered and used, and how increasingly diverse and innovative methodological lenses are applied to both new and well-travelled subjects. From canals to Concorde, from freight to passengers, from screen to literature, the contents of this book will therefore not only demonstrate the cutting edge of research and deliver valuable new insights into the role and position of transport and mobility in history, but it will also evidence the many and varied directions and possibilities that exist for the field's future development.

The Rise and Decline of England's Watchmaking Industry, 1550-1930 Alun C. Davies, 2022-04-11 This survey of the rise and decline of English watchmaking fills a gap in the historiography of British industry. Clerkenwell in London was supplied with rough movements from Prescot, 200 miles away in Lancashire. Smaller watchmaking hubs later emerged in Coventry, Liverpool and Birmingham. The English industry led European watchmaking in the late eighteenth century in output and its lucrative export markets extended to the Ottoman Empire and China. It also made marine chronometers, the most complex of hand-crafted pre-industrial mechanisms, crucially important to the later hegemony of Britain's navy and merchant marine. Although Britain was the workshop of the world, its watchmaking industry declined. Why? First, because cheap Swiss watches were smuggled into British markets. Later, in the era of Free Trade, they were joined by machine-made watches from factories in America, enabled by the successful application to watch production of the American system in Waltham, Massachusetts, after 1858. The Swiss watch industry adapted itself appropriately, expanded and reasserted its lead in the world's markets. English watchmaking did not; its trajectory foreshadowed and was later followed by other once prominent British industries. Clerkenwell retained its pre-industrial production methods. Other modernization attempts in Britain had limited success, or

failed Execution, State and Society in England, 1660–1900 Simon Devereaux, 2023-10-26 This book provides the first comprehensive account of execution practices in England and their extraordinary transformation from 1660 to 1900 Agonizing execution rituals were once common Male traitors were hanged disembowelled while still alive then decapitated and quartered Female traitors were burned alive And common criminals slowly choked to death beneath wooden crossbeams erected at the margins of towns Some of their bodies were either left to rot on roadside gibbets or dissected by anatomy instructors Two centuries later only murderers and traitors were executed both by hanging and they died alone usually quickly and behind prison walls In this major contribution to the history of crime and punishment in England Simon Devereaux reveals how urban growth and the unique public culture it produced challenged and largely displaced those traditional elites who valued the old Bloody Code as an instrument of their rule **Horses, Power and Place** Neil Ward, 2023-12-05 Horses Power and Place explores the evolution of humanity's relationship with horses from early domestication through to the use of the horse as a draught animal an agricultural industrial and military asset and an animal of sport and leisure Taking an historical approach and using Britain as a case study this is the first book length exploration of the horse in the more than human geography of a nation It traces the role and implications of horse based mobility for the evolution of settlement structure urban morphology and the rural landscape It maps the growth and various uses of horses to the point of peak horse in the early twentieth century before considering the contemporary place of the horse in twenty first century economy and society It assesses the role of the horse in the formation of places within Britain and in the formation of the nation The book reflects on the implications of this historical and contemporary equine geography for animal geographies and animal studies It argues for the study of animals in general in how places are made not just by humans Written in a clear and accessible style this book will be essential reading for students and scholars of animal geography and animal studies more widely Life on the Tyne Peter D. Wright, 2016-05-06 Whilst the early modern period has long been recognized as witnessing a growth in trade and consumerism the majority of studies to date have tended to focus upon London and southern England In order to provide a more balanced understanding of the dynamics at work on a national level this book explores the local economy and waterborne trades of Newcastle and the River Tyne in North East England Drawing upon a variety of primary sources including parish records probate inventories Newcastle Exchequer port books and the previously unpublished diary of an apprentice hostman none of which have been examined previously in this context the study adds significantly to our understanding of the growing community in North East England In particular it underlines the expansion of a thriving middling class with an associated culture of consumption driving a rapid increase in the import and often re export of a wide range of luxury items of food clothing and soft furnishings As the coal trade and a flourishing general trade with London and other home and overseas ports grew the book highlights the major impact upon the size and variety of work in the port and the subsequent increasing size and complexity of the water trades community and its associated business

networks Eighteenth-Century Britain, 1688-1783 Jeremy Black, 2008-09-10 Jeremy Black sets the politics of eighteenth century Britain into the fascinating context of social economic cultural religious and scientific developments The second edition of this successful text by a leading authority in the field has now been updated and expanded to incorporate the latest research and scholarship **Sustaining the Fleet, 1793-1815** Roger Knight, Martin Howard Wilcox, 2010 An assessment of the work of the contractors who were commissioned by the Victualling Board to provision the fleet in this period Provisioning the fleet and the army overseas during the French Wars of 1793 1815 was a major undertaking This book explains how the Victualling Board in London handled this enormous task focusing in particular on contractors that is the merchants and brokers who provided a vast range of commodities including flour and biscuit salt beef and pork as well as huge quantities of fresh water and coal and every other item needed It shows how these merchants could be large or small concerns and provides detailed case studies of different kinds of contractors including examples of contractors based both in Britain and in the navy's overseas bases The book demonstrates how overall the contracting system represented the mobilisation of a substantial part of the British economy for war how the performance of contracting was effective with little or no corruption and how the contractors took considerable financial risks and made only reasonable margins It assesses the performance of the Victualling Board arguing that this was good and that the problem in the major area of weakness accounting was quickly addressed following a major crisis in 1808 09 It concludes that this was an impressive performance by the state but that the overwhelming advantage was the resilience of the market and that it was upon the success of the contractors that the war at sea was won For most of his career ROGER KNIGHT was on the staff of the National Maritime Museum leaving as Deputy Director in 2000 Since then he has taught at the Greenwich Maritime Institute at the University of Greenwich where he is currently Visiting Professor of Naval History MARTIN WILCOX completed a doctorate in maritime history at the University of Hull and has been employed as postdoctoral research fellow at Greenwich Maritime Institute since 2006 Material Histories of Time Gianenrico Bernasconi, Susanne Thürigen, 2020-12-16 The historiography of timekeeping is traditionally characterized by a dichotomy between research that investigates the evolution of technical devices on the one hand and research that is concerned with the examination of the cultures and uses of time on the other hand Material Histories of Time opens a dialogue between these two approaches by taking monumental clocks table clocks portable watches carriage clocks and other forms of timekeeping as the starting point of a joint reflection of specialists of the history of horology together with scholars studying the social and cultural history of time The contributions range from the apparition of the first timekeeping mechanical systems in the Middle Ages to the first evidence of industrialization in the 18th and 19th centuries The Oxford Encyclopedia of Economic History Joel Mokyr, 2003 What were the economic roots of modern industrialism Were labor unions ever effective in raising workers living standards Did high levels of taxation in the past normally lead to economic decline These and similar questions profoundly inform a wide range of intertwined social issues whose complexity

scope and depth become fully evident in the Encyclopedia Due to the interdisciplinary nature of the field the Encyclopedia is divided not only by chronological and geographic boundaries but also by related subfields such as agricultural history demographic history business history and the histories of technology migration and transportation The articles all written and signed by international contributors include scholars from Europe Latin America Africa and Asia Covering economic history in all areas of the world and segments of economies from prehistoric times to the present The Oxford Encyclopedia of Economic History is the ideal resource for students economists and general readers offering a unique glimpse into this integral part of world history

The Coming of the Railway David Gwyn, 2023-01-01 The first global history of the epic early days of the iron railway Railways in simple wooden or stone form have existed since prehistory But from the 1750s onward the introduction of iron rails led to a dramatic technological evolution one that would truly change the world In this rich new history David Gwyn tells the neglected story of the early iron railway from a global perspective Driven by a combination of ruthless enterprise brilliant experimenters and international cooperation railway construction began to expand across the world with astonishing rapidity From Britain to Australia Russia to America railways would bind together cities nations and entire continents Rail was a tool of industry and empire as well as eventually passenger transport and developments in technology occurred at breakneck speed even if the first locomotive in America could muster only 6 mph The Coming of the Railway explores these fascinating developments documenting the early railway's outside social political and economic impact carving out the shape of the global economy as we know it today

Beyond the Grand Tour Rosemary Sweet, Gerrit Verhoeven, Sarah Goldsmith, 2017-02-17 Travel in early modern Europe is frequently represented as synonymous with the institution of the Grand Tour a journey undertaken by elite young males from northern Europe to the centres of the arts and antiquity in Italy Taking a somewhat different perspective this volume builds upon recent research that pushes beyond this narrow orthodoxy and which decentres Italy as the ultimate destination of European travellers Instead it explores a much broader pattern of travel undertaken by people of varied backgrounds and with divergent motives for travelling By tapping into current reactions against the reification of the Grand Tour as a unique and distinctive practice this volume represents an important contribution to the ongoing process of resituating the Grand Tour as part of a wider context of travel and topographical writing Focusing upon practices of travel in northern and western Europe rather than in Italy particularly in Britain the Low Countries and Germany the essays in this collection highlight how itineraries continually evolved in response to changing political economic and intellectual contexts In so doing the reasons for travel in northern Europe are subjected to a similar level of detailed analysis as has previously only been directed on Italy By doing this the volume demonstrates the variety of travel experiences including the many shorter journeys made for pleasure health education and business undertaken by travellers of varying age and background across the period In this way the volume brings to the fore the experiences of varied categories of traveller from children to businessmen which have traditionally

been largely invisible in the historiography of travel *The Journal of Transport History* ,1998 **The World Beyond the Windshield** Christof Mauch,Thomas Zeller,2008 For better or worse the view through a car s windshield has redefined how we see the world around us In some cases such as the American parkway the view from the road was the be all and end all of the highway in others such as the Italian autostrada the view of a fast efficient transportation machine celebrating either Fascism or its absence was the goal These varied environments are neither necessary nor accidental but the outcomes of historical negotiations and whether we abhor them or take delight in them they have become part of the fabric of human existence The World beyond the Windshield Roads and Landscapes in the United States and Europe is the first systematic comparative look at these landscapes By looking at examples from the United States and Europe the chapters in this volume explore the relationship between the road and the landscape thatit traverses cuts through defines despoils and enhances The authors analyze the Washington Beltway and the Blue Ridge Parkway as well as iconic roads in Italy Nazi Germany East Germany and Great Britain This is a story of the transatlantic exchange of ideas about environment and technology and of the national and nationalistic appropriations of such landscaping **The Great Divergence Reconsidered** Roman Studer,2015-01-29 Studer shows that institutional geographical political and technological factors account for Europe s rise to undisputed world economic leader **The Roots of American Industrialization** David R. Meyer,2003-05-21 Farms that were on poor soil and distant from markets declined whereas other farms successfully adjusted production as rural and urban markets expanded and as Midwestern agricultural products flowed eastward after 1840 Rural and urban demand for manufactures in the East supported diverse industrial development and prosperous rural areas and burgeoning cities supplied increasing amounts of capital for investment *The Lost World of Mitchell and Kenyon* Vanessa Toulmin,Simon Popple,Patrick Russell,2019-07-25 *The Lost World of Mitchell and Kenyon* contains essays from leading historians covering film history popular entertainment the seaside transport and the social and economic context of Edwardian Britain Together they provide a vivid commentary on the Peter Worden Mitchell and Kenyon collection of films **An Historical Atlas of Kent** Terence Lawson,David Killingray,2004 Kent can probably claim to have more unique features in its history than most other counties all fully reflected in this Atlas The Cathedral at Canterbury with its medieval shrine to St Thomas Becket requires the general subject of pilgrimage to be covered in detail the Cinque Ports the echoes of their ancient privileges still apparent by the early 19th century are another Kentish phenomenon Romney Marsh although not quite the separate continent that some claim is nevertheless well worthy of the detailed account of its medieval history Kent s perennial role as a gateway is perfectly illustrated by the Strangers from the near Continent who settled widely here in the 16th and 17th centuries Kent s industrial history is dominated by the unique concentration of royal dockyards while the story of Kent s coalfield isolated from its cousins in the North and Midlands is yet another remarkable chapter Finally being located between the Capital and the shortest crossing to the Continent Kent s relationship with London has been exceptionally close since

medieval times and is a recurring theme in this Atlas This comprehensive new Historical Atlas based on current research fills a notable gap in the published histories of the County and will serve for many years as an important work of reference for the history of Kent The 250 newly drawn and reader friendly maps cover topics ranging from the earliest Stone Age occupation to such modern developments as the growth of leisure industries Several topics not usually covered in county historical atlases are included for example the introduction of public water and gas supplies in the 19th century together with the expansion of banking services and the local press Virtually every aspect of Kent s history is clearly mapped and explained in this new work Though Kent has seen much in its time it has never before seen a book like this which will be welcomed well beyond the Kentish borders Book Jacket **Information and Empire** Simon Franklin,Katherine Bowers,2017-11-27 From the mid sixteenth to the mid nineteenth century Russia was transformed from a moderate sized land locked principality into the largest empire on earth How did systems of information and communication shape and reflect this extraordinary change Information and Mechanisms of Communication in Russia 1600 1850 brings together a range of contributions to shed some light on this complex question Communication networks such as the postal service and the gathering and circulation of news are examined alongside the growth of a bureaucratic apparatus that informed the government about its country and its people The inscription of space is considered from the point of view of mapping and the changing public graphosphere of signs and monuments More than a series of institutional histories this book is concerned with the way Russia discovered itself envisioned itself and represented itself to its people Innovative and scholarly this collection breaks new ground in its approach to communication and information as a field of study in Russia More broadly it is an accessible contribution to pre modern information studies taking as its basis a country whose history often serves to challenge habitual Western models of development It is important reading not only for specialists in Russian Studies but also for students and non Russianists who are interested in the history of information and communications *La Terre et les Paysans en France et en Grande-Bretagne aux XVIIe et XVIIIe siècles* Jean-Pierre Poussou,2014-04-01 Cet ouvrage constitue une synth se partir de trois th mes fondamentaux les syst mes agraires leur volution et leurs mutations les conditions de vie mat rielles et sociales des paysans l poque moderne L auteur balaye l ensemble du champ de la question de Capes Agr gation 1999 2000 ouvre des pistes fournit de tr s nombreuses r f rences et tente des comparaisons Ce livre est aussi un essai de g ographie historique Aucun autre ouvrage du m me type r dig de mani re aussi compl te n existait jusque l

This book delves into Rise And Rise Of Road Transport 1700 1900. Rise And Rise Of Road Transport 1700 1900 is an essential topic that must be grasped by everyone, ranging from students and scholars to the general public. The book will furnish comprehensive and in-depth insights into Rise And Rise Of Road Transport 1700 1900, encompassing both the fundamentals and more intricate discussions.

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This book is crafted in an easy-to-understand language and is complemented by engaging illustrations. This book is highly recommended for anyone seeking to gain a comprehensive understanding of Rise And Rise Of Road Transport 1700 1900.

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Rise And Rise Of Road Transport 1700 1900 Introduction

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