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# BRITISH RAILWAYS

## PAST and PRESENT



**No 17 CORNWALL**  
by David Mitchell

# Railways Of Britain Past Present

**Jonathan Brown**



## **Railways Of Britain Past Present:**

**Railways and Culture in Britain** Ian Carter, 2001 The 19th century steam railway epitomized modernity's relentlessly onrushing advance Ian Carter delves into the cultural impact of the train Why for example did Britain possess no great railway novel He compares fiction and images by canonical British figures Turner Dickens Arnold Bennett with selected French and Russian competitors Tolstoy Zola Monet Manet He argues that while high cultural work on the British steam railway is thin British popular culture did not ignore it Detailed discussions of comic fiction crime fiction and cartoons reveal a popular fascination with railways tumbling from vast and hitherto unexplored stores of critically overlooked genres

**British Rail 1974-1997** Terence Richard Gourvish, Terry Gourvish, 2004-01-29 Based on privileged access to the British Railway Board's rich archives this book provides an authoritative account of the progress made by the British Railway System prior to its privatization It offers a unique account of the last fifteen years of nationalized railways in Britain and it sheds light on the current problems of privatized railway systems This volume is divided into four complete and concise sections for complete study Railways Under Labour 1974-1979 The Thatcher Revolution British Rail in the 1980s On The Threshold of Privatization Running the Railways 1990-1994 and Responding to Privatization 1981-1997 Author Terry Gourvish is considered Britain's leading railway historian

**A Bibliography of British History, 1914-1989** Keith Robbins, American Historical Association, Royal Historical Society (Great Britain), 1996 Containing over 25 000 entries this unique volume will be absolutely indispensable for all those with an interest in Britain in the twentieth century Accessibly arranged by theme with helpful introductions to each chapter a huge range of topics is covered There is a comprehensive index

**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

Transport Policy: Learning Lessons from History Colin Divall, Julian Hine, 2017-05-15 The key aim of this volume is to demonstrate ways in which an understanding of history can be used to inform present day transport and mobility policies This is not to say that history repeats itself or that every contemporary transport dilemma has an historical counterpart rather the contributors to this book argue that in many contexts of transport planning a better understanding of the context and consequences of past decisions and processes could lead to more effective policy decisions Collectively the authors explore the ways in which the methods and approaches of historical research may be applied to contemporary transport and policy issues across a wide range of transport modes and contexts By linking two bodies of academic research that for the most part remain separate this volume helps to inform current transport and mobility policies and to stimulate innovative new research that links studies of both past and present mobilities **Kurrachee (Karachi) Past, Present, and Future**

Alexander Francis Baillie, 1890 *Studies in Railway Expansion and the Capital Market in England* Seymour Broadbridge, 2013-11-05 This book was first published in 1969 This volume includes essays on the development of the Lancashire and Yorkshire railway network the early Railway Capital Market and tables on expenses capital and gross revenue and expenditure *The Railway Record*, 1847 **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 *The Railway Preservation Revolution* Jonathan Brown, 2017-06-30 A ride on a steam train is a popular family outing More than 100 heritage railways cater for that demand capturing the spirit of nostalgia while preserving the engines and equipment of past days of rail travel Their interests even extend to the modern era of 1960 s 70 s diesels Those heritage railways themselves have a long pedigree back to 1951 when a group of enthusiasts saved the Talylyn Railway in mid Wales from closure They ran this railway as volunteers out of their love of the little trains and a desire to keep it going Their example was followed by many more preservation societies who preserved and restored branch lines country lines and industrial lines for our enjoyment now Six decades have passed and we are now beginning to realize what an impressive history the heritage railway movement has This book traces that history from the humble beginnings the hopes and ambitions of the pioneers on the different railway projects There were times of failure and frustration as some fell by the wayside but others have made it through times of adversity to become the major heritage businesses of today **The Development of Transportation in Modern England** W. T. Jackman, 2014-04-17 Originally published in 1916 this book forms part of a two volume set on the history of transportation in modern England taking the term modern as meaning the period beginning with

about the close of the fifteenth century and ending with approximately the middle of the nineteenth century Volume one covers the period from 1500 up until the introduction of steam and volume two focuses on the development of railways and the effect of this change on other modes of transportation Both books contain detailed textual notes and a comprehensive bibliography is also included The set will be of value to anyone with an interest in transportation and British history *The Economist* ,1845 **The Development of Transportation in Modern England** William T. Jackman,2019-04-24 Published in 1962 In offering this work as a modest contribution to our knowledge of the economic development of England from the standpoint of transportation the author must say in the first place that he has endeavoured to adhere rigidly to the subject in hand without making deviations into collateral fields India's Railway History John Hurd II,Ian J. Kerr,2012-08-03 India has had operating railways for well over 150 years railways that have played a central and well documented role in the making of India in the colonial and post colonial eras This handbook provides a reference guide for researchers interested in almost any facet of the history colonial and post colonial of these railways The secondary literature is identified and surveyed primary sources and their locations identified statistical and cartographic data discussed and presented and a massive bibliography made available This handbook is the indispensable tool for anyone seeking to understand India's railways and the roles they played in the making of modern India **Ottley's Bibliography of British Railway History. Second Supplement 12957-19605** ,1998 The Railway Chronicle ,1844 *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 *Railway Record* ,1858 Past Futures Ged Martin,2004-12-15 By nature human beings seek to make sense of their past Paradoxically true historical explanation is ultimately impossible Historians never have complete evidence from the past nor is their methodology rigorous enough to prove causal links Although it cannot be proven that A caused B by redefining the agenda of historical discourse scholars can locate events in time and place history once again at the heart of intellectual activity In *Past Futures* Ged Martin advocates examining the decisions that people take most of which are not the result of a process but are reached intuitively Subsequent rationalizations that constitute historical evidence simply mislead All

historians can do is to locate them in time to explain not why a decision was taken but why then To illustrate Martin asks a number of questions What is a long time in history Are we close to the past or remote from it Is democracy a recent experiment or proof of our arrival at the end of a journey through time Can we engage in a historical dialogue with the past without making clear our own ethical standpoints Although explanation is ultimately impossible humankind can make sense of its location in time through the concept of significance a device for highlighting events and aspects of the past In so doing Martin suggests a radical new approach to historical discourse

**The History of the Company, Part II vol 6** Robin Pearson, James Taylor, Mark Freeman, 2024-10-28 Explores the changing economic social and political role of the Anglo American firm Focusing on its formative development between the later 17th and the early 20th centuries the editors bring together a collection which employs selected documents and analytical commentary to illustrate the external role of the firm and public perceptions of it

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