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The rise and rise of road transport, 1700–1990



Théo Barker and
Dorian Gerhold

Rise And Rise Of Road Transport 1700 19

**Theodore Cardwell Barker, Dorian
Gerhold, Economic History Society**

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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. *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 Prescott 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. Life on the Tyne Dr Peter D. Wright, 2014-10-28 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

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

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

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

Slavery, Atlantic Trade and the British Economy, 1660-1800 Kenneth Morgan, 2000 The impact of slavery and Atlantic trade on British economic development between 1660 and 1800

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 that it 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

Zenon Vantini Pamela Sambrook, 2021-05-27 In this remarkable study Pamela Sambrook rescues from obscurity the contribution of a former member of Napoleon's Imperial Guard to the development of specialist hotels and catering in the formative years of the railway network in England and France In doing so she interrogates what lies behind some of Zenon Vantini's very real achievements legacies and disasters She asks how far he was driven by his familial background in Elba and his involvement in the political turmoil of early nineteenth century France and to what extent his whole life was known to those around him Vantini's extraordinary life encapsulates the change between two very different worlds the old imperial past and the new age of entrepreneurial risk taking Never shaking off his old political loyalties he believed resolutely that the mobility afforded by railway travel would change Europe fundamentally In the long view he was a component part in the very early years of an industry which revolutionised England and Europe more than did even his hero Napoleon

The Story of Manchester Dr Deborah Woodman, 2017-08-01 This richly illustrated history explores every aspect of life in Manchester Manchester is noted for the Industrial Revolution its factories working class people and urban development all based around its production of cotton textiles But this is not the complete story Manchester has always been a more vibrant place which dates back to Roman times This book traces the development of this important city and its people from the earliest times to the present where each period in its progress links to the next The history of Manchester is very much based around its people who were often pioneers whether this be the first railway line the first public library fighting for greater political rights or key wealth creators for the nation As we advance through the twenty first century Manchester's role in the United Kingdom remains

undiminished as it becomes ever more cosmopolitan and a northern powerhouse of economic social and political progress

Banks and Industrial Finance in Britain, 1800-1939 Michael Collins,1995-09-14 This accessible study investigates the role of banks in the finance of British industry an issue which has long been the subject of dispute From one perspective the history of British finance is one of success from the late nineteenth century the City of London was the leading financial centre in the international economy Yet there has been much disquiet over the level of support that banks have given to British Industry particularly when Britain s economic hegemony was challenged at the end of the nineteenth century and during the malaise which followed the First World War Michael Collins weighs the conflicting arguments Is there evidence of failure in the money markets Has the estrangement of financial and industrial capital hindered Britain s economic development He places these and other questions in historical context and provides a survey of literature on this contentious subject

Consuming Landscapes Thomas Zeller,2022-10-04 What we see through our windshields reflects ideas about our national identity consumerism and infrastructure For better or worse windshields have become a major frame for viewing the nonhuman world The view from the road is one of the main ways in which we experience our environments These vistas are the result of deliberate historical forces and humans have shaped them as they simultaneously sought to be transformed by them In *Consuming Landscapes* Thomas Zeller explores how what we see while driving reflects how we view our societies and ourselves the role that consumerism plays in our infrastructure and ideas about reshaping the environment in the twentieth century Zeller breaks new ground by comparing the driving experience and the history of landscaped roads in the United States and Germany two major automotive countries He focuses specifically on the Blue Ridge Parkway in the United States and the German Alpine Road as case studies When the automobile was still young an early twentieth century group of designers landscape architects civil engineers and planners sought to build scenic infrastructures or roads that would immerse drivers in the landscapes that they were traversing As more Americans and Europeans owned cars and drove them however they became less interested in enchanted views safety became more important than beauty Clashes between designers and drivers resulted in different visions of landscapes made for automobiles As strange as it may seem to twenty first century readers many professionals in the early twentieth century envisioned cars and roads if properly managed as saviors of the environment *Consuming Landscapes* illustrates how the meaning of infrastructures changed as a result of use and consumption Such changes indicate a deep ambivalence toward the automobile and roads prompting the question can cars and roads bring us closer to nature while deeply altering it at the same time

Charles Dickens's Networks Jonathan H. Grossman,2012-03 The same week in February 1836 that Charles Dickens was hired to write his first novel *The Pickwick Papers* the first railway line in London opened *Charles Dickens's Networks* explores the rise of the global high speed passenger transport network in the nineteenth century and the indelible impact it made on Dickens s work The advent first of stage coaches then of railways and transoceanic steam ships made unprecedented round trip journeys across once seemingly

far distances seem ordinary and systematic Time itself was changed The Victorians overran the separate local times kept in each town establishing instead the synchronized standard time which now ticks on our clocks Jonathan Grossman examines the history of public transport s systematic networking of people and how this revolutionized perceptions of time space and community and how the art form of the novel played a special role in synthesizing and understanding it all Focusing on a trio of road novels by Charles Dickens he looks first at a key historical moment in the networked community s coming together then at a subsequent recognition of its tragic limits and finally at the construction of a revised view that expressed the precarious limited omniscient perspective by which passengers came to imagine their journeying in the network **An**

Introduction to Sustainable Transportation Preston L. Schiller, Eric Christian Bruun, Jeffrey R. Kenworthy, 2010

Transportation plays a substantial role in the modern world it provides tremendous benefits to society but it also imposes significant economic social and environmental costs Sustainable transport planning requires integrating environmental social and economic factors in order to develop optimal solutions to our many pressing issues especially carbon emissions and climate change This essential multi authored work reflects a new sustainable transportation planning paradigm It explores the concepts of sustainable development and sustainable transportation describes practical techniques for comprehensive evaluation provides tools for multi modal transport planning and presents innovative mobility management solutions to transportation problems This text reflects a fundamental change in transportation decision making It focuses on accessibility rather than mobility emphasizes the need to expand the range of options and impacts considered in analysis and provides practical tools to allow planners policy makers and the general public to determine the best solution to the transportation problems facing a community Featuring extensive international examples and case studies textboxes graphics recommended reading and end of chapter questions the authors draw on considerable teaching and researching experience to present an essential ground breaking and authoritative text on sustainable transport Students of various disciplines planners policymakers and concerned citizens will find many of its provocative ideas and approaches of considerable value as they engage in the processes of understanding and changing transportation towards greater sustainability *The Horse in Early*

Modern English Culture Kevin De Ornellas, 2013-11-18 Kevin De Ornellas argues that in Renaissance England the relationship between horse and rider works as an unambiguous symbol of domination by the strong over the weak There was little sentimental concern for animal welfare leading to the routine abuse of the material animal This unproblematic practical exploitation of the horse led to the currency of the horse rider relationship as a trope or symbol of exploitation in the literature of the period Engaging with fiction plays poems and non fictional prose works of late Tudor and early Stuart England De Ornellas demonstrates that the horse a bridled unwilling slave becomes a yardstick against which the oppression of England s poor women increasingly uninfluential clergyman and deluded gamblers is measured The status of the bitted harnessed horse was a low one in early modern England to be compared to such a beast is a demonstration of inferiority and

subjugation To think anything else is to be naïve about the realities of horse management in the period and is to be naïve about the realities of the exploitation of horses and other mammals in the present day world **Cycling and the British**

Neil Carter, 2020-12-10 Cycling is currently enjoying a boom in popularity What are the reasons behind this phenomenon How have perceptions and the popularity of cycling shifted This book charts the historical development of cycling both as a leisure and sporting activity since the 19th century and explores the wider political and cultural context in which cycling in Britain emerged In particular it examines cycling's relationship with environmental politics and its place in popular culture Neil Carter successfully traverses several historical sub disciplines including the history of transport leisure sport medicine and politics employing the analytical tools of class gender political culture the role of the state and commercialism to demonstrate how British identity has shaped and been shaped by cycling At a time when it has become part of debates over transport and health Cycling and the British A Modern History provides a timely and clear analysis of the changes and continuities in attitudes towards cycling **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 **The Electric Vehicle** Gijs Mom, 2013-02-15 Winner of the Engineer Historian Award from the International History and Heritage Committee of the American Society of Mechanical Engineers and the Nicholas Joseph Cugnot Award given by the Society of Automotive Historians Recent attention to hybrid cars that run on both gasoline and electric batteries has made the electric car an apparent alternative to the internal combustion engine and its attendant environmental costs and geopolitical implications Few people realize that the electric car neither a recent invention nor a historical curiosity has a story as old as that of the gasoline powered automobile and that at one time many in the nascent automobile industry believed battery powered engines would become the dominant technology In both Europe and America electric cars and trucks succeeded in meeting the needs of a wide range of

consumers Before World War II as many as 30 000 electric cars and more than 10 000 electric trucks plied American roads European cities were busy with electrically propelled fire engines taxis delivery vans buses heavy trucks and private cars Even so throughout the century long history of electric propulsion the widespread conviction it was an inferior technology remained stubbornly in place an assumption mirrored in popular and scholarly memory In *The Electric Vehicle* Gijs Mom challenges this view arguing that at the beginning of the automobile age neither the internal combustion engine nor the battery powered vehicle enjoyed a clear advantage He explores the technology and marketing consumer ratio faction relationship over four generations of electric vehicle design with separate chapters on privately owned passenger cars and commercial vehicles Mom makes comparisons among European countries and between Europe and America He finds that the electric vehicle offered many advantages among them greater reliability and control less noise and pollution He also argues that a nexus of factors cultural underpowered and less rugged electric cars seemed feminine at a time when most car buyers were men structural the shortcomings of battery technology at the time and systemic the infrastructural problems of changing large numbers of batteries ultimately gave an edge to the internal combustion engine One hopes as a new generation of electric vehicles becomes a reality *The Electric Vehicle* offers a long overdue reassessment of the place of this technology in the history of street transportation

Forthcoming Books Rose Arny,1996-06 **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

Reviewing **Rise And Rise Of Road Transport 1700 19**: Unlocking the Spellbinding Force of Linguistics

In a fast-paced world fueled by information and interconnectivity, the spellbinding force of linguistics has acquired newfound prominence. Its capacity to evoke emotions, stimulate contemplation, and stimulate metamorphosis is truly astonishing. Within the pages of "**Rise And Rise Of Road Transport 1700 19**," an enthralling opus penned by a highly acclaimed wordsmith, readers set about an immersive expedition to unravel the intricate significance of language and its indelible imprint on our lives. Throughout this assessment, we shall delve in to the book is central motifs, appraise its distinctive narrative style, and gauge its overarching influence on the minds of its readers.

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