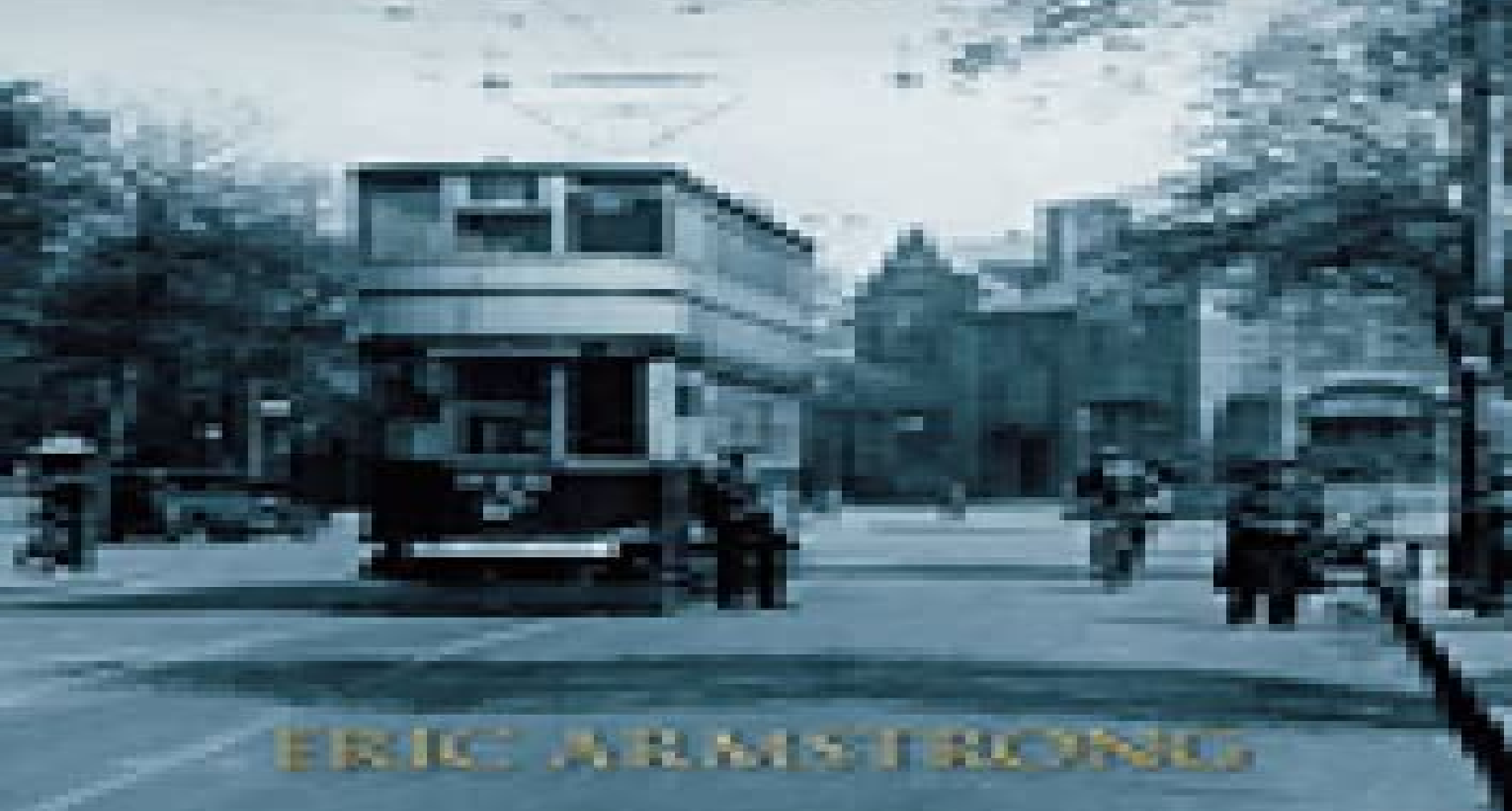


SEEING BIRMINGHAM BY TRAIN



ERIC ARMSTRONG

Seeing Birmingham By Tram

**New South Wales. Parliament.
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Seeing Birmingham By Tram:

Seeing Birmingham by Tram Eric Armstrong, 2010-02-01 **Seeing Birmingham by tram Vol 2** **Under the Wires at Tally Ho** David Berguer, 2011-02-01 Today pollution free transport is high on the political agenda yet it is sometimes forgotten that electric vehicles ran on the streets of London from the early 1900s until 1962 This book tells the story of that period and describes both the vehicles themselves and the effect they had on the development of the suburbs Local historian David Berguer has endeavoured to paint a picture of what life was like in the capital during this golden age travelling and working on the trams and trolleybuses and includes material based on newspaper reports council and official minutes and oral histories from those involved With many previously unpublished photographs and detail on the vehicles and routes themselves there is even a chapter on the colourful pirate buses which competed against trams in the 1920s Full of local interest and insights into daily life on north London trams and trolleybuses this celebration of the glory days of electric street traction in the suburbs of North London is bound to capture the imagination of both transport and local historians alike

Suburbanizing the Masses Colin Divall, Winstan Bond, 2017-09-29 This title was first published in 2003 Suburbanizing the Masses examines how collective forms of transport have contributed to the spatial and social evolution of towns and cities in various countries since the mid nineteenth century Divided into two sections the volume develops first the classic tradition on transport and the city public transport s impact on urban development The contextualisation of transport is one important factor in the historical debates surrounding urban development As well as analysing the discourse employed by urban political and business elites in favour of public transport these contributions show the degree to which practice often fell short of ideals The second section tackles the professional paradigms of urban transport the circulation of traffic in cities and the technological modes appropriate to its realization In particular these contributions explore the paradigms held by professional planners and managers and the political classes associated with them From a variety of perspectives Suburbanizing the Masses demonstrates the continuing relevance of socio historical inquiry on the relationship between public transport and urban development By differentiating between the many roles of urban transport in the nineteenth century it confirms that public transport was not directly linked to urban growth and instead often had only a limited effect on the wider urban structure Suburbanizing the Masses forces a reassessment of the received historiography that maintains cheap public transport was essential to the spectacular growth of cities in the nineteenth century *The Modern Tramway* ,1969 **Tramway and Railway World** ,1897 **The justice of the peace reports** ,1917 The Electrical Review ,1919 *Justice of the Peace* ,1847 **Tramway and Railway World** ,1953-07 **Justice of the Peace and Local Government Review** ,1847 *Electrical Engineer* ,1890 The Electrical Engineer ,1910 **Municipal Journal and Public Works Engineer** ,1909 **Votes and Proceedings of the Legislative Assembly** New South Wales. Parliament. Legislative Assembly, 1896 The Municipal Journal ,1907 **Britain's Second-Hand Trams** Peter Waller, 2021-05-30

During the history of Britain's electric tramcar fleets many thousands were manufactured of which the vast majority saw out their operational life with a single owner. However for several hundred there was to be a second if not in certain cases a third career with a new operator. Almost from the dawn of the electric era in the late 19th century tramcars were loaned or bought and sold between operators. The reasons for this were multifarious. Sometimes the aspirations of the original owners for traffic proved wildly optimistic and the fleet was downsized to reflect better the actual passenger levels. War was a further cause as operators sought to strengthen their fleets to cater for an unexpectedly high level of demand or to replace trams destroyed by enemy action. For other operators modernization represented an opportunity to sell older cars while certainly from the 1930s a number of operators such as Aberdeen, Leeds and Sunderland took advantage of the demise of tramways elsewhere to supplement their fleet with trams that were being withdrawn but which still had many years of useful operational life in them. The process was to continue right through to the mid 1950s when Glasgow took advantage of the demise of the once extensive Liverpool system to purchase a number of the streamlined bogie bogie cars that were built in the late 1930s. In this book the author provides a pictorial history with detailed captions to the many electric trams that were to operate with more than one tramway during the period up to the closure of the Glasgow system in 1962.

Roads and Rails of Birmingham, 1900-1939 R. T. Coxon, 1979 Municipal Journal, 1927 *Britain's Preserved Trams* Peter Waller, 2021-10-30. It is almost 100 years since the first tram was preserved in Britain in the century since then a great variety of trams have been saved from tramway systems small and large. Some trams were purchased directly out of service and others were acquired after many years alternative usage some being summer houses or homes while others were used on farms or allotments where they served as sheds and out buildings before being lovingly restored over many years. The story of tram preservation is not wholly positive in the early days many trams suffered from being stored in the open at unsafe sites where the historic vehicles were often subjected to acts of vandalism and suffered badly from the weather. This changed to a large extent in 1959 with the acquisition of the site of the future National Tramway Museum at Crich in Derbyshire where a comprehensive collection of trams from all over Britain and also foreign tram networks has been assembled to secure a collection of tramcars for future generations. There is also today fine collections of trams in other museums in Britain and Ireland which cover much of the rich history of this once common form of public transport. This book looks at almost 200 of these trams when they were in service through historic photographs prior to their withdrawal and eventual preservation. The Law Times Reports, 1918

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