

The Railways of Wharfedale



PETER E. BAUGHAN

Railways Of Wharfedale

George Bradshaw



Railways Of Wharfedale:

The Railways of Wharfedale Peter E. Baughan, 1969 **Railways in Wharfedale** F. W. Smith, 2018 **The Railways of Bradford & Leeds** Peter Waller, 2023-12-30

It was to the south west of Leeds that one of the key lines in the development of Britain's railway network the Middleton Railway established the principle of seeking parliamentary sanction for the construction of a new form of transport Five decades later in the early nineteenth century it was again the Middleton Railway that was at the forefront of the use of steam rather than animal power to move coal from colliery to market From the early 1830s through until the early years of the twentieth century the local railway network continued to expand indeed if it had not been for the outbreak of the First World War in 1914 the area would have played host to one of the last first generation main lines to be constructed with the Midland Railway planning and partially constructing a new main line north from Royston In the event the line was never completed consigning Bradford to be served by no more than glorified branch lines Providing a largely illustrated account to the history of the railway development of the area the book includes a fascinating selection of illustrations that focus on the evolution of the network in the almost eighty years since the end of the Second World War

An Historical Geography of Railways in Great Britain and Ireland David Turnock, 2016-12-05 Although a great deal has been published on the economic social and engineering history of nineteenth century railways the work of historical geographers has been much less conspicuous This overview by David Turnock goes a long way towards restoring the balance It details every important aspect of the railway's influence on spatial distribution of economic and social change providing a full account of the nineteenth century geography of the British Isles seen in the context of the railway The book reviews and explains the shape of the developing railway network beginning with the pre steam railways and connections between existing road and water communications and the new rail lines The author also discusses the impact of the railways on the patterns of industrial urban and rural change throughout the century Throughout the historical geography of Ireland is treated in equal detail to that of Great Britain

Railways of the West Riding of Yorkshire Bernard Warr, 2021-04-26 The West Riding of Yorkshire boasted the most complex railway network in Britain comprised at various times of seven railway companies with an eighth trying to secure a foothold eleven significant joint lines and several minor systems With no overall strategic pattern of territory or route the companies seemed to vie incessantly for supremacy often at the expense of efficiency with the significant duplication of facilities over twenty five towns and villages had two passenger stations while some even had three or four This book reviews the local history including its economy and key industries It describes the need for the railways and the political and geographical challenges they faced It discusses the impact on the region of railway mania experienced throughout Britain in the mid nineteenth century The many locomotives that worked these lines are celebrated with a behind the scenes look at their yards sheds and roundhouses The lost branch lines and stations are remembered Finally there are individual chapters covering Leeds Doncaster Barnsley and the coalfields Sheffield and

Rotherham Airedale and Wharfedale the Aire and Calder watershed the Calder Valley and Huddersfield *The World's First Railway System* Mark Casson, 2009-09-10 The British railway network was a monument to Victorian private enterprise Its masterpieces of civil engineering were emulated around the world But its performance was controversial praised for promoting a high density of lines it was also criticised for wasteful duplication of routes This is the first history of the British railway system written from a modern economic perspective It uses counterfactual analysis to construct an alternative network to represent the most efficient alternative rail network that could have been constructed given what was known at the time the first time this has been done It reveals how weaknesses in regulation and defects in government policy resulted in enormous inefficiency in the Victorian system that Britain lives with today British railway companies developed into powerful regional monopolies which then contested each other's territories When denied access to existing lines in rival territories they built duplicate lines instead Plans for an integrated national system sponsored by William Gladstone were blocked by Members of Parliament because of a perceived conflict with the local interests they represented Each town wanted more railways than its neighbours and so too many lines were built The costs of these surplus lines led ultimately to higher fares and freight charges which impaired the performance of the economy The book will be the definitive source of reference for those interested in the economic history of the British railway system It makes use of a major new historical source deposited railway plans integrates transport and local history through its regional analysis of the railway system and provides a comprehensive classified bibliography **The Railway Haters** David L. Brandon, Alan Brooke, 2019-04-30 This unique social history examines 200 years of controversy surrounding British Railways from the dawn of industrialization to contemporary light rail During the Industrial Revolution the power of landowning aristocrats was challenged by the emergent wealth and influence of the urban middle class There was no greater symbol of this seismic shift in society than the British Railways Companies Railways with their powers of compulsory purchase intruded brutally into the previously sacrosanct estates and pleasure grounds of Britain's traditional ruling elite Aesthetes like Ruskin and poets like Wordsworth ranted against railways Sabbatarians attacked them for providing employment on the Lord's Day antiquarians accused them of vandalism by destroying ancient buildings others claimed their noise would make cows abort and chickens cease laying And while the complaints have certainly changed railways have continued to provoke debate ever since Arguments have raged over railway nationalization and privatization about the Beeching Plan to increase efficiency and around urban light rail systems Examining railways from their beginnings to the present this book provides insights into social economic and political attitudes and emphasizes both change and continuity over 200 years **The Railway Magazine** , 1907 **The Publications of the Thoresby Society** , 1997 **Railways Through Airedale and Wharfedale** Martin Bairstow, 1985-10-01 **The Indian and Eastern Engineer** , 1927 **The Railway Times ...** , 1856 **The Railway Chronicle** , 1848 **Railways Through Airedale and Wharfedale** Bairstow Martin, 2004-04-01 **Handbook for Travellers**

in Yorkshire John Murray (Firm),1882 *Post Office Railway Directory for 1848, of Chairmen, Deputy-chairmen, Directors, Secretaries, Engineers, and Officials* ,1848 **Railway News, Finance and Joint-stock Companies' Journal** ,1866

Bradshaw's monthly railway and steam navigation guide George Bradshaw,1858 Railways of the North Pennines Tom Bell,2015-03-02 This illustrated history describes how the two pioneering railways of northern England the Stockton and Darlington and Newcastle and Carlisle railways developed from unsuccessful canal proposals and how they with the ill fated Stanhope and Tyne Railway initiated the development of the railway system that served the North Pennine Orefield It reveals the public and private railways as well as proposed lines and the recovery and extensions of the Stockton and Darlington Railway until the North Eastern Railway took over in the early 1860s Dr Tom Bell s impressive research also explores the subsequent slow but continuous decline as the minerals became exhausted to the situation today when all that is left are three different tourist lines one of which is trying to revive the mineral traffic *Journals of the House of Lords* Great Britain. Parliament. House of Lords,1861 Appendices accompany vols 64 67 71

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