

The Victorian Railway

The railway was one of the principal Victorian spaces of reading. This book spotlights one of the leading audience demographics in this late-Victorian market: the newly empowered readers of the expanding middle class. The transactions in which late-Victorian readers acquired the books read whilst travelling are reconstructed by exploring the leading determinants of consumers' purchasing choices at the railway station bookstalls selling books intended for reading in this zone. This exploration concentrates on the impact of forces like the input of the staff running the bookstalls and the commercial environment in which consumers made their purchases. At the center of this study is a leading (and still relatively under-examined) genre of Victorian print culture circulating in this reading space? the series. Rooney examines three leading examples of late-Victorian series, which sought to satisfy railway passengers' need for literary reading matter. Many of the period's principal authors and literary genres featured in their lists. Each venture is representative of one of the three main pricing tiers of series publishing. Employing an eclectic methodological framework combining cultural studies and book history approaches with concepts from the new humanities, the reading experiences furnished by the light fiction of these series are reconstructed. This study reflects the recent growth in scholarship on historical readership, the expansion in the canon of Victorian popular literature, and the broader material turn in nineteenth-century studies.

Author Anthony Dawson explores a fascinating collection of images of the Victorian and Edwardian railway.

For the majority of the British public in the Victorian period the railways were the only way to travel. In 1880 the population of Britain and Ireland took 518 million railway journeys, and by the turn of the century this number had risen to just over 1.1 billion. Therefore, for anyone trying to get anywhere before 1914, the process of checking the timetable, buying a ticket and taking a seat, was central to their work and leisure activities. However, how people travelled in 1830 had changed radically by the time of the First World War, and the basic services of the early railway been replaced by comfort and complexity. David Turner tells this story; from the development of the stations, passenger carriages, waiting rooms, and tickets, through to the more unfamiliar aspects of smoking and 'ladies only' compartments, excursion trains, passenger's accident insurance and the dangers of crime and accidents. This introduction to Victorian railway travel describes how many features of people's journeys reflected the world in which they were living; and while many were unique to the period, others we would recognise in our railway journeys today. TOC: Introduction / The Beginning of Journeys / The Carriage and its Development / Inside the Carriage / The Perils of Railway Travel / Destinations, For Work and Pleasure / Conclusion

The Right Way, the Wrong Way and the Railway takes a real 'warts and all' look at the Victorian Railways. Eight years in the making, this book abounds in history, humour, railway stuff-ups and the typical stupidity which often went with The Job. From the mysteries of safeworking to suburban shenanigans, from close shaves to the downright bizarre, this book has it all - right across the state - from the 1920s through to the 1980s. From the memories of 50 railwaymen and women, this book is 'The Good, The Bad and The Ugly' of the VR!

THE THRILLING TRUE STORY OF BRITAIN'S FIRST EVER RAILWAY MURDER 'A fascinatingly quirky portrait of the underside of Victorian London . . . unputdownable' Daily Telegraph 'A cunning and suspenseful tale' Independent 'Meticulously researched . . . the final revelation is a showstopper' New York Times On 9 July 1864, businessman Thomas Briggs walked into carriage 69 on the 9.45 Hackney-bound train. A few minutes later, two bank clerks entered the carriage - but as they sat down, one of them noticed blood pooled in the seat cushions and smeared on the walls. But there was no sign of Thomas Briggs. The only things left in the carriage were his walking stick, his bag - and a hat that, strangely, did not belong to Mr Briggs . . . 'A thrilling book, which reads at times like a good Victorian novel... an utterly compelling did-he-do-it' Sunday Times 'A riveting portrait of Victorian London' Financial Times

This book hopes to explore the experiences of these pioneer railway travellers, from the first railway stations and railway carriages to the hazards of the journey itself.

There is a widely held belief that Thomas Cook invented the railway excursion. In fact the railway excursion is almost as old as the railway itself, dating back to the 1830s, when hordes of people from one town would descend on another for a 'cheap trip'. Susan Major has carried out much in-depth research for this book, drawing on contemporary Victorian newspapers, and discovered that in fact Cook played a very minor role, mainly in encouraging middle-class people to go on more expensive excursions. Her book fills an important gap in railway history. It explores for the first time how the vast majority of ordinary working people in Britain in the middle of the nineteenth century were able to travel cheaply for leisure over long distances, in huge crowds, and return home. This was a stunning experience for the excursionists and caused great shocks to observers at the time. These 'trippers' had to overcome many obstacles, particularly from the Church of England and the non-conformist movement, who were affronted by the idea of people enjoying themselves on a Sunday, their only day away from work. The book takes the story of the early railway excursions from the 1840s to the 1860s, a dramatic period of railway and social change in British history. It looks at how these excursions were shaped and the experiences of working-class travelers during this period, demolishing a number of clichés and myths endlessly reproduced in traditional railway histories. While Michael Portillo paints a picture of travelers sitting tidily in their railway carriages, consulting their Bradshaws, many working-class excursionists on their trips were hanging on to the roof of a crowded carriage, endangering their lives, or enduring hours of travel in an open wagon in heavy rain.

The Victorian Railway Thames & Hudson The Victorian Railway and how it Evolved Vintage Travelling on the Victorian Railway Travel in the Early Days of Steam Amberley Publishing Limited

This book is a wonderful miscellany of the London & North Western Railway, here is a delightful new illustrated history of the Premier Line, drawn from the Railway Magazine archives, which covers the close of the Victorian Era and the start of the 20th century, topics of the 27 chapters include. Personal Interviews with F. Harrison (General Manager), F. W. Webb (CM&EE). Notable Stations - Birmingham New Street, Carlisle Citadel, Crewe, Euston, Manchester London Road, Preston and Willesden.

Wolverton Carriage Works and Earlestown Wagon Works. Engine Drivers and Their Duties by C.J. Bowen-Cooke The Irish Mail and the 'American Special' Trains Webb Precedent and Compound Locomotives Royal Saloons The Opening and Early Years of Three L N W R constituent companies, the Liverpool & Manchester Railway, the Grand Junction Railway and the London & Birmingham Railway. The large number of photographs and illustrations, mostly from the archives of the London & North Western Railway Society, make this a very special book.

The accomplishments, and initiatives, both social and economic, of Edward Watkin are almost too many to relate. Though generally known for his large-scale railway projects, becoming chairman of nine different British railway companies as well as developing railways in Canada, the USA, Greece, India and the Belgian Congo, he was also responsible for a stream of remarkable projects in the nineteenth century which helped shape people's lives inside and outside Britain. As well as holding senior positions with the London and North Western Railway, the Worcester and Hereford Railway and the Manchester, Sheffield & Lincolnshire Railway, Watkin became president of the Grand Trunk Railway of Canada. He was also director of the New York, Lake Erie and Western Railways, as well as the Athens-Piraeus Railway. Watkin was also the driving force in the creation of the Manchester, Sheffield and Lincolnshire Railway's 'London Extension' - the Great Central Main Line down to Marylebone in London. This, though, was only one part of his great ambition to have a high-speed rail link from Manchester to Paris and ultimately to India. This, of course, involved the construction of a Channel tunnel. Work on this began on both sides of the Channel in 1880 but had to be abandoned due to the fear of invasion from the Continent. He also purchased an area of Wembley Park, serviced by an extension of his Metropolitan Railway. He developed the park into a pleasure and events destination for urban Londoners, which later became the site of Wembley Stadium. It was also the site of another of Watkin's enterprises, the 'Great Tower in London' which was designed to be higher than the Eiffel Tower but was never completed. Little, though, is known about Watkin's personal life, which is explored here through the surviving diaries he kept. The author, who is the chair of The Watkin Society, which aims to promote Watkin's life and achievements, has delved into the mind of one of the nineteenth century's outstanding individuals.

The Victorians risked more than just delays when boarding a steam train . . . Victorian inventors certainly didn't lack steam, but while they squabbled over who deserved the title of 'The Father of the Locomotive' and enjoyed their fame and fortune, safety on the rails was not their priority. Brakes were seen as a needless luxury and boilers had an inconvenient tendency to overheat and explode, and in turn, blow up anyone in reach. Often recognised as having revolutionised travel and industrial Britain, Victorian railways were perilous. Disease, accidents and disasters accounted for thousands of deaths and many more injuries. While history has focused on the triumph of engineers, the victims of the Victorian railways had names, lives and families and they deserve to be remembered . . .

Victorian railway stations reflected the importance of that revolutionary mode of transport for Britain. The great iron roads transformed both rural and urban landscapes, as well as fundamentally changing the pattern of social and commercial life for all sections of the population. The stations along the different lines were statements of the pride in them felt by their railway company owners. Each station built carried their individual mark of quality, and in key cities many had money lavished upon them of a celebrity-status magnitude. Trevor Yorke's book describes the development of the Victorian stations, with their wide range of architectural influences and styles, and discusses the notable architects employed to create them. His richly illustrated book, filled with his own photographs and detailed drawings, pays tribute to the architectural heritage that has been left to us by the Victorians in their railway stations of all sizes, from the palatial terminus to the humble halt."

Great British Train Journeys has been a hugely successful TV programme, which is now about to go into its third series on BBC2 in the spring of 2012. Much as Michael Palin built up a dedicated fan base for travel around the globe, so Michael Portillo has done likewise for lovers of trains in his explorations the length and breadth of the United Kingdom from the window of a train seat. Both charming and insightful, Michael again uses Bradshaw's guides, and now undertakes five unique journeys that were constructed by the Victorians from 1830-1900. Across 25 episodes he delves into this fascinating and colourful period of our history, and show how the modern British landscape was created from this Victorian legacy. From Windsor to Weymouth, Great Yarmouth to London, Oxford to Milford Haven, Berwick to Barrow, and finally Dublin to Belfast - Michael will go back in time to showcase areas of outstanding Victorian engineering and design across Queen Victoria's dominions. Key parts of the programme and tie-in book will showcase how the world's very first fixed-track train in Merthyr Tydfil operated; how the world's first electric train service ran in Southend to its famous pier; and he also celebrates the wide variety of lines that opened up trade and mobility to the Victorian classes. Travelling on a variety of existing, and in some cases restored, Victorian train lines, he meets their passionate supporters who lovingly work on them, and also looks at the modern landscape to tell the story of how each area was shaped by their Victorian forebears. Lavishly produced, this will once again be a 'must have' purchase for all train lovers, as well as those who simply want to find out their heritage and what is now available to view and travel upon in the 21st century to transport them back in time.

Anthony Dawson looks at some of the iconic, trailblazing locomotives that helped shape British railway history.

Discusses the cultural and social effect that the railway had on nineteenth century society in Great Britain

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The perfect companion to Bradshaw's guide book. Showcasing in colour all that is great about Bradshaw's guide.

First published in 2005. Routledge is an imprint of Taylor & Francis, an informa company.

Engines for Empire examines the use of the railway by the British army from the 1830s to 1914, a period of domestic political strife and unprecedented imperial expansion. The book uses a wide array of sources and images to demonstrate how the Victorian army embraced this new technology, how it monitored foreign wars, and how it came to use the railway in both support and operational roles. The British army's innovation is also revealed, through its design and use of armoured trains, the restructuring of hospital trains, and in its capacity to build and repair railway track, bridges, and signals under field conditions. This volume provides insights on the role of railways in imperial development, as a focus of social interaction between adversaries, and as a means of projecting imperial power. It will make fascinating reading for students, academics and enthusiasts in military and imperial history, Victorian studies, railway history and colonial warfare.

Two official albums of sample tickets, representing the complete range of railway tickets in circulation by the Victorian Railways in 1937. Each volume has an introduction giving "Notes on the ticket color scheme," "General notes on suburban tickets," and "General notes on country tickets."

The railway was the creation in some ways the archetypal creation of the Victorian age. It transformed the whole social and intellectual fabric of Britain, affected Victorian thought and language, figured in the literature of the age, inspired artists, transformed communications and expanded the horizons of ordinary folk. This absorbing book looks at every aspect of the railway in Victorian times from the origins and initial construction to the spreading impact on the nation; from engineers and financiers to the effect on leisure and the environment. This is a story that is not only enthralling in its own right but also fundamental to an understanding of British history and the nature of Britain today.

Thousands of Victorians were employed by railway companies, from the locomotive driver on the footplate to the booking clerk in the station. The companies provided work for navvies, signalmen, telegraph operators, station masters, hotel workers, and many other people, including those who worked the fleets of railway-owned ships and horse-drawn vehicles. Trevor May gives a fascinating overview of everyday life for the characters that worked in such varied railway occupations, and the often stringent discipline and hierarchies that meant, for instance, that firemen had to drink in separate bars from engine drivers. Interesting cameos are provided of the men who worked in the great railway factories in places like Crewe, Swindon and Derby, the wheel-tappers who checked the integrity of locomotive and carriage wheels to ensure their safety, the women who worked in the company laundries, and those who worked in scores of other occupations.

A fascinating insight into what it was like to work on the world's first railways.

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