

The Victorian Railway

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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."

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.

Victorian and Edwardian Railway Travel

The Architecture of Victoria's Railways in the Nineteenth Century

Enginemen of the Victorian Railways

Life on the Victorian Railways

Mileposts in Victorian Railway History 1839-1966

From the Archives

Enginemen of the Victorian Railways Volume II provides a rare insight into life on the locomotive footplate, through the fascinating recollections of sixteen railwaymen, whose stories paint a picture of a once-proud network in all its glory, and recall the days when the Victorian Railways were integral to the fortunes of the state. This book covers a wide variety of VR history, including memories of the famous Spirit of Progress express train in the 1940s, quaint branch lines such as Noojee, Wonthaggi, Erica, Daylesford and Bolangum, along with the 'Pleurisy Plains' railway and rail motor operations. Hardbound with 190 full-colour pages, this unique publication is complimented by 152 magnificent photographs, most never before published, and is a must for anyone interested in the history of the Victorian Railways.

In July 1864, Thomas Briggs was traveling home after visiting his niece and her husband for dinner. He boarded a first-class carriage on the 9:45 pm Hackney service of the North London railway. A short time later, two bank clerks entered the compartment and noticed blood pooled in the seat cushions and smeared all over the floor and windows. But there was no sign of Thomas Briggs. All that remained was his ivory-knobbed walking stick, his empty leather bag, and a bloodstained hat that, strangely, did not belong to Mr. Briggs. The race to identify the killer and catch him as he fled on a boat to America was eagerly followed by the public on both sides of the Atlantic. The investigation and subsequent trial became a fixture in New York newspapers--and a frequent distraction from the Civil War that ravaged the nation. In *Murder in the First-Class Carriage*, acclaimed writer Kate Colquhoun tells the gripping tale of a crime that shocked an era.

The Victorian Railway and how it Evolved Vintage Railways and the Victorian Imagination Yale University Press

Great Victorian Railway Journeys

Containing Particulars of the Regular Coach and Motor Services Between Victorian Railway Stations and Places Outside the Victorian Railway System

Great Victorian Railway Stories

The Victorian Railway Worker

A Story of Stations

Time Table of the Victorian Railways Including the Deniliquin and Moama Railway and Koondrook Tramway, and General Information

Material relating to the history of the Victorian Railways. The collection includes railway books, timetables, rule books, maps, signalling diagrams, parliamentary papers, Committee reports, technical magazines, black and white photos and negatives, colour slides, newspapers clippings, tickets and circulars. Also included are annual reports of the Victorian Railways. There is also material relating specifically to important events in the history of Victoria, such as the 1956 Olympic Games, the 1954 Royal Visit, the 1914-1918 war, and the 1930s, the gold rush of the 1850s and 1860s, the growth of the timber industry, the two World Wars and the launch of the Spirit of Progress in 1937.

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

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

Steam Locomotives of the Victorian Railways

Travel in the Early Days of Steam

Volume II

The Victorian Railway Crash, Medical Jurisprudence and the Rise of Medical Authority

Murder in the First-Class Carriage

Sir Edward Watkin, One of the Victorian Era's Greatest Entrepreneurs and Visionaries

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.

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.

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

Railway Reading and Late-Victorian Literary Series

Dangerous Days on the Victorian Railways

The Victorian Railway and how it Evolved

The Victorian Railway Murders

The Railway Builders

The Victorian Railways Magazine

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 Victorian Railways of old was far more than just a transport business - it was a great railway family, where employees were treated as valued members of the organisation. Life on the Victorian Railways explores a bygone era, through the recollections and humorous stories of a selection of railwaymen who performed a variety of roles, such as Lad Labourer, Junior Clerk, Engine Cleaner, Steam Fitter, Train Guard, Passenger Train Conductor, Ticket Examiner, Station Master, Train Controller and District Superintendent. From the grimy North Melbourne Locomotive Depot to the glamorous Southern Aurora express train, dedicated railwaymen and women across the state carried out their often unseen duties, and contributed to the day-to-day operations of the grand, traditional old 'VR' - that proud institution now consigned to the pages of history.

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 . . .

Visions of the Victorian Railways

Able and Intelligent Medical Men Meeting Together

Victorian Railway Employee Records Extracted from the Victorian Government Gazettes

The Right Way, the Wrong Way and the Railway

Locomotives of the Victorian Railway

The Early Days of Steam

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!

Published by Australian Railway Historical Society Victorian Division Inc., Williamstown, Victoria

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

Travelling on the Victorian Railway

Victorian Railways

Report ... Upon Derailments on the Victorian Railway System Together with Appendices

A Pictorial View of the Victorian Railways in the Pre 1920 Era

A Report Prepared for the Victorian Railways Board on the Proposed Transfer from the Jolimont Rail-yards of All Railway Stabling and Maintenance Function

Rules, Regulations, and Bye-laws of the Board of Land and Works, for the Guidance of Officers and Servants and the Conduct of Traffic on the Victorian Railways. In Accordance with the Provisions of the Railways Act, 1863 ...

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 delve 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.

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.

This is the story of the station buildings of the Victorian Railways, told for the first time as a comprehensive history. It begins in the 1850s when the colony's first railways were opened by privately owned companies and follows the colourful story of station building by the Department up to the turn of the twentieth century.

A Photographic Tribute from 1845 to 1980

Names of Victorian Railway Stations

Report of the Victorian Railways Commissioner for the year ended ...

Two Albums of Victorian Railway Tickets, Produced for Harold Clapp, the Victorian Railways Commissioner in 1937

The Victorian Railway Loan

London And The Victorian Railway