



Derbyshire's Lost Railways, Neil Burgess, Stenlake Publishing, 2010, 1840334991, 9781840334999, . RAILROADS_GREAT BRITAIN_HISTORY.

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Cornwall's Lost Railways , Peter Dale, 2001, , 48 pages. The phenomenon that is our 'Lost Railways' series extends far south of the border with this addition. Like the Scottish titles, this volume contains detailed and interesting

Staffordshire's Lost Railways , David James, 2005, , 48 pages. During the Industrial Revolution of the late eighteenth century, Staffordshire became a centre for the pottery industry, coal and ironstone mining. Railway links became

Lancashire's Lost Railways , David James, 2004, , 48 pages. A county which can justifiably claim to be the birthplace of the Industrial Revolution in Britain, Lancashire was also, as a result, one of the first to develop a comprehensive

Wiltshire's Lost Railways , Peter Dale, 2002, , 48 pages. A collection of fifty-two rare period photographs recalling the long list of railway stations that once dotted the Wiltshire countryside, including Lavington, Amesbury, Bulford

Fife's Lost Railways , Gordon Stansfield, Oct 5, 1998, , 48 pages. .

Discovering Britain's Lost Railways. Paul Atterbury , MR Paul Atterbury, Adam Hart-Davis, Oct 31, 2009, , 159 pages. Written by best-selling railway author Paul Atterbury, this updated second edition explores the closed lines of Britain's vanished railway heritage. Paul has uncovered the most

Cheshire's Lost Railways , David James, 2004, , 48 pages. The first railway in Cheshire was the Liverpool & Manchester, which opened in 1830. At that time the county was very rural, but as the railway ran along its northern border it

Buckinghamshire's Lost Railways , K. A. Scholey, 2004, Transportation, 48 pages. By the 1850s major railways such as the Great Western and the London & North Western ran across the peripheral parts of Buckinghamshire, but its large agricultural centre

A welcome addition to the Stenlake signature series tracing the lost lines, stations and engines that helped to power the Industrial Revolution in Britain and brought goods, services and romance to the remotest corners of the kingdom. Neil Burgess provides detailed facts, figures and vital statistics including length of lines, opening dates and dates of closures along with many anecdotal stories and engine histories. Complimenting the informative text are many rare archival photographs including some previously unpublished pictures.

Further south, in the low, fertile lands around the Trent and the lower reaches of the Erewash, was situated one of the most fascinating stations in the Midlands. Trent was purely a junction and a place for changing trains, there being no community to serve beyond a few railway staff houses! The line from Nottingham came in from the east, dividing to go up the Erewash valley, across to Derby or to the Derby-Birmingham line at Repton and southwards towards Loughborough, Leicester and London. Triangular junctions to the east and west of Trent meant that it was possible to travel in either direction to go to London or to Sheffield, a most confusing problem for passengers not 'in the know'; no wonder local schoolchildren changed the words of the Lord's Prayer to ask '...and lead us not into Trent Station'!

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