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British Railways' London Midland Region services are shown in this Winter 1962 timetable book. Electrification of the West Coast main line and general dieselisation are in their early stages, and the Beeching Report ("The Reshaping of British Railways") is published during its currency.

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British Railways Timetables for North Wales. Timetables. The start of what is intended to be a comprehensive collection of timetables for the lines covered on this website, including both public and working (internal) timetables.

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For generations of railway enthusiasts and more lately for social historians, the life and times of the former Great Central Railway and in particular its extension towards London in the 1890s and closure seventy years later, have generated considerable interest and controversy. Although many books have been written about the Railway, the majority in recent times have concentrated upon providing a photographic record and a nostalgic look in retrospect to what was generally perceived as happier times for the route. None of the books have presented the outcome from thorough research into the business aspects of the Railway and its successive private (LNER) and public (BR) ownerships through war and peace, and times of industrial, social and political change, that influenced and shaped the demand for a railway service. While retaining a strong railway theme throughout, the book identifies the role played by successive governments, the electricity and coal industries and the effect of social change that, together resulted in a case for closure. The content of the book replaces much supposition with fact and places on record what really happened. The final part of the book acknowledges the fine work over half a century of volunteers dedicated to saving a section of the line in Leicestershire.

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This is a business history of the first twenty-five years of nationalised railways in Britain. Commissioned by the British Railways Board and based on the Board's extensive archives, it breaks new ground in analysing fully the dynamics of nationalised industry management and, in particular, the complexities of the vital relationship with government. After exploring the origins of nationalisation, the book deals with the organisation, financial performance, investment and commercial policies of the British Transport Commission (1948-2), Railway Executive (1948-53) and British Railways Board (1963-73). The special problems of the railway industry, unique in its complexity, are fully explored, and new calculations of profit and loss, investment, and productivity are provided on a consistent basis for 1948-73. This business history thus represents a major contribution not only to the debate about the role of the railways in a modern economy but also to that concerning the nationalised industries, which have proved to be one of the most enduring problems of the British economy since the War.

Di Drummond's concise and informative guide to Britain's railways will be absorbing reading for anyone who wants to learn about the history of the industry and for family history researchers who want

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to find out about the careers of their railway ancestors. In a clear and accessible way she guides readers through the social, technical and economic aspects of the story. She describes in vivid detail the rapid growth, maturity and long decline of the railways from the earliest days in the late-eighteenth century to privatization in the 1990s. In the process she covers the themes and issues that family historians, local historians and railway enthusiasts will need to understand in order to pursue their research. A sequence of short, fact-filled chapters gives an all-round view of the development of the railways. In addition to tracing the birth and growth of the original railway companies, she portrays the types of work that railwaymen did and pays particular attention to the railway world in which they spent their working lives. The tasks they undertook, the special skills they had to learn, the conditions they worked in, the organization and hierarchy of the railway companies, and the make-up of railway unions - all these elements in the history of the railways are covered. She also introduces the reader to the variety of records that are available for genealogical research - staff records and registers, publications, census returns, biographies and autobiographies, and the rest of the extensive literature devoted to the railway industry.

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