

# The Railway Station A Social History

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## ANTON STEPHENS

*The Railway Station* Routledge

Urban communities around the world face increased stress from natural disasters linked to climate change, and other urban pressures. They need to grow rapidly stronger in order to cope, adapt and flourish. Strong social networks and social cohesion can be more important for a community's resilience than the actual physical structures of a city. But how can urban planning and design support these critical collective social strengths? This book offers blue sky thinking from the applied social and behavioural sciences, and urban planning. It looks at case studies from 14 countries around the world - including India, the USA, South Africa, Indonesia, the UK and New Zealand - focusing on initiatives for housing, public space and transport stops, and also natural disasters such as flooding and earthquakes. Building on these insights, the authors propose a 'gold standard': a socially aware planning process and policy recommendation for those drawing up city sustainability and climate change resilience strategies, and urban developers looking to build climate-proof infrastructure and spaces. This book will be of great interest to students and scholars of urban studies, resilience studies and climate change policy, as well as policymakers and practitioners working in related fields.

*Geographies of Transport and Mobility* Springer Nature

**\*\*THE SUNDAY TIMES BESTSELLER\*\*** It will make you laugh and it will make you cry: Felix The Railway Cat is the extraordinary tale of a close-knit community and its amazing bond with a very special cat. 'The global sensation' Daily Telegraph When Felix arrived at Yorkshire's Huddersfield Train Station as an eight-week-old kitten, no one knew just how important this little ball of fluff would become. Although she has a vital job to do as 'Senior Pest Controller', Felix is much more than just an employee of TransPennine Express. Felix changes lives in surprising ways. She is always ready to leap into action and save the day: from bringing a boy with autism out of his shell to providing comfort to a runaway child shivering on the platform one night. So when tragedy hits the team at Huddersfield, it is only Felix who can pull them back together. But a chance friendship with a commuter that she waits for her on the platform every morning finally gives Felix the recognition she deserves, catapulting her to international stardom . . . Royalties from the sale of this book will be donated to Prostate Cancer UK (registered charity 1005541, SC039332).

**Britain's 100 Best Railway Stations** Phaidon Press

A history of the most significant examples of railway architecture. Similar in format to the Electaarchitecture title, 'twenty Houses by Twenty Architects,' this volume presents a series of case studies of different interpretations of one building type. The author's introduction provides an overview of the history of railway architecture, citing its most significant developments. Individual project documentation begins with the Gare de L'Est in Paris, the first major railway station of the nineteenth century. Grand Central Terminal in New York City, of 1903-13, is documented through archival material, including engineering drawings and period photographs, as well as contemporary photographs revealing the major restoration

project of the 1990s. Several contemporary stations that have reinvigorated the building type include the Santa Justa station in Seville by Antonio Cruz and Antonio Oritz, the a station in Kyoto by Hiroshi Hara, the Lyon TGV Station by Santiago Calatrava, and the Arnhem Station by Dutch architects Ben von Berkel and Caroline Bos of UN Studio, one of the leading firms of today.

**Crewe: Railway Town, Company and People 1840-1914** Edinburgh University Press

By closely examining the interaction between intellectual and material culture in the period before the Nazis came to power in Germany, the author comes to the conclusion that, contrary to widely held assumptions, consumer culture in the Weimar period, far from undermining reading, used reading culture to enhance its goods and values. Reading material was marked as a consumer good, while reading as an activity, raising expectations as it did, influenced consumer culture. Consequently, consumption contributed to the diffusion of reading culture, while at the same time a popular reading culture strengthened consumption and its values. Gideon Reuveni is Director of the Centre for German Jewish Studies at the University of Sussex. He is the co-editor of *The Economy in Jewish History* (Berghahn, 2010) and several other books on different aspects of Jewish history. Presently he is working on a book on consumer culture and the making of Jewish identity in Europe.

*The Railway Engineer* Taylor & Francis

Most research and writing on railway history has been undertaken in a way that disconnects it from the wider cultural milieu. Authors have been very effective at constructing specialist histories of transport, but have failed to register the railway's central importance in the representation and understanding of modernity. This book brings together contributions from a range of established scholars in a variety of disciplines with the central purpose of exploring the railway less as a transport technology than as a key signifier of capitalist modernity. It examines the complex social relations in which the railway became historically embedded, identifying it as a central problematic in the cultural experience of modernity. It avoids the limitations of both the close-sighted empiricism typical of many transport historians and the long-sighted generalizations of cultural commentators who view the railway merely as a shorthand for the concept of progress over the nineteenth and twentieth centuries. The book draws on a diverse range of materials, including literary and historical forms of representation. It is also informed by a creative application of various critical theories.

*Transnational Railway Cultures* Routledge

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

*The City and the Railway in Europe* University of Chicago Press

This is an important contribution to the new urban history, describing and analysing one of the best examples of a company town in nineteenth-century Europe. This archetypal railway town was built on a green-field site by a railway company in 1842-3. It was a major junction, an administrative centre and an important manufacturing centre. Thus it provides an ideal arena in which to study the relationship between company and people and the effects of this claustrophobic association on emerging economic and social structure and politics in the era of large-scale development and modernisation in Europe and America. Dianne Drummond applies the full range of modern urban-historical approaches in this work. It is a shining example of the ways in which new techniques in research, analysis and comparison can redraw the best-known histories. It will be essential reading for urban historians.

*Railways and the Victorian Imagination* Taylor & Francis

America's approach to terrorism has focused on traditional national security methods, under the assumption that terrorism's roots are foreign and the solution to greater security lies in conventional practices. Europe offers a different model, with its response to internal terrorism relying on police procedures. *Managing Ethnic Diversity after 9/11* compares these two strategies and considers that both may have engendered greater radicalization-and a greater chance of home-grown terrorism. Essays address how transatlantic countries, including the United Kingdom, the United States, France, Germany, Spain, Italy, and the Netherlands have integrated ethnic minorities, especially Arabs and Muslims, since 9/11. Discussing the "securitization of integration," contributors argue that the neglect of civil integration has challenged the rights of these minorities and has made greater security more remote.

*By Accident or Design* Rowman & Littlefield

This volume explores the relationship between cities and railways over three centuries. Despite their nearly 200-year existence, *The City and the Railway in the World* shows that urban railways are still politically and historically important to the modern world. Since its inception, cities have played a significant role in the railway system; cities were among the main reasons for building such efficient but lavish and costly modes of transport for persons, goods, and information. They also influenced the technological appearance of railways as these have had to meet particular demands for transport in urban areas. In 25 essays, this volume demonstrates that the relationship between the city and the railway is one of the most publicly debated themes in the context of daily lives in growing urban settings, as well as in the second urbanisation of the global South with migration from rural to urban landscapes. The volume's broad geographical range includes discussions of railway networks, railway stations, and urban rails in countries such as India, Japan, England, Belgium, Romania, Nigeria, the USA, and Mexico. *The City and the Railway in the World* will be a useful tool for scholars interested in the history of transport, travel, and urban change.

**Personal Passenger Safety in Railway Stations** Penguin UK

The advent and development of railways during the nineteenth century not only contributed to industrialisation and urbanisation, but transformed relations of space and time, altering long held perceptions and experiences of distance and geography. *The City and the Railway in Europe* is concerned with the ways that railways have affected the development of the modern European city. It explores cultural and social history, reflecting struggles for hegemony, identity, gender roles and perceptions that the railways brought into urban life.

**Giddens' Theory of Structuration** Taylor & Francis

Persons with disabilities are members of society and have the right to remain within their local communities. They should receive the support they need within the ordinary structures of education, health, employment, social services and public amenities.

**Social Sustainability, Climate Resilience and Community-Based Urban Development** Architectural Press

This edited collection focuses on the moral and social dimensions of ignorance—an undertheorized category in analytic philosophy. Contributors

address such issues as the relation between ignorance and deception, ignorance as a moral excuse, ignorance as a legal excuse, and the relation between ignorance and moral character. In the moral realm, ignorance is sometimes considered as an excuse; some specific kind of ignorance seems to be implied by a moral character; and ignorance is closely related to moral risk. Ignorance has certain social dimensions as well: it has been claimed to be the engine of science; it seems to be entailed by privacy and secrecy; and it is widely thought to constitute a legal excuse in certain circumstances. Together, these contributions provide a sustained inquiry into the nature of ignorance and the pivotal role it plays in the moral and social domains.

*Perspectives on Ignorance from Moral and Social Philosophy* Routledge

Featuring a mix of railway and social history, this work features tiny rural stations and halts as well as those that serve bustling market towns and big cities. A variety of feature spreads include: stations and animals, great disasters, station clocks, and more.

**Social Transformations of the Victorian Age** Taylor & Francis US

Largely absent from our history books is the social history of railroad development in nineteenth-century Mexico, which promoted rapid economic growth that greatly benefited elites but also heavily impacted rural and provincial Mexican residents in communities traversed by the rails. In this beautifully written and original book, Teresa Van Hoy connects foreign investment in Mexico, largely in railroad development, with its effects on the people living in the isthmus of Tehuantepec, Mexico's region of greatest ethnic diversity. Students will be drawn to a fascinating cast of characters, as muleteers, artisans, hacienda peons, convict laborers, dockworkers, priests, and the rural police force (rurales) join railroad regulars in this rich social history. New empirical evidence, some drawn from two private collections, elaborates on the huge informal economy that supported railroad development. Railroad officials sought to gain access to local resources such as land, water, construction materials, labor, customer patronage, and political favors. Residents, in turn, maneuvered to maximize their gains from the wages, contracts, free passes, surplus materials, and services (including piped water) controlled by the railroad. Those areas of Mexico suffering poverty and isolation attracted public investment and infrastructure. *A Social History of Mexico's Railroads* is the dynamic story of the people and times that were changed by the railroads and is sure to engage students and general readers alike.

**The Modern Station** Rutgers University Press

Anthony Giddens is one of the most respected and influential social theorists at work today. This wide-ranging and stimulating volume, first published in 1991, provides an authoritative and penetrating critical assessment of social theory. It will be of use to all students of sociology and social theory.

**Managing Ethnic Diversity after 9/11** Routledge

Cities across the world have been resorting to star architects to brand their projects, spark urban regeneration and market the city image internationally. This book shifts the attention from star architects to star architecture, arguing that the process of deciding about and implementing relevant architectural and urban projects is not the product of any single actor. Star architecture can, in fact, be better studied and understood as assembled by multiple actors and in its relationship with urban transformation. In its 18 chapters, the book presents a multidisciplinary collection of expert contributions in the fields of urban planning, architecture, media studies, urban economics, geography, and sociology, consistently brought together for the first time to deal with this topic. Through a vast array of case studies and analytical techniques touching over 20 cities in Europe, the book shows the positive and more problematic impacts of star architecture with reference to the preservation of built heritage, tourism and media. The book will be of interest to architects, sociologists, urban planners, and public administrators.

*Spaces for Highly Mobile People* Emerald Group Publishing

*Geographies of Transport and Mobility* aims to provide a comprehensive and evidenced account of the intellectual and pragmatic challenges for personal mobility in the twenty-first century. In doing so, it argues that geographers have a key role to play in shaping academic and policy debates on how personal mobility can become more sustainable. The book is structured in three parts. Part I explores how personal mobility has evolved since the mid-nineteenth century, plotting the intricate relationship between new forms of mobile technology, urban planning and design and social practices. Part II examines how researchers study transport and mobility, and outlines the different intellectual trajectories of transport geography and geographies of mobilities. Part III then outlines and discusses the discourse of sustainable mobility that has emerged in recent years; the ways in which social, economic and environmental sustainability can be promoted through different strategies, focusing on behavioural change and urban design. *Geographies of Transport and Mobility* provides a unique perspective on personal mobility by demonstrating how the way we travel has developed through complex economic and social processes. It argues that this historical context is critical for considering how mobility in the twenty-first century can be more sustainable, not just environmentally, but also economically and socially. As such, it argues for a renewed focus on sustainable place making as a way to radically shift mobility practices. *Geographies of Transport and Mobility* is designed to appeal to advanced level undergraduate students and researchers in the fields of geography, anthropology, psychology, sociology and transport studies.

**Felix the Railway Cat** Berghahn Books

This book explores how emerging mobility practices have transformed spaces in order to fit the needs of highly mobile people, as well as the changing relationship between people and territory. It establishes an interdisciplinary and a multiscale approach to mobility analysis and mobility design through the application of a mobile method of research. Drawing on mobile people in Italy, the book highlights how influential movers appropriate and configure space for their own needs, centring their activities on continuous but distant places and configuring territories with uncertain and evolving limits. This change of perspective allows us to redefine the concept of mobility space, including all the spaces that support the development of emerging mobility practices. It also encourages new perspectives on the way in which the relationship between the individual and territory is evolving into a less sedentary way of inhabiting space. This book will be of interest to architects, urban scientists and sociologists, as well as postgraduate students who are interested in understanding how mobilities are transforming contemporary cities and territories.

*The Ambiguous Legacy of Socialist Modernist Architecture in Central and Eastern Europe* Routledge

Anthony Giddens has made original contributions to the fields of social theory, political sociology, the sociology of stratifications & suicide. This set includes carefully selected secondary articles which bring out the scope of his work.

**A World History of Railway Cultures, 1830-1930** Routledge

This delightful and wide-ranging compendium' (Books and Bookmen) captures the mystique of railway stations by crossing the disciplines of history, literature, art, and architecture in a sweeping global survey unique in its scope.