George Bradshaw was a printer and publisher who, once the railways were established, published a series of railway timetables and maps to help travellers.

Bradshaw’s Guide tells travellers about the railway at Crewe. Until the railway arrived in 1837, Crewe was a small town. A gold mine was discovered in 1832 and the railway arrived in 1837. By 1840 the Railway Company had built the Crewe Railway Works. New locomotives were made and repaired. In 1842 the first set of workers moved to Crewe to live in houses built by the railway company.

As a result, a new town grew up around the station. Just eight years after it opened, the Railway Works employed 1000 people.

In 1874 he went by steamship to America so that he could learn how ordinary people travelled. We steamed out of the Clyde on Thursday night, and early on the Friday we took in our last batch of emigrants at Lough Swilly. There were thousands of emigrants. There were Scandinavians, a German or two, and one Russian; all now belonging to one small iron country on the deep.

Robert Louis Stevenson was a famous novelist, poet and travel writer who lived during the reign of Queen Victoria. He was a wide arm enthusiast and a great admirer of the railways. His travel diaries are full of descriptions of stations, tracks and trains.

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From New York, he travelled overland by steam train to California.

During the reign of Queen Victoria, the railways were developed rapidly. George Stephenson’s Rocket was a famous locomotive. The Rocket was 60 feet long and weighed 120 tons. It was built in 1829 for the Stockton and Darlington railway. It was the first locomotive to pull a passenger train on a public railway.

Today, there are plans for the High Speed Rail Link (HS2) to pass through Crewe. From 2033 the journey from Manchester to Birmingham (passing through Crewe) is expected to take forty minutes less than it does now. The journey from Manchester to London via Crewe will be cut to 39 minutes.

The government says that thousands of new jobs will be created but admit that HS2 will upset a lot of people.

The Amateur Emigrant is Robert Louis Stevenson’s travel diary of his journey from his home in Scotland to California in 1879-1880. He was a famous novelist, poet and travel writer who lived during the reign of Queen Victoria. He was a wide arm enthusiast and a great admirer of the railways. His travel diaries are full of descriptions of stations, tracks and trains.

As we drew near to New York I had a thousand and one things to do and only the day to do them in. I was of the opinion that the continent was too wide and that it was not possible to do everything in one visit.

Once in New York, I had a thousand and one things to do and only the day to do them in. I was of the opinion that the continent was too wide and that it was not possible to do everything in one visit.

After a short but busy stop in New York, he took a river boat from New York to New Jersey where he bid a trip of 3,000 miles across America, the fastest and cheapest means possible – by steam train.
A white-haired official, with a stick under one arm, and a list in the other hand, stood apart in front of us, and called name after name in the tone of a command.

At each name you could see a family gather up its brats and bundles and run for one of the three cars that were waiting, and I soon concluded that this was to be set apart for the women and children.

The second or central car, it turned out, was devoted to men travelling alone, and the third to the Chinese passengers.

I suppose the reader has some notion of an American railroad-car, that long, narrow wooden box, like a flat-roofed Noah's ark, with a stove and a convenience, one at either end, a passage down the middle, and benches on either side.

He was fascinated by the changing scenery of the many places he travelled through on his long journey across America.

In my waking moments, the land was rich and varied. The tall corn pleased the eye; the trees were graceful in themselves, and the clean, bright, gardened townships spoke of the countryside and pleasant summer evenings. It was a sort of flat paradise.

At that time train travel was new and exciting. In his poem, he described what it was like to sit on a train, gazing out of the window at the landscape that rushed by outside. He chose his words carefully so that they would describe the movement of the train.

The railway was the greatest development of the time. It enabled large quantities of goods and people to be transported from one place to another faster than ever before. It changed the daily lives of everyone. It also enabled people like Robert Louis Stevenson to travel the world and write about his adventures.

Robert Louis Stevenson was writing in the 19th century, more than 100 years ago. It was a time when the coming of the railway was changing people’s lives and changing their experience of the world.

In 1885 A Children's Garden of Verses was published. It contained poems by Robert Louis Stevenson, including his very famous poem From a Railway Carriage.

From a Railway Carriage by Robert Louis Stevenson

Faster than fairies, faster than witches, Bridges and houses, hedges and ditches; And charging along like troops in a battle All through the meadows the horses and cattle: All of the sights of the hill and the plain Fly as thick as driving rain; And ever again, in the wink of an eye, Painted stations whistle by.

Here is a child who clambers and scrambles, All by himself and gathering brambles; Here is a tramp who stands and gazes; And here is the green for stringing the daisies! Here is a cart runaway in the road Lumping along with man and load; And here is a mill, and there is a river: Each a glimpse and gone forever!