

BRADSHAW'S ITINERARY
OF
GREAT BRITAIN,
FOR
RAILWAY & TELEGRAPHIC CONVEYANCE,
TO AND FROM EVERY TOWN, VILLAGE, AND PARISH
CONTAINING A POPULATION OF 500 AND UPWARDS,
IN ENGLAND, WALES, AND SCOTLAND,
For 1867.

GIVING THE MODE OF ACCESS, MILEAGE, &c., FROM THE METROPOLIS; THE NEAREST RAILWAY STATION,
AND DISTANCE THEREFROM TO THE ADJACENT TOWNS, VILLAGES, PARISHES, &c., THE
SITUATIONS, COUNTIES, AND POPULATION;

TO WHICH IS ADDED

A GENERAL RAILWAY STATION LIST:

WHERE SITUATED, THE ROUTE THERETO, AND THE VARIOUS COMPANIES' LINES BY WHICH TO TRAVEL

ALSO A COMPLETE

ELECTRIC TELEGRAPH DIRECTORY,

SHOWING THE

NEAREST TELEGRAPHIC STATIONS TO THE PLACES OF DESTINATION,

WITH THE MODE OF TRANSIT OF MESSAGES, AND OTHER VALUABLE INFORMATION.

ILLUSTRATED WITH A BEAUTIFUL STEEL-ENGRAVED AND COMPLETE

MAP OF GREAT BRITAIN,

SHOWING EVERY LINE OF RAILWAY; THE LINES OF NAVIGATION FROM EVERY PORT IN THE ISLAND, &c.
THE LINES OF THE ELECTRIC TELEGRAPH, &c.; AND IN ORDER TO ENABLE THE STRANGER
TO FIND, ON INSPECTION, THE SITUATION OF ANY TOWN, &c., THE MAP IS
DIVIDED INTO SQUARES BY MEANS OF VERTICAL AND
HORIZONTAL LINES.

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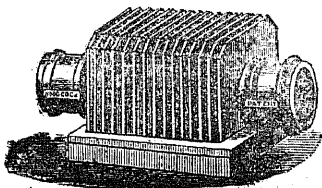
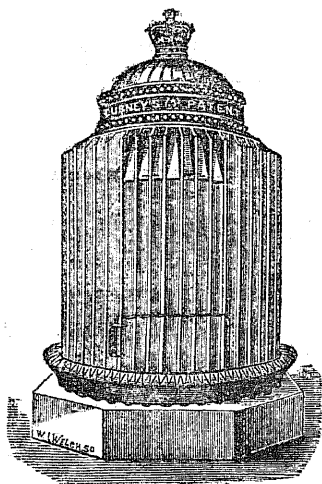
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INTRODUCTION.

A very cursory glance, by way of comparison, of the present edition, with that of its predecessor, will show that the Proprietors have abated nothing in their determination to render the work really useful, neither labour nor expense having been spared in the accomplishment of this object. The increase in the Railway Department is very nearly fifty per cent., being a monthly average of 17 against 12 new Stations ending 1865. The Telegraphic system also has contributed largely to the commercial spirit of the country, by widening its sphere of action to the extent of about 150 new Stations. These two circumstances, connectedly, may not be valueless in furnishing a clue to what may be the future ultimatum of England's greatness.

In the construction of the list of towns unapproachable by railway, the principle adopted has been a numerical qualification of 500 inhabitants and upwards, a standard which we think will be found sufficiently low for any business requirements. The mode of access by their most direct routes out of London have been duly considered, at the same time furnishing the area of the various Towns, &c., in statute acres, as Tythings, Townships, Parishes, or otherwise, as mentioned in the population column, by which means the true value of a district as to its business attainments may be readily estimated, always bearing in mind that each square mile contains 640 square acres, and that a division of the population by 4 will give as near as possible the proportion of that class of society who may be supposed to be engaged in business pursuits in each particular locality. We have also furnished the name of the station nearest to the place of destination and its distance therefrom, together with its telegraphic bearings, &c., &c.

The second, or railway part of the book, has been constructed precisely on the same principle as the other, with this exception, that all railway stations, apart from any other consideration, will be found here embodied. The student of "Bradshaw" will find much valuable aid in consulting its pages.

The MAP has also been remodelled and will be found to contain all the great changes consequent upon the gradual extension of the Railway System.

The various suggestions which have been thrown out by different parties wishful to promote the interest of the work are gratefully received and acknowledged; but, with all the skill which can be brought to bear in the production of a work of this class, the Proprietors beg to urge that it is next to impossible, in the collection of so large a mass of materials, liable to so many contingencies, to accomplish the task entirely free from inaccuracy, and would, therefore, at all times be glad of the assistance of the public in drawing their attention to any mistake which may from time to time be detected; or for any suggestion calculated to improve or add to the usefulness of the work.

Railway Guide Office, September, 1866.