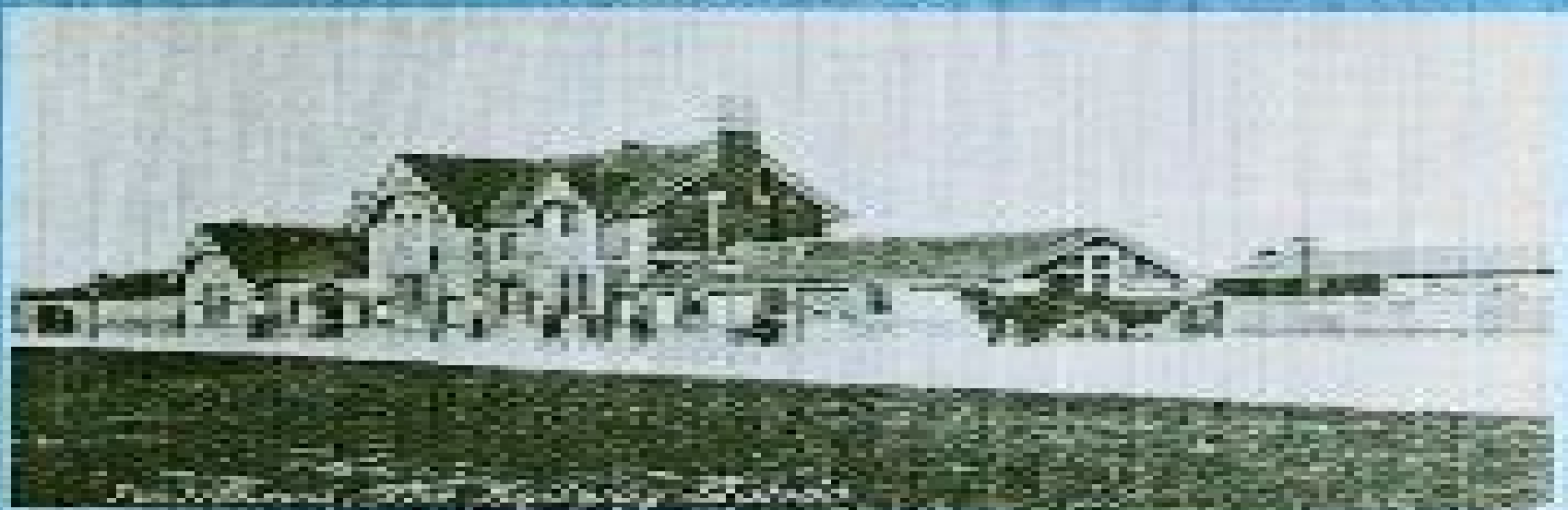




Reflections on the Portishead Bazaar

Mike Vincent



Reflections On The Portishead Branch

Mark Casson



Reflections On The Portishead Branch:

Reflections on the Portishead Branch Mike Vincent,1983 The Branch Lines of Somerset Colin Maggs,2011-06-15 A lavishly illustrated title from acknowledged railway expert Colin G Maggs presenting the story of Somerset s branch lines

Inclusive Urban Design: Public Toilets Clara Greed,2007-06-01 This is a unique text providing both design guidance and policy direction for the provision and design of public toilets covering city wide district level and site specific principles It highlights the role of urban design in reversing the trend of inadequate toilet provision and sets out guidelines for design which meets both user need and provider requirements Greed presents the fundamental principle that toilets should not be dealt with in isolation from mainstream urban policy but that they should be seen as a serious core component in both strategic urban policy and local area design She argues toilets are valuable townscape features in their own right as manifestation civic pride and good urban design essential architectural components which add to the quality and viability of an area Although a range of design guidance on toilets exists there is still considerable dissatisfaction with the end product in terms of building design levels of provision location safety layout DDA requirements and accessibility By outlining user demands and provider constraints Greed shows that it is essential for architects to have an informed understanding and practical knowledge of toilet issues when working with public and private sector providers Examples of toilet architecture from other countries and policies from different cultural settings are included for comparative purposes to invigorate UK perspectives The World's First Railway System Mark Casson,2009-09-10 The British railway network was a monument to Victorian private enterprise Its masterpieces of civil engineering were emulated around the world But its performance was controversial praised for promoting a high density of lines it was also criticised for wasteful duplication of routes This is the first history of the British railway system written from a modern economic perspective It uses counterfactual analysis to construct an alternative network to represent the most efficient alternative rail network that could have been constructed given what was known at the time the first time this has been done It reveals how weaknesses in regulation and defects in government policy resulted in enormous inefficiency in the Victorian system that Britain lives with today British railway companies developed into powerful regional monopolies which then contested each other s territories When denied access to existing lines in rival territories they built duplicate lines instead Plans for an integrated national system sponsored by William Gladstone were blocked by Members of Parliament because of a perceived conflict with the local interests they represented Each town wanted more railways than its neighbours and so too many lines were built The costs of these surplus lines led ultimately to higher fares and freight charges which impaired the performance of the economy The book will be the definitive source of reference for those interested in the economic history of the British railway system It makes use of a major new historical source deposited railway plans integrates transport and local history through its regional analysis of the railway system and provides a comprehensive classified bibliography **Railway Renaissance** Gareth David,2020-01-31

David's superb book looks at the defiant renaissance of such heritage railways in contrast to Beeching's vision of a streamlined railway network. Books Monthly. When a 35 mile stretch of the former Waverley route from Edinburgh to Carlisle reopened on 6 September 2015 it became the most significant reopening of any UK railway since the infamous Beeching Report. The Reshaping of British Railways was published in March 1963. In his report Dr Richard Beeching recommended sweeping closures of lines across the UK to improve the financial performance of British railways which led to wholesale closures over the following decade and a reduction in the UK rail network from 18 000 miles in 1963 to some 11 000 miles a decade later. But since that low point was reached in the early 1970s a revolution has been taking place. Passenger traffic on the railways is now at its highest level since the 1940s and from Alloa to Aberdare as well as from Mansfield to Maesteg closed lines have reopened and the tide of Beeching closures has been gradually rolled back. Scores of stations have been reopened and on many of the newly revived lines passenger traffic is far exceeding the forecasts used to support their reopening. In this comprehensive survey of new and reopened railways and stations across England, Scotland and Wales Gareth David asks what it tells us about Dr Beeching's report looking at how lines that were earmarked for closure in that report but escaped the axe have fared and reviews the host of further routes which are either set to be reopened or are the focus of reopening campaigns.

Bristol: A Worshipful Town and Famous City Nigel Baker, Jonathan Brett, Robert Jones, 2018-02-21. Bristol is a major city and port in the south west of England. In medieval times it became the third largest city in the kingdom behind London and York. Bristol was founded in the late Saxon period and grew rapidly in the 12th and 13th centuries. Initially seaborne trading links with Ireland and France were particularly significant, later from the 16th century onwards the city became a focus for trade with Iberia, Africa and the New World. This led to the growth of new industries such as brass manufacture, glass production and sugar refining, producing items for export and processing imported raw materials. Bristol also derived wealth from the slave trade between Africa and the New World. The city has a long history of antiquarian and archaeological investigation. This volume provides for the first time a comprehensive overview of the historical development of Bristol based on archaeological and architectural evidence. Part 1 describes the geological and topographical context of Bristol and discusses evidence for the environment prior to the foundation of the city. The history of archaeological work in Bristol is discussed in detail as is the pictorial record and the cartographic evidence for the city. In Part 2 a series of period based chapters considers the historical background and archaeological evidence for Bristol's development from the prehistoric Roman and post Roman eras through the establishment and growth of Bristol between about 950 and 1200 AD, the medieval city, early modern period and the period from 1700 to 1900 AD when Bristol was particularly important for its role in transatlantic trade. Each chapter discusses the major civic, military and religious monuments of the time and the complex topographical evolution of the city. Part 3 assesses the significance of Bristol's archaeology and presents a range of themes for future research.

The Railway Magazine, 2005 Whitaker's

Cumulative Book List ,1984 British Paperbacks in Print ,1985 **The British National Bibliography** Arthur James Wells,1979 **Ottley's Bibliography of British Railway History. Second Supplement 12957-19605** ,1998 THE LULWORTH TRIANGLE Jim Warren,2013 These stories have been brought to you rocketing out of the past and into the future It has been said that people are not ready for this that these legends winging in from bygone times have arrived seriously ahead of schedule In fairy tales witches always wear those absurd black pointed hats black cloaks and ride on broomsticks to a moon made up of green cheese This is not a fairy tale this book is about those extravagant entrancing and real witches of East Lulworth Along with those extraordinary enchanting druids from the realm of the Eggardon Hundreds the most formidable and heavenly inspired celestial pilots of the light ages Who with their discernment realized in a flash that the Lulworth Triangle is far more mysterious than the Bermuda Triangle ever has been or is ever likely to be It s a complete and utter myth by comparison ALTERNATIVE REVIEWS I come from Siberia it is a very cold there I like this book it is hot Olya Smith Firebird Studio Wumpland *British Books in Print* ,1985 **Squadron Leader Tommy Broom DFC**** Tom Parry Evans,2008-03-26 Tommy Broom is one of the RAFs most legendary and popular heroes of World War II He joined the service at eighteen years of age in 1932 and after service in the Middle East he first saw action against Germany in a Fairey Battle during 1939 with No 105 B Squadron He continued to serve with 105 Squadron until November 1940 a period that included the disastrous Battle of France and the low level attacks on the Channel ports to destroy the invasion barges in both of which actions the squadron suffered severe losses Having completed more than his share of front line flying he was transferred to 13 Operational Training Unit at Bicester to teach the influx of newly trained navigators the additional skills required for combat situations He returned to 105 B Squadron in January 1942 to complete a further tour In August of the same year he was again posted to the educational role In May 1944 He then returned to front line flying until the end of the war belonging to numbers 571 B 128 B and 163 B Mosquito Squadrons Tommy completed 83 operations during the war and teamed up with a namesake as his pilot Ivor Broom they became known as the Flying Brooms and completed 57 operations together *The Railway Register and Record of Public Enterprise for Railways, Mines, Patents, and Inventions* Hyde Clark,1846 **The Railway register and record of public enterprise for railways, mines, patents and inventions, ed. by H. Clarke. (Including [in vols. 4,5] The Railway portfolio. 1846; 1847, Jan.- Mar.).** Hyde Clarke,1846 **The World's Work** ,1922 Typographical Circular ,1906 **Transport in the South West** Great Britain: Parliament: House of Commons: South West Regional Committee,2010-02-26 Transport in the South West First report of session 2009 10 Vol 2 Oral and written Evidence Tramway and Railway World ,1912

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