

Swindon

The Oxford Handbook of Industrial Archaeology Electronic Performance Support British Railways in the 1970s and '80s Parsonages Railway Accidents British Railways in the 1950s and '60s The Country Railway Swindon, Wiltshire Swindon Information Handbook Swindon. A Study for Further Expansion. [With Illustrations and Maps.]. Swindon Swindon Official Guide Swindon Memories of Swindon Swindon Opportunity Swindon Further Expansion Swindon Swindon Lifestyle Swindon Eleanor Casella Paul van Schaik Greg Morse Kate Tiller Greg Morse Greg Morse Tim Bryan SWINDON CORPORATION. SWINDON CORPORATION. Swindon Expansion Project Joint Steering Committee (SWINDON, Wiltshire) Swindon Society Swindon (Wiltshire, England). Borough Council John Chandler Blick Swindon (Wiltshire, England). Borough Council SWINDON CHAMBER OF COMMERCE AND INDUSTRY. Swindon (Wiltshire, England). Borough Council SWINDON EXPANSION PROJECT JOINT STEERING COMMITTEE. SWINDON ENTERPRISE.

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representing the first substantial english language text on industrial archaeology in a decade this handbook comes at a time when the global impact of industrialization is being re assessed in terms of its legacy of climate change mechanization urbanization the forced migration of peoples and labour relations critical debates around the beginning of a new geological

era the anthropocene have emerged over the last decade this approach interrogates the widespread exploitation of natural resources that forged industrialization from its early emergence in 18th century northern europe to its contemporary ubiquity environmental impacts and social legacy within our globalized world through a broad international and multi period set of chapters this volume explores the complex origins processes and development of industrialization through both its physical remains and human consequences both the good and the bad it provides a diverse material framework for understanding our modern world from its industrial origins through its future paths in the 21st century

despite ubiquitous powerful technologies such as networked computers global positioning systems and cell phones human failures in decision making and performance continue to have disastrous consequences electronic performance support using digital technology to enhance human ability reminds everyone involved in education training human performance engineering and related fields of the enormous importance of this area ironically the more complex technology becomes the more performance support may be needed and that s why the extraordinary expertise shared in this book is especially valuable the authors emphasize the psychological aspects of performance support the fundamental limitations of human memory perception cognition conation and psychomotor skills and how they can be reduced through electronic performance support as one of the most important pursuits of this century readers will find the material presented extremely useful because of its generic basis which underlines much of the contemporary use of electronic technology for supporting people who are engaged in problem solving activities at the same time the book gives examples of the application of electronic performance support in a number of specific domains possible future developments for electronic performance support are also discussed the technological challenges we face today both globally and locally are more urgent than most people seem willing to acknowledge and there is no time to waste putting the ideas expressed in this book into action

for british rail the 1970s was a time of contrasts when bad jokes about sandwiches and pork pies often belied real achievements like increasing computerisation and the arrival of the high speed inter city 125s but while television advertisements told of an age of the train monday morning misery continued for many the commuter experience steadily worsening as rolling stock aged and grew ever more uncomfortable even when br launched new electrification schemes and new suburban trains in the 1980s focus still fell on the problems that beset the advanced passenger train whose ignominious end came under full media glare in british railways in the 1970s and 80s greg morse guides us through a world of traveller s fare concrete concourses and peak capped porters a difficult period that began with the aftershock of beeching but ended

with BR becoming the first nationalised passenger network in the world to make a profit

from the middle ages to the present day the houses of local clergy parsonages vicarages and rectories have been among the most significant buildings in parishes throughout England architecturally some of the best and most fully documented domestic buildings their history is that of the small and medium sized house from medieval vernacular to the bespoke designs of leading Victorian architects and the more modest homes of today's clergy the lives lived in the parsonage factual and fictional from Austen to Trollope and the televised struggles of Rev in London's East End in the 2010s reveal not just a building but a hub of spiritual and secular activity at the heart of local life and linking it to wider national history in this engaging introduction Kate Tiller brings together the architectural and social histories of the parsonage drawing on the evidence of buildings archival and literary accounts and contemporary and modern images to depict parsonages their occupants and how their histories may be traced

Britain's rail network is now among the safest in the world but the journey that brought it to that point has been long and eventful early incidents like the felling of William Huskisson MP by Stephenson's Rocket 1830 showed how new ideas could bring new dangers yet from disaster came new safety measures and within fifty years better signalling and braking methods had been made mandatory the twentieth century saw accident repeatedly lead to action and further advances in rolling stock track design and train protection systems Greg Morse charts these changes through the events that helped to prompt them including the Armagh collision 1889 and the Harrow Wealdstone disaster 1952 he ends with a railway approaching a new golden age in the 1980s yet with the tragedy at Clapham Junction 1988 offering a solemn reminder against complacency

as Britain moved from austerity to prosperity in the 1950s and 1960s it became clear that British railways needed to modernise its equipment and rationalise its network if it was to hold its own in the face of growing competition from road and air transport after attempting to maintain pre-war networks and technology in the 1950s a reversal of policy in the 1960s brought line closures new liveries and the last breath of steam as Dr Beeching and his successors strove to break even and build a new business from the old from Britannia to the Blue Pullman Evening Star to InterCity Greg Morse takes us through this turbulent twenty year period which started with drab prospects and ended with BR poised to launch the fastest diesel powered train in the world

Britain's towns and cities were famously transformed in the nineteenth century by the coming of the railways turning their fortunes around and giving urban dwellers new opportunities to travel across the country yet the effect on the rural population was arguably far greater whilst some of the initial trunk lines were designed to link major cities the network of smaller cross country and branch lines that followed opened up large tracts of previously remote countryside providing new markets for agricultural produce and ending the isolation of many rural communities and such was the pace of development during the railway mania period that by the end of the nineteenth century there were few areas of country not served by train this book tells the story of these railways from golden age to decline in the wake of nationalization and the Beeching report in the mid twentieth century and indeed contemporary efforts to restore and preserve them

a history of Swindon

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