

Chapter 1 : A steam-train ride through pop culture history | Travel World Network

Tragically, the glory days of steam are gone for good, but this is an opportunity for enthusiasts and others alike to experience a golden age in British history. A lifelong devotee of the steam train, Ray Trader was fortunate enough to witness the tail end of the steam era.

In tribute to only one run off election seat in Dunnellon this year. Interesting to note this Dunnellon Press ad showing March for Dunnellon elections. Some of you may know who this gentleman is. Full military operations from to Over 25 Commando Units and Squadrons trained here. The Army noted the terrain similiar to Burma where most where sent. More information is available at the Historical Society. Nancy Hatcher-Folk October 31 at It was part of Pageland. We have heard of a couple of hotel photos but not sure really has them. Please help if you can. Now here is a Romeo article for you. We have the older train photos and initial display of future projects including Rainbow Springs, the airport, and area developments. Come by if you get a chance. One was for how Dunnellon got is goods for the store. The second is Dunnellon just sold there water department. Audrey Bennett November 5 at 6: Does anyone remember the joke about how Dunnellen got its name? There was a train coming through and stopped at the train station. Ellen had to use the restroom. Someone yelled, are you "Done Ellen"? She said " All but the wiping"!!! THE X marks the spot where the interestion is today. Dominic Battista November 4 at 2: The interesting part of this photo is the fella on the very left looks like our own Andrew Murray. More research is being done.

Chapter 2 : Fast travel :: Tales of Berseria General Discussions

The first one is the "exit dungeon" bottle, the second one is a "travel to any known and available city". Both of them share the same button/key, and both of them have a "bottomless" infinite use version to get from a chest later on (the city one is in the last story dungeon).

Certain stories have been completely wrapped up, some set pieces have been moved around, and overall, there appears to be a new normal for the Borderlands series. Where does Borderlands go from here? Will the fallout of these events be felt in the eventual Borderlands 3? Or is there also a potential second season or at the very least, an epilogue of Tales from the Borderlands on the horizon that will have these answers? Handsome Jack has been the central figure in the franchise since Borderlands 2, acting as an egomaniacal, megalomaniacal villain with a surprising amount of pathos that was explored over the course of Borderlands: The Pre-Sequel and Tales from the Borderlands. The events of The Vault of the Traveler pretty definitively although, I slightly hesitate to use that phrase, given one of the big options in the final episode spelled the end for Handsome Jack, once and for all. Not only is Jack gone, but everything he built has likewise been destroyed. He wanted to make Pandora a better place. Perhaps someone else can step into that role? Or a couple of someones, like the Children of Helios? The destruction of the Helios station had a widespread effect on the universe, not only putting an end to any Handsome Jack comeback, but also killing hundreds of Hyperion employees. Those that managed to evacuate the station landed on Pandora, where they essentially emerged as clean slates. Vaughn has trained the Children of Helios to put their skills to good use, making them capable survivors that work exceptionally well as a tandem. And speaking of groups hoping to make Pandora a better place Can Atlas shake off its violent past? Remember, no matter how Rhys was played, he still inadvertently or not, depending on how he was played wound up following in the footsteps of his one-time hero, Handsome Jack. If he followed his violent path, then he made quite a good protege. No moment symbolically hammered home the similarities in their paths like the moment that Vaughn pointed to a decapitated statue of Jack with the label "Rhys. So where do Rhys and Atlas go from here? The final seconds of Tales from the Borderlands saw Rhys and Fiona open the titular Vault of the Traveler, only for a bright blinding light to briefly illuminate the Vault before Rhys and Fiona were nowhere to be found. That leads to the obvious question: Where did they go? After pondering this for over a week, this is the toughest of the big questions to answer, because the possibilities are almost endless. The explanation can also be something as simple as the pair falling into a different part of Pandora or even the universe entirely. They might even be dead, with the story of their deaths mentioned in passing during a Borderlands 3 side quest. He has been into games ever since, only briefly stepping away during his college years. But he was pulled back in after spending years in QA circles for both THQ and Activision, mostly spending time helping to push forward the Guitar Hero series at its peak.

Chapter 3 : List of apocalyptic and post-apocalyptic fiction - Wikipedia

About This Content Tales from The Tiers expands your journey through the war-torn world of award-winning role-playing game Tyranny, with new travel map events, encounters, and side stories.

Belle Stewart , Scottish traditional singer. He recorded over three thousand stories over his lifetime. Stanley Robertson , Master storyteller, ballad singer and author of several books of Lowland Traveller tales. The film opens with MacGregor and his clansmen retrieving 32 stolen head of cattle from a band of Travellers led by Tam Sibbalt. After killing Sibbalt, MacGregor disarms the others, whom he calls "Tinkers", and allows them to go. After his return home, Mary MacGregor Jessica Lange , expresses shock when her husband expresses sympathy for the Travellers, saying that they once had families and Clans to which they belonged. She insists, "The MacGregors were never Tinkers. He explains that his greatest fear is of finding some of his Clansmen among them. Death Defying Acts â€” a film about Harry Houdini and his encounter with a Scottish traveller woman and her daughter. The Yellow on the Broom: Last of the Tinkers, by Sheila Douglas, - A collection of stories, songs and anecdotes from Willie MacPhee providing a link between the ancient history of his people and their situation in present-day Scotland. Tears for a Tinker by Jess Smith, â€” The third book of a trilogy; recounting a collection of stories from the authors family tales, ghosts, poems, tales of the road from a family of Scottish Highland Travellers. Tales from the Tent, by Jess Smith, â€” The third book of a trilogy of stories from the authors own folk tales. Bruars Rest, by Jess Smith â€” A story of love and loyalty and the journey a woman makes for the love of her husband. The King and the Lamp: Scottish Traveller tales, by Duncan Williamson, â€” A collection of stories from the rich oral tradition of the Scottish Highland Travellers. Fireside Tales of the Traveller Children, by Duncan Williamson, â€” A collection of traditional travelling stories. No Easy Road, by Patsy Whyte â€” Memoir of a traveller child separated from family and taken into care in the s. Eclipse and other stories in the horse healer series by Judy Waite â€” Includes some short stories based on Highland Travellers. Till Doomsday in the Afternoon: Travelling funfair Travelling funfair showmen are a community of travellers officially called occupational Travellers, that can be categorised broadly defined as a business community of travelling show, circus communities and fairground families. Occupational travellers travel for work across Scotland, the rest of the UK and into Europe. Many Scottish show and fairground families live in winter communities based mainly in the east end of Glasgow. History[edit] Fairs in Scotland have been held from the early Middle Ages, and traditionally brought together the important elements of medieval trade and a festival. Other fairs will have been granted a royal charter to cement their importance and secure their future, and these are known as Charter fairs. In the Middle Ages the Royal charters gave the fairs legal status and developed their economic importance. The majority of fairs held in Scotland and the rest of the British Isles can trace their ancestry to charters granted in the medieval period. Traders would travel long distances to sell their goods, as did travelling musicians and entertainers who kept both the traders and customers entertained. In the thirteenth century, the creation of fairs by royal charter was widespread. Between and charters were issued granting the rights to hold markets or fairs. Kirkcaldy links market remains the premier funfair in Scotland, evolving from a charter granted by Edward I in By the early 18th century the main aspect of these Scottish charter fairs had diminished and shifted to that of amusement with the advent of technology, and had evolved into the modern day travelling fairs. The modern travelling showmen have as strong a family history and heritage as do their counterparts in Wales and England. Fairs in Scotland are presented around the same time as they are in the rest of Great Britain with a similar mixture of Charter, Prescriptive and private business fairs. The run of fairs include Buckie fair, Inverness , Kirkcaldy links market and the historic fairs held at Dundee and Arbroath. Polari The language of the Showmen or Parlyaree, is based on a cant slang spoken throughout the U. The language has been spoken in fairgrounds and theatrical entertainment since at least the 17th century. The Parlyaree spoken on fairgrounds tends to borrow much more from Romany , as well as other languages and argots spoken by other travelling groups, such as cant and backslang.

Chapter 4 : Madlyn Rhue - IMDb

Crowell. Tales Of A Traveller by Washington Irving. | eBay! International shipping and import charges paid to Pitney Bowes Inc. Learn More- opens in a new window or tab Any international shipping and import charges are paid in part to Pitney Bowes Inc. Learn More- opens in a new window or tab International shipping paid to Pitney Bowes Inc. Learn More- opens in a new window or tab Any.

April 13, 5 Minutes Tony bought these postcards on his travels – the first shows the SS Yarmouth, on which they enjoyed their Bahamas cruise. There were passengers and crew on board, making a total of 100. Shortly before 1am, when the boat was 60 miles from Nassau, a badly burned passenger staggered from a stairwell and collapsed on deck. From that moment, events took place at dizzying speed. It would later emerge that a cabin – which was already excessively hot, being above the boiler room, and which had exposed flammable insulation – had been used as a storeroom, crammed full of mattresses, paint cans and other items. One mattress, pressed right up against the ceiling light, ignited as a result. Most passengers were woken by the sound of screaming. Many had to break their portholes to escape their cabins – their windows had been painted shut. Terrified, they climbed ropeladders to the decks. With the front half of the boat rapidly consumed by flames, the passengers crammed to the rear of the decks, hunting for life jackets and lifeboats. As there had been no information on evacuation procedures provided, no-one knew what to do. Some of the crew showed incredibly bravery, even giving away their own lifejackets. But not all behaved heroically, or even ethically. As the ship blazed brightly in the darkness, it was spotted by two other crafts in the area. As they raced towards the Yarmouth Castle, the Finnish freighter Finnpulp repeatedly attempted to radio Nassau to raise the alarm. They received no reply. By then an American liner, Bahama Star, was also rushing towards the burning cruise ship. Although it could seat 40, there were only 20 survivors on board, and of those, only four were passengers. None were women or children. Furious, Captain Lehto took the passengers onboard, but ordered the captain and crew: Because they were all missing rowlocks, the lifeboats had to be paddled like canoes. Desperate to save the trapped passengers, the crews of the Finnpulp and Bahama Star took their own lifeboats and motor boats to line up beside the burning ship. Passengers swarmed down ropes and rope ladders – or simply jumped, then clung to chairs, mattresses, suitcases and other items in the cold water. As the blaze consumed the liner, four planes sent by the U.S. Navy flew 4,000 feet overhead, they were nearly engulfed by smoke and flames. In a last ditch rescue attempt, Finnpulp pulled up so close that passengers were able to jump across to safety. But when their own paint began to burn, they had to pull away. The last passengers were rescued at 4am. It sank in a roar of steam at 6. When they arrived at Nassau later that day, Finnpulp and Bahama Star were carrying survivors – passengers and crew members. This took the final death toll to 90 – of which only two were crew. The disaster shocked the world. Captain Voutsinas and other crew members were charged with violation of duty, and in March 1916, the U.S. Coastguard published a damning report on the tragedy. There had been numerous safety violations in addition to those already described: Many cabins held no life jackets, and no fire doors were closed during the blaze. Although required by American law, the Yarmouth Castle did not have three inflatable liferafts, or two radio operators, on board. However, it emerged that as it was an older ship, and because it was registered under the Panamanian flag, the liner only needed to conform to far less stringent international safety conventions. Following the tragedy, the Safety of Life at Sea SOLAS law was updated to include expanded and enhanced safety regulations, requiring fire drills, safety inspections and structural changes to older ships. Any vessel carrying more than 50 overnight passengers is now required to be built entirely of non-combustible materials such as steel. You can watch Pathe newsreel footage of the survivors disembarking at Nassau here: It is an appalling, devastating disaster and our hearts go out to all who died so tragically, all who survived it, and all who lost loved ones or were in any way affected. Additional note by Tony: However, there was no mention of the shocking events linked to its sinking, and the resulting death toll. I can only assume that the ship we were on, the SS Yarmouth, was equally a death trap – an accident waiting to happen. At least some good came out of it. This tragedy happened in November 1916, when Colin and I were at sea again, this time on a German cargo ship working our

passage from Los Angeles to Auckland, New Zealand. More about that in later letters.

Chapter 5 : 30 Dec 64 : Two boats and a terrible tragedy – Tone's s Travels

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The Tales of a Traveller. Herman Hart has always been one of my best friends. Having declined his invitation on many another occasion, I could not possibly do so this time. I accepted the invitation, and while we were enjoying ourselves at his hospitable board, I felt that I was neglecting my duty, that an accumulation of letters awaited me which it would take every minute at my command to dispose of, before the next batch arrived. I sacrificed that evening, rather than took pleasure in it, under the circumstances. On Sundays came the wind-up of the accumulated work that had gotten ahead of me during the week. And it was no unusual thing for me to put in the entire Sunday from eight in the morning until midnight in my "office. Selling a Greenhouse Establishment In an earlier place, I mentioned that I helped once to sell a greenhouse. It was the first and only greenhouse I ever had any hand in selling. Hippard of Youngstown, Ohio, had approached me time and again with a request that I help him sell his place. While I thought little of it at the time – that is, of the chance there was of my disposing of his place – a chance presented itself in course of time. John Walker was then with the Robert Craig Company in capacity of foreman. While having an excellent position, Mr. Walker, nevertheless, entertained the idea of starting a place for himself. It did not matter in which locality or section of the country, so long as the place could be purchased at a reasonable price, and the town had future prospects. One evening, while talking to Mr. Walker about the line of palms I handled for the Robert Craig Company, our conversation turned on other subjects. Walker about the growth and remarkable development of the Middle West, and particularly of the State of Ohio, saying that Ohio, or especially the Shenango Valley in Ohio, would be my favorite if I thought of making a change of residence, never suspecting that I was talking to a man who contemplated such a change. He became interested in what I was telling him, and asked me, if I should happen to come across a greenhouse plant suitable for his purpose, to bear him in mind. He wanted to know details, and asked me to communicate with Mr. Hippard. A few days later I received a letter from Mr. Hippard, giving full details of his place, and telling me that were it not for the other interests he had in town the manufacture of ventilating machines, steam-traps, and other greenhouse devices, he would never have thought of selling the greenhouses. Walker, and he expressed his willingness to see the place for himself. In June, we arranged a meeting at Youngstown, and the deal was consummated. In August of that same year, Mr. Walker settled his affairs in Philadelphia, and betook himself and his family to Youngstown, Ohio. Youngstown at that time was a town of about forty thousand. Today it has more than doubled itself. And John Walker grew up with the town. Walker is a mixer, and his popularity among all elements in Youngstown is second to that of no man. The most exclusive society folk, as well as the plainest of people, find in Mr. Walker a man worthy of respect and confidence. A few years ago he purchased a farm and built a new range of houses, with a view to growing cut flowers. This new place he sold a few years later to Mr. Cade, retaining the old range which he originally purchased from Mr. Hippard, and where ferns and miscellaneous bedding stock in great quantities are successfully grown for his wholesale and retail trade. It was at Mr.

Chapter 6 : Tales from the Borderlands - Where does Borderlands go from The Vault of the Traveler? | Sha

Steam Workshop: Unturned. Greetings traveller, to Unturned's first roguelite dungeon crawler! Many have come before you, many have fallen prey to what lurks inside the dungeons, will you be the first to tell your Tales of Ter.

Chapter 7 : Tales of a Traveller Washington Irving Illustrated Crowell antique h/c | eBay

Tone's s Travels America, bahamas December 30, April 13, 5 Minutes Tony bought these postcards on his travels - the first shows the SS Yarmouth, on which they enjoyed their Bahamas cruise.

Chapter 8 : Livio Dante Porta - Wikipedia

'Travel Bug booked himself (and his humans) and sneaky flight to Dusseldorf recently so they could have a long weekend ' He hadn't visited before, but found out some very, very interesting stuffs from the local bugs.

Chapter 9 : sightseeingshoes | Tales of a part time traveller and full time introvert

Thronebreaker: The Witcher Tales Thronebreaker is a single player role-playing game set in the world of The Witcher that combines narrative-driven exploration with unique puzzles and card battle mechanics.