

# Report - provision of permanent link between Barbican centre and north Barbican exhibition halls, to be presented (to Common Council) ... 15th April 1982.

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## Description:-

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In 1956 full armorial bearings were granted by the College of Heralds to the British Transport Commission. Hundreds of their companions were at the galleys, hundreds more had been tortured, mutilated, burned, broken on the wheel.

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The department of the Gard was once more the scene of horrible atrocities, against which Lord Brougham invoked the aid of the English Parliament, and obtained the help of Austrian bayonets to protect the people, who were being murdered, tortured, or outraged, in defiance of feeble local authorities. Skinner ; Whitby local in bay platform on 26 May 1960 J. Initially the locomotive used the rack, as shown, but when they discovered that wheel to rail friction was sufficient the locomotive was modified to drive the wheel axles directly.

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Only some years later, when the persecutors rioting in the very insanity of wrath because their declaration that Protestantism was abolished was falsified by constant revivals of the old Huguenot worship directed utter extermination of the Vaudois, did the grandeur of the non-resisting principle give way before the desperation of men who came to the conclusion that, if they were to die, they might as well die fighting.

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The A24 bisected the line a further half a mile further on towards West Grinstead. This is one of the strange, almost inexplicable conditions of charitable effort, and at that time it was so obvious which was the greater need, that the committee at once determined to commence a building on a waste piece of land which had been purchased close by, and to devote it to the reception of thirty destitute girls, who should be snatched from deadly contamination, and from the association of thieves and depraved companions.

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Sanderson ; special on the Gilling line crossing Scarborough to York line on 2 June 1957 H. Notes on sleeping cars, weekend fares, the end of second class, publicity material including postcards.

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Murray manufactured three for the Middleton Colliery and as Blenkinsop sold the concept to other collieries, ten locomotives in total. An empty stock DMU became out of control descending on 8 February 1961: the driver was able to jump clear. This one seems to have been buried under a stone until now.

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