

BEECH HURST NEWS



Cover picture: -

Covered Up: The last of our kit wagons, all 4 of which having been constructed by Jack Pitt, arrived at the Club last Saturday and this example is a covered China Clay type. We now have a nice train and our thanks to Jack for all his hard work and we will enjoy using them!

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Editor's Notes

Looking back at the August edition and then glancing out of the window at a drab and damp October afternoon as I write this introduction, the summer now seems a long way away! That said, September was a glorious month with warm sunshine for much of the time and this held right through till the end of our season, which is more than can be said for most of October and the start of our winter work! Rain has already plagued many of our weekend (and other) working days and as recently as a fortnight ago the first ex-hurricane spread across the UK, bringing rain and strong winds with it – welcome to autumn! We shouldn't complain too much and generally speaking 2014 has been a decent year and Chris Saunders will elaborate further, later in this edition with all the important numbers. As for running passenger trains, that has long since past but much has already been done during our first month of winter work and I will provide a full update later in this edition.

From the last issue at the end of August, I would like to thank Chris, Norman, Roy P and Steve T for their respective articles.

In this issue there are articles by Chris, Roy P and Steve T, along with reports from the recent social events, a Winter Work progress report, all the usual writings, as well as an updated Diary through until February 2015, so please read on and enjoy...

Andrew

Chairman's Notes

The 2014 running season ended well with a good September, fares for the year being about average for the last few years. Our extended running day for the 'Party in the Park' was a big success, both financially and in terms of public relations. Roy P's 'historical photographs' display at the station created interest and conversation about people and events over the 60 years the park has been in existence. The double-headed trains were full most of the afternoon and the weather was kind to us – a good day, enjoyed by all! Thanks to everyone who took part and especially to Mike W as Station Master for the extended period and to Andrew S for some hard work as TC.

We have now held the fare at £1 for about 8 years. It is interesting that, unlike in the past, the passenger numbers have remained fairly consistent instead of increasing as the fare gets relatively cheaper year on year – less babies and children? I've noticed more adults riding this year. Money tight? Wages have not increased and inflation is going down. Bypass opened this year? Some effect I think. Wednesdays this year were very quiet and the high street in the town was 'dug up' for a long period and it was very quiet there. Who knows? Anyway, it is enough for us and we are lucky to have many loyal passengers and people who still enjoy riding our trains after 60 years of operation!

Whilst talking about running matters, the Committee have just updated the Track Rules with one or two small amendments and additions mainly concerning safety issues. A copy of the updated Track Rules will be added to the existing Club Rules and will be published in the February News before the 2015 season.

Please read through them and make a note of any changes, thank you.

On a sad note, I record the loss of one of our young members, Amy Booer. Amy was a good friend of Dan and joined up just a year or so back. She came to the Club occasionally and many met her. Last month she had bad tonsillitis and despite spending a couple of days in hospital, she came home and had problems breathing. She passed out at home and could not be revived. She was just 19 years old. Very sad and a shock to all who knew her, especially Dan and Nick. We send, via Dan, our best wishes to her family.

Now the winter work has begun, Roy, with help from the usual gang, and especially Graham Miller, has cracked on with the annual track renewal. This year he is doing the section from the bowling green up to the tunnel and is currently about half-way. The 'point' into the carriage siding is stripped down and cleaning, painting and bearing replacement is currently proceeding under John B's direction, with help from a few others including Steve's S & T. I rounded up and cleaned the first of the leaves for this year with Mike W. I hope our young team of 'leaf movers' will get ready for the big fall in November! Some work has started on trucks; also the shed roof has been repaired by Andrew's B & S. Steve T, and electrician Brian, have completed the last of the electrical renovations with a heater and extractor fan in the toilet. It's the cosiest room in the Club now!

There is a lot of work to be done, so please come to help if you can.

P.S. We agreed after last year that I would put a note in the news ref. Xmas Cards. More and more members are just sending one card to all and we put the cards on the sideboard at the Club. If you would prefer to do this, instead of writing out so many cards, most of us would be happy with that and not offended.

Mike

Club History

Continuing the series, you will find my next 2 pages (21 & 22) stapled to the rear of your newsletter, which follow the last 2 published in the August edition.

Steve T

2014 Season Stat's

It's that time of year again and this time I remembered to put this report together without being reminded!

Another good season all round with 27 operating weeks. The weather gods were kind this year with only two wash outs on my list.

We do seem to be losing out to the mobile funfair that seems to be in the park to 'cherry pick' the best weekends though. Luckily we still charge less than an ice cream for our ride while one of the fair's rides is £3.50 for 5 minutes!

So to the numbers; there were 65 running days with two lost to weather, however several were poor because it was too hot or just dreary.

The total this year was 21,993 which includes a small number of 'freebees' as usual and a few booked party specials. What is a surprise is that we were only 17 short of last years total of 22,012, both years just a bit short of the average of 23,100 we might expect.

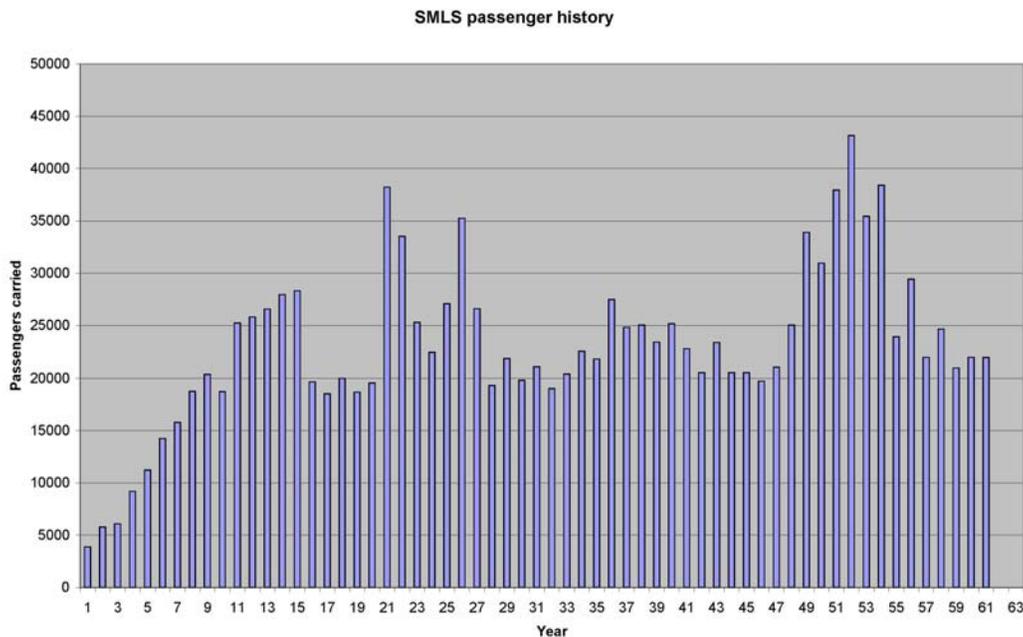
So to the big number; it now stands at 1,413,451 with 86,500 to go for the 1 ½ million, my guess is in four seasons time.

The big number in silly terms of phone numbers is 01413 451000 which can be found in Helmsdale in Southerland, Scotland.

The wear and tear on us and the track is measured by the lap counter, and this year it reached 6519 laps up about 1000 from last year but nearer the average of 6,000.

As usual we should extend our thanks to all the team who set up the railway each day, run the service and then put all the 'toys back in the box' afterwards.

For interest and for the newer members this year I am attaching the big graph of all our years running which I hope you will find illustrates how we have done.

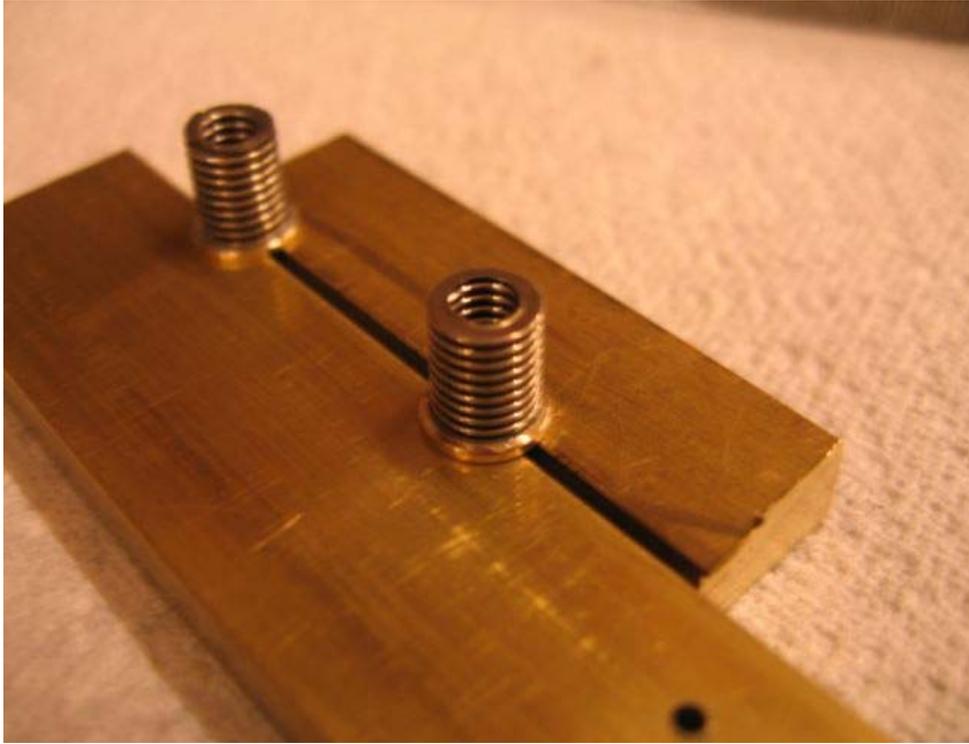


Chris Saunders

A Duplex Vacuum Gauge – Part 2 of 3

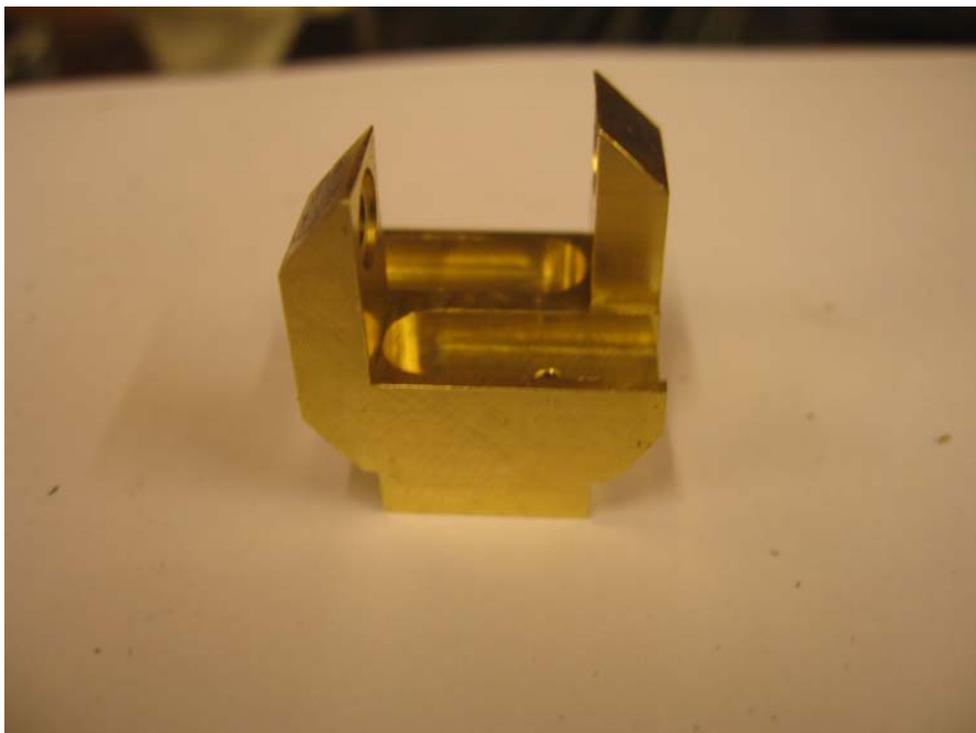
Again back to the drawing board. To achieve the objective I would have to have shorter bellows and mount each one with its own gearbox with a link as straight as possible from the end of the bellows to the gear wheel. Both bellows and gearbox arrangements would have to be identical. The design I came up with was now to place them behind each other roughly on the gauge axis. Having already used two of the three bellows, the remaining bellows was now cut in two, again using the spark eroder. The result is shown in picture 2 after the end blanks were attached. These blanks were attached using a flexible epoxy resin.

With a wall thickness of only 0.0012 inch, other methods of attachment such as silver or soft soldering would destroy the bellows unless great care was taken to avoid corrosion caused by the fluxes involved.



(Picture 2 – The two half bellows with their end caps fitted)

The bellows were then fixed to a mounting block shown in picture 3 which had cavities drilled to enable vacuum connections at the bottom of the gauge to be coupled to the bulkhead ends of the bellows. The slots shown are used to locate the small gearboxes. **(Picture 3 – Mounting block)**



As seen from picture 4, the two bellows work in opposite directions. The spigot at the end of each bellows is used to connect via a small link the bellows output to the gear wheel.



(Picture 4 – The two bellows attached to the mounting block)

As the air pressure inside the bellows changes from atmospheric pressure the length of the bellows changes. The force generated by the difference in pressure is counteracted by the spring rate of the bellows. The change in length was predicted from the manufacturer's specification of effective area and its spring rate which was assumed to be the original long bellows rate multiplied by the ratio of the number of bellows convolutions in the reduced length bellows (7) to the number in the original bellows (22). This produced an approximate deflection of 0.045 inch for full vacuum of 14.7psi. As noted earlier, it is only relative pressure changes that are important for this application.

Each gearbox shown in picture 5 used the same gears as before except that an idler pinion gear, also with 8 teeth, was inserted between the final pinion and the wheel. This was necessary both to provide enough separation of the gear wheel from the bellows and also to allow the left hand gauge needle to rotate clockwise and the right hand one to rotate anticlockwise. A small hole was drilled through the gear wheel at a radial position calculated to give the correct rotation (170 degrees) of the gauge needle for application of full vacuum. The radial position of this hole defines the sensitivity of the gauge for a specific set of bellows and gearbox; hence, in order to alter the sensitivity of the gauge the only way is to drill a new hole at a different radius. Much of the rest of the wheel was removed in order to fit within the diameter of the gauge case.



(Figure 5 – The gearbox)

Each gearbox fits in the slots shown in picture 4 and held in place by a single screw. A 0.04 inch diameter spindle attached to the output pinion passes through a dial plate and is attached to the needle.

Part 3 to follow in December...

Roy P

Recent Social Events

The August edition was out on the BBQ evening and what a good BBQ too! An attendance of at least 20 people enjoyed a very pleasant evening and with plenty of trains running too, which was nice. It had been quite a long day already with our 'Little Engine' afternoon preceding that evening, so by the time 18:00 came round most of us had already done a full shift! The afternoon event was nonetheless very successful if perhaps a little quiet in terms of passengers but great fun all the same and we all just about made it round for the 3 hours!

After a busy Bank Holiday weekend and our final Wednesday of the summer, the following Sunday 31st was another special day at Beech Hurst. It was the official celebration of 60 years since Beech Hurst Park was given to the people of Haywards Heath by the Yapp family. Although there is some debate as to the actual date of this handover, the Council had nevertheless picked this day at the end of the summer for its 'Party in the Park' event. Side stalls, a Funfair, Bowling and Pentanque taster sessions, as well as Hospital Radio kept the visitors entertained and the old 'Golf Hut' so long closed was open for the first time in several years, dispensing teas & soft drinks from the patio area below our station.

The event was scheduled to start at 12:00 and therefore we ran an extra 2 hours to cater for this. Between 12:00 and 14:00 there was a limited service of single-headed trains and they coped well with the numbers prior to our regular 14:00 opening time. After that we ran 3 double-headed trains with all 18 available trucks pressed into service in case demand required. As it turned out it was steady without being too busy and the many other attractions were certainly keeping the numbers down as money was spread around. In addition to the trains, a display of historic photographs, compiled by Roy P, was on show at the station for people to view as they alighted from the trains and Roy was kept busy with several 'clients' who were interested to take a trip down memory lane, some even promising photographs of their own to us. This just shows the number of generations who have taken rides at Beech Hurst with several people talking about their experiences of Beech Hurst during its infancy in the 50's and 60's. As the afternoon wore on so the numbers riding reduced bit by bit and by 17:00 we were done and dusted, having carried in excess of 800 passengers during the 5 hours, so it had been very successful. We often talk about numbers and what these 'specials' do for us but the broader picture is that it is good for the park as a whole. For the Bowls, the Pentanque and for those who did not know we existed and there are still plenty of people who don't! We should be very grateful that Mr Yapp decided Beech Hurst would be good for recreation otherwise it would have been another upmarket housing estate long ago! Instead it is one of the best parks I know of, if perhaps a little smaller than many but an oasis of calm away from the hustle and bustle of modern living. All that is left is for all of us who use it regularly to look after its long term future as I am sure Mr Yapp would have liked us to do! **(For pictures of the day, please see 'Pictorial Interlude'!)**

After a break the following weekend, Saturday 13th was the visit by Colchester Club to Beech Hurst as well as the passing of the Tour of Britain cycle ride that same lunchtime. Colchester, who had visited 2 years previously, brought a good selection of locomotives with them including: 2x 5" 'B1s', a 5" '01', a 5" '9F' and a 5" 'Simplex'. Arriving a little after 10:00 our guests were treated to teas and bacon rolls as they prepared their locos and most were soon enough on the track enjoying another warm and sunny September day. Riding round the track in the peace of the park it was easy to be unaware of the people gathering outside on the B2272 (formerly the A272 before the bypass!) awaiting the passing of the Tour of Britain cyclists. This well publicised event had been winding its way down the Country over the previous few days and was due to pass through Haywards Heath at about 13:00 en-route from Camberley to Brighton via 'The Hills'! Sir Bradley Wiggins, amongst others, was participating and the novelty of world class cyclists passing through our town was certainly drawing the crowds who were 3 or 4 deep along Muster Green, just down from the entrance to Beech Hurst. I waited by the entrance to The Harvester for about ½ hour or so before the cyclists passed and during that wait I have never seen so many motorcyclists in one go, all checking for obstructions and initiating roadblocks! The leading group of 5 cyclists passed by in a flash, probably doing 30mph+ followed by the rest of the pack (10's more cyclists) a few minutes later and one was left wondering whether the ½ hour wait was worth it for just a few seconds of action!

That said, several hundred other people were doing just the same, even a guy from BBC Surrey doing a live commentary outside The Harvester, so I didn't feel too out of place! Back at the railway and our guests were still circulating, however both the 'Simplex' and one of the 'B1s' soon retired to the steaming bays prior to the start of our passenger service. Thereafter, a mix of 'home' locos and a couple of Colchester ones saw our service through for the afternoon. Through these pages I would like to thank all those at our end who helped out during the day, especially Adam & Andrew S who performed the bulk of the TC duties and to everyone else who made our guests feel very welcome. A good day was had by all and hopefully this will be a visit we can replicate again in future years...

A fortnight later and having arrived at our final Saturday of the season we welcomed our last visitors for 2014 in the form of Basingstoke Club. A bumper crew brought an excellent selection of locomotives the short distance from Hampshire and these included: 5" 'Railmotor', 5" 'Speedy', 5" 'Simplex', 5" 'B1', 5" 'Maid of Kent' and 5" IoW '02'. All of the locomotives were good; however the 'B1' and particularly the 'Speedy' were exemplary! The guy with the 'Railmotor' also brought along his train of wagons and these were latterly paired with our own home wagons to create a monster train totalling 15 vehicles, hauled by Growler 'Florence Nightingale'! This provided quite a spectacle as it circulated amongst the passenger trains and many people remarked as to how good it looked! With the exception of the 'B1' and the 'Maid of Kent' all the other locomotives ran prior to 14:00 or without passengers, so we also ran a couple of our own locomotives to supplement the service, which was steady due to the very pleasant weather. As service wound down we said our goodbyes and the guys from Basingstoke headed for the road as we began to pack away the railway for the penultimate time in 2014. It had been another very good day with pleasant company and many nice locomotives too, and through these pages I would like to extend our thanks to the guys from Basingstoke for supporting this visit and helping to run our service during the afternoon too. Further thanks to Andrew S & Graham Miller for helping me with the TC duties during the day, also to Dave M for making the arrangements for this visit.

(For pictures of the visits & cyclists please see 'Pictorial Interlude')

Andrew

Winter Work

With the end of running now a month past, Winter Work has returned from its summer recess and for the next 4 editions I will report on the jobs that are in progress or have been completed during the closed season.

With the 3 ½" rail having been lifted between signals 3 & 4 just prior to the close of the running season, Roy P has continued during October with the renewal of this entire section of track and as I write, the steelwork has been rubbed down and mostly painted, piers and bases reset and aligned, new sleepers and rail have started to be re-laid. Some of this work has been completed during the week on Mondays, Tuesdays and Thursdays, and should you have free time on any of these days (subject to the weather) then I'm sure Roy will be glad of a hand. A list of days when Roy will be at the Club is currently on the blackboard.

Also, a batch of new tie bolts have been made from M12 stainless studding and as of last weekend I was busy welding nuts to these ready for use as required.

Linked to the work on the track, John B is overseeing a complete renovation of the pneumatic point. This unit has become increasingly unreliable during the season and the decision was taken earlier in the year to complete a major overhaul this winter. Currently the main frame is suspended above its pit to allow for rubbing down and painting, whilst both curved track sections are in the workshop and receiving similar attention. The pneumatic cylinders have been sent away for repair / renewal by a guy who used to work for Martinair who made a lot of the original components in the control box. Further to this, and in liaison with John B and Roy P, he has also drawn up a new control system using modern equivalents to our existing obsolete air switches. As with the track, I am sure John will be glad of assistance during the course of the winter with this project and if you are looking for something to do then let him know and under guidance there are plenty of jobs on this project!

Also inside, Andrew S & I have started on truck maintenance. A survey earlier in September revealed only limited repairs are required to our existing fleet this winter and with a window of opportunity we are proceeding with preparing another 12 new bogies for construction. These will be of the new plate frame type currently used on several of our trucks, including the 5' green ones, and have proved to be much freer running and easier to maintain too. Fabrication and welding will take place externally because we really do not have the necessary welding equipment to do this job properly, however all other aspects of construction will be done by Andrew or I and hopefully come next season these will be in operation, allowing us to retire some of the more worn older bogies from service. **(For pictures of the work underway please see 'Pictorial Interlude')**

In the workshops, Mike W has continued to sort out and tidy where he can and focus at the moment is in the carriage shed workshop. Obsolete and surplus items are being disposed of and those to be kept are being tidied away. This process is likely to last for much of the winter with a lot of items needing to be checked out and then a decision made as to their future!

Outside, and as a result of the break in to our flame and gardening stores, repairs have recently been carried out to both damaged roof sections. The Trafford Tile profile used on the original roofs is now obsolete, however as luck would have it I managed to source a couple of 'new old stock' sheets from a company down in Crediton. John H and Steve S kindly went down to collect these and at 10' x 3' they are pretty weighty bits of section. With help from Andrew S, Graham Mundy and Hamish, we fitted these at the beginning of October before the weather turned really bad and at least now the roofs are water tight once more.

Also outside, Ray and John W have cleaned and waxed the truck seats ready for storage during the winter. Apart from New Year's Day when we might use a couple of the seats they will now hibernate until Easter 2015!

Finally for now, and as of last weekend, Mike P and Graham Mundy were kept busy de-foresting a section of cutting leading up to signal 4 and the tunnel. Reducing sections of trees should enable more light in to allow grass and ground plants to grow and also allow other trees to spread their branches a bit further!



Picture Top: An overview of the park looking towards the station and Pentanque

Picture Middle: The Bowls Club during their 'taster' sessions

Picture Bottom: The pictorial display, put together by Roy P, on show at the station



Picture Top: The revamped 'Golf Kiosk' now operating as a café with disabled toilet
Picture Middle: The bottom field, with a funfair, medieval jousting and birds of prey
Picture Bottom: The Haywards Heath Twinning Association with their stand



Picture Top: The old 'croquet lawn' complete with Punch & Judy and craft stalls

Picture Middle: Princess Royal Hospital Radio kept the crowds entertained

Picture Bottom: John Harwood passing the pneumatic point complete with dog mascot!



Picture Top: The 5 leading cyclists of the Tour of Britain passing Beech Hurst
Picture Middle: And the chasing pack, about 5 minutes behind
Picture Bottom: The '01' from Colchester. Recognise it? Recently on the cover of EiM!



Picture Top: Seeing double? Two Model Works 9F's, Adam's and one from Colchester!
Picture Middle: The guys from Basingstoke taking a break after their morning runs
Picture Bottom: The 'long' freight train of 15 wagons being hauled by our 'Growler'



Picture Top: The removal of the point is underway with one curve already on the lawn!
Picture Middle: As of last Monday, the repainted point frame and track renewals behind
Picture Bottom: The pretty much finished section of track bearing away from signal 3

Doing this now also allows for extra Bonfire material to be collected and then disposed of straightaway!

For Sale

Through a friend of Laurie Anderson, a 3 ½" gauge part-built A3 'Flying Scotsman' loco is being offered for sale. If you are interested in this model and to discuss further then please speak with Laurie at the Club for more details.

Forthcoming Events

With Bonfire Night this weekend, next for 2014 is an invitation to display at the Sandown Park exhibition in mid-December. Exact details for this are still to be confirmed, however lists for each day and models for display are being drawn up as I write and if you would like to volunteer models, yourself or preferably both then please add your name to the board ASAP!

After Christmas and our New Year's Day Fun Run and Lunch will take place as normal on 1st January. As per previous years, a salad buffet lunch will be provided and to assist with catering will all interested parties please add their name to the list on the blackboard so sufficient food provision can be purchased!

Into January and we have been invited to display at the London Model Engineering Show at Alexandra Palace. Details for this are currently being processed and the likelihood is we will not require any further models, however volunteers for each day would be much appreciated and a list will be on the blackboard in the next couple of weeks if you would like to help out.

Finally for now is our third and final exhibition for this winter at Brighton in late February. Details for this are required by mid-January, so a list will be placed on the blackboard after the Sandown Park Exhibition has finished and again, models and volunteers will be much appreciated for this, our local Show!

Diary of Events

6th November 2014 – Club Night – Will start at approx. 1900

4th December 2014 – Club Night – Will start at approx. 1900

11th – 14th December 2014 – SMLS to display at Sandown Park Exhibition

1st January 2015 – New Year's Day Fun Run & Lunch – Will start at approx. 1000

15th – 18th January 2015 – SMLS to display at Alexandra Palace Exhibition

5th February 2015 – Club Night – Will start at approx. 1900

19th – 22nd February 2015 – SMLS to display at Model World, Brighton

NB. Certain events may be organised at short notice and will not therefore appear in the newsletter. Please check black / notice boards in the clubhouse for details of such events.

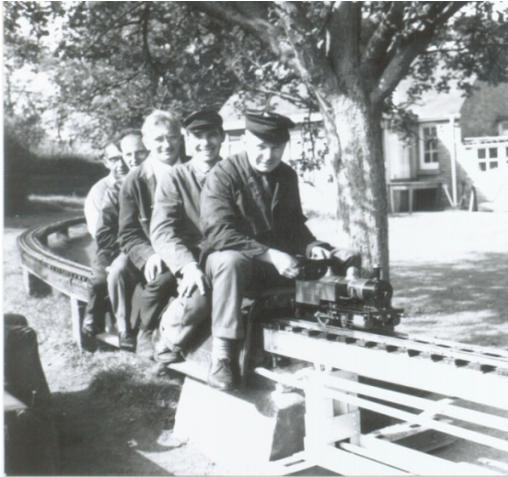
Andrew

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History of The S.M.L.S.

Information Found			Names	Relevant Information	Notes
Place	No	Date			
SMLS Committee Minutes 1951- 59 Bound	23	08 September 1957	10 In Attendance		Minutes of the previous committee meeting were read & confirmed as correct then signed by the Chairman.
			Ron Bostel (S.R.)	Secretary	A Straight Edge has now been purchased for Workshop.
			Ernest Brown (Father)	Vice Chairman	It was proposed that Leonard Whittington be reimbursed for the Trolley he purchased earlier in the year.
			Arthur Ayliffe (A.E.)	Vice Chairman	A visit to our track is planned for The Urmston Society on the 22nd September 1957
			Eric Rowland (R.C.)	Other	It was suggested that the Club start an Christmas Annual Dinner this year a date of 7th December 1957. This was agreed.
			K.N.Harris	Other	
			Arthur R. Toone	Other	
			Allan Killick	Other	
			Mike Killick (M.C.)	Other	
Alf Funnell	Other				
Les Clarke (A.L.)	Other				
SMLS Committee Minutes 1951- 59 Bound	24	13 October 1957	10 In Attendance		Minutes of the previous committee meeting were read & confirmed as correct then signed by the Chairman.
			Ron Bostel (S.R.)	Secretary	Leonard Whittington did not want to be reimbursed for the Trolley & he donated it to the Club
			Ernest Brown (Father)	Vice Chairman	A venue for the Club Annual Dinner was not found in Haywards Heath so Brighton is to be looked at.
			Arthur Ayliffe (A.E.)	Vice Chairman	Annual Dinner it was agreed that it would be free to members & a cost of £0.5.0d for the 1st guest & £0.10.0d for subsequent guests
			Eric Rowland (R.C.)	Other	It was agreed that the cost of the Fencing around the Steaming Bay should not exceed £15.
			K.N.Harris	Other	
			Arthur R. Toone	Other	
			Allan Killick	Other	
			Mike Killick (M.C.)	Other	
Alf Funnell	Other				
Jack Austen-Walton	Other				
News Letters 1954-62 Bound	12	31 October 1957	Ron Bostel (S.R.) Editor	Newsletter	The 1st Club Annual Dinner has been arranged for the 7th December 1957 at the Hassocks Hotel The Transporter in the Steaming Bay has now been completed. Mr Jones a member & friend of Arthur Ayliffe was given the nick name Banger after his splendid contribution at the 3 Shovelcue Eric Rowland has a Myford ML7 for sale
SMLS Committee Minutes 1951- 59 Bound	25	15 February 1958	11 In Attendance		Minutes of the previous committee meeting were read & confirmed as correct then signed by the Chairman.
			Leonard Whittington	Chairman & Treasurer	A date was set for the 8th March 1958 for the A.G.M. to be held in the Tea Room at Beech Hurst Park.
			Ron Bostel (S.R.)	Secretary	The S.M.E.E. asked if they could visit on the 29th June. This was not possible but the 8th June 1958 was suggested instead.
			Ernest Brown (Father)	Vice Chairman	Plans have been drawn up & Planning Permission is to be obtained for the erection of the Engine Shed & track leading to it.
			Arthur Ayliffe (A.E.)	Vice Chairman	
			Eric Rowland (R.C.)	Other	
			K.N.Harris	Other	
			Arthur R. Toone	Other	
			Allan Killick	Other	
Mike Killick (M.C.)	Other				
Alf Funnell	Other				
Harold Lovell (H.A.)	Other				
News Letters 1954-62 Bound	13	19 February 1958	Ron Bostel (S.R.) Editor	Newsletter	The A.G.M. is planned for the 8th March 1958 in the Tea Rooms at Beech Hurst Park. The Transporter in the steaming bay has now been finished & commissioned for use. The date for the final closing of the famous BR Bluebell Railway line with the last trains running on the 16th March 1958

History of The S.M.L.S.



Jim Ewings
(1976-05-04-NIS-0072)



The 1st SMLS Christmas Dinner Party
Held at the Hassocks Hotel - 7th December 1957
(1957-12-07-CD-0102)



The 1st SMLS Christmas Dinner Party
Held at the Hassocks Hotel - 7th December 1957
(1957-12-07-CD-0105)



The 1st SMLS Christmas Dinner Party
Held at the Hassocks Hotel - 7th December 1957
(1957-12-07-CD-0106)



The 1st SMLS Christmas Dinner Party
Held at the Hassocks Hotel - 7th December 1957
(1957-12-07-CD-0108)



The 1st SMLS Christmas Dinner Party
Held at the Hassocks Hotel - 7th December 1957
(1957-12-07-CD-0109)