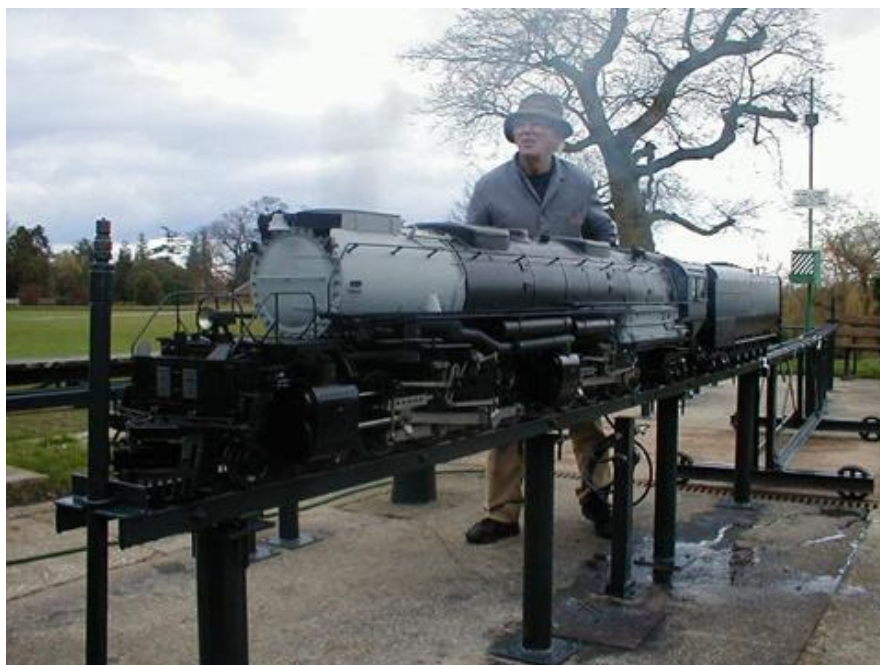


# BEECH HURST NEWS



**Cover picture: -**

*A Very Sad Loss:* On the morning of Saturday 22<sup>nd</sup> November, Brian Taylor passed away peacefully at home surrounded by his close family, he will be sadly missed. Pictured above in late 2000, Brian with his recently completed 5" gauge Union Pacific 'Big Boy' loco.

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## **Editor's Notes**

Normally the December (New Year's Day) edition starts with a Bonfire Night picture on the front cover, however following the passing of Brian Taylor in late November, it is entirely appropriate to change from the norm. On hearing of this sad news, there was time to reflect on the loss of another of Beech Hurst's stalwart members and from a personal perspective the many happy memories I had of him. A piece about Brian appears later in this edition.

As I sit and write these notes, winter has properly arrived. A beautiful, bright and crisp day beckons as the sun rises over the frosty landscape outside. So far, this autumn / winter has been mild and wet for the most part, however the Christmas period has been cold but generally dry and bright (at least for this part of the Country!). Snow has yet to reach much further south than the Midlands and quite frankly it can stay that way too! The forecast for our New Year Run (as I write these notes) is ok, perhaps a bit windy but also a bit milder too. I just hope it stays dry unlike at the beginning of 2014!

Since the October (Bonfire Night) edition it has been a quiet period with winter work steadily progressing and our attendance at the Sandown Park exhibition breaking the weekly routine. Reports on both, plus our Bonfire Night back in early November appear later in this edition.

From October, I would like to thank Chris S, Roy P and Steve T for their respective articles, and in this New Year edition there are articles by Roy P and Steve T, along with reports from the aforementioned social events and winter work. In addition, there are the usual writings and an updated Diary through to the start of March, so please read on and enjoy...

**Andrew**

## **Chairman's Notes**

I start these end of year notes on a sad theme. At the end of November Brian Taylor died at home with his wife and family taking care of him. His health had not been good for a few years, but until the last year or two, Joan had brought Brian up to the Club several times each summer.

When I first joined the Club he was a 'regular', who was always a cheerful, friendly character, and was building his 'Big Boy' American locomotive. During the time I took care of the track, he used to regularly come and help out during winter Saturdays, and when he finally finished the 'Big Boy', was to be seen up on the tender driving this huge engine for several seasons. He had also built a 'Tich' and a 'B1' prior to making 'Big Boy', had served on the Committee and was Club Secretary for many years. We will miss him and send our best wishes to Joan and his family.

Winter work is progressing. Roy P along with Graham Miller and gang have finished the major track replacement and are now working on track relaying on the point, which is back in place but still waiting for the new / refurbished pneumatic air system and cylinders. Peter Chapman is back and fixing up the coal bunkers with new roofs. The gardeners still have a few last leaves to clear.

The Club also had a stand at Sandown Park again this year but it seems many of the model engineer suppliers did not attend the Show, so whether Sandown will continue in the future may be uncertain.

On other matters, the Committee has been discussing disciplinary procedures for the Club in the future. Over the years the Committee has always dealt with situations, but it is never easy and a lot of time has been expended at the expense of Club matters. So we have now adopted a similar system to that used in the scouting fraternity, in that we have set up a sub-Committee to deal with any matters of discipline referred to them by the main Committee (who will still deal with all minor disputes). Three members, plus one reserve, have been approved by the Committee and have kindly agreed to convene if necessary to resolve serious matters and their recommendations will be carried out by the main Committee. Mike Wakeling (already familiar with scouting arrangements), Chris Saunders and John Baldwin (Secretary) will be the sub-Committee, with Roy Preston in reserve. They will have powers to investigate, evaluate and decide what action be taken 'in the best interests of the Club', leaving the main Committee to get on with running the Club.

On the social scene, we had an excellent Bonfire Night in early November which was well attended and enjoyed by all. Thanks to Val & John for taking care of all the catering.

Wishing you season's greetings for a Happy Christmas and then a Happy New Year 2015!

**Mike**

## **Club History**

Continuing the series, you will find my next 2 pages (23 & 24) stapled to the rear of your newsletter, which follow the last 2 published in the October edition.

**Steve T**

## **Brian Taylor (1927 – 2014)**

Most members will have heard of or had the pleasure to meet Brian, except perhaps those who have joined in the most recent couple of years.

Involved in model engineering for over 4 decades, he had association to the Club at Polegate, as well as to us here at Beech Hurst. His first foray into locomotive building was a 3 ½" gauge 'Tich', which even in relatively recent years has been seen in steam at Beech Hurst and runs very well too! Looking to move up a gauge, and probably with one eye on something more suitable for passenger haulage at Beech Hurst, he then embarked on a 5" gauge 'B1' as project number two. Duly completed, this locomotive saw much active service at Beech Hurst as a regular passenger hauling locomotive and like the 'Tich' also ran very well. Although project number three was still 5" gauge, size wise it could not be beaten! The Union Pacific 'Big Boys' are the worlds largest steam locomotive and having received a ticking off at school for reading an article on these giants of steam during a lesson, Brian decided that one day he would build one and that he did! Started around 1980, the project took about 20 years and the finished loco, just missing its transfers, is depicted in steam for the first time on the cover.



It ran very successfully for 6 or 7 years and as well as attracting many 100's of people to Beech Hurst it also made a couple of very successful visits to other tracks around the Country during that period. As a coal-fired 5" gauge model it remains unique and together with the big and heavy engineering underneath there are many detailed touches up top to make it such a superb model. Speak to people about Beech Hurst and I guarantee at least 1 in every 10 will associate us with 'Big

Boy' such is its celebrity status. Perhaps it is wrong to dwell too long on such a part of Brian's model engineering life but for someone who was not a trained engineer to build such a model in his home workshop I think is something to really remember.

**(Picture Above:** Big Boy with a train of 12 carriages and at least 3 dozen passengers! This was an average load for the locomotive, the largest being 72 passengers on one occasion, equating to about 6 tons including carriages!).

As well as a weekly Club member, Brian also undertook Committee duties and the role of Club Secretary from 1983 – 1995, a job to which he was ideally suited. No job at the Club was beneath Brian and he would always be more than happy to help where required, be it gardening, general maintenance, painting or helping with the track work. Someone who in the sporting world would be known as a 'very good all-rounder'!

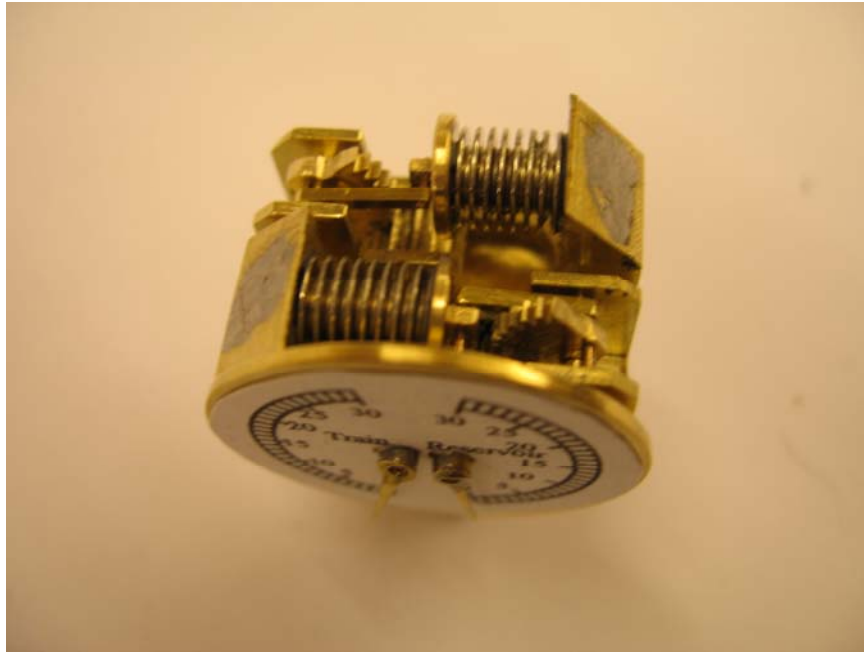
Outside of Beech Hurst, Brian was married to Joan and had a loving family with whom he spent much of his time and had many happy adventures. Not the sort of person to shy away from a challenge, Brian was very outgoing and enjoyed sports and outdoor pursuits, such as hill climbing and walking. Camping holidays, so I am told, were a particular favourite! He lived for much of his life in the coastal town of Eastbourne and thought nothing of the 60 or so mile round trip to visit Beech Hurst, even completing this journey on a racing bike in his younger days!

From a personal perspective I will greatly miss Brian, not only for all the happy memories and several interesting visits away from Beech Hurst but also because he was a genuinely nice person. I still have at home my welcoming letter, hand written of course, that Brian gave me to when I joined back in 1993.

His funeral was held at Eastbourne Crematorium on Monday 8<sup>th</sup> December and was attended by close friends and family, as well as 9 members of Beech Hurst. A lovely service, full of happy memories that spoke volumes of the character Brian was and the full life that he led...

**Andrew**

### Duplex Vacuum Gauge – Part 3 of 3



**(Picture Above:** The two gearboxes fixed to the mounting block and coupled to the bellows using a link arm)

The gauge is covered in a thin brass housing and a front bezel that holds the gauge glass fits over the main housing. Overall outside diameter is about 1.25 inch. The dial layout was made using CAD system and the output printed on paper. Other options could be used to provide a more robust scale if necessary.



**(Picture Above:** The side view of the duplex gauge, overall length 1.2 inch)



**(Picture Above:** The finished duplex gauge)

Initial trials showed that the needles did not move very smoothly. The problem seemed to be mainly small particles of dirt in the gears, so careful cleaning of the gears was necessary. Even after cleaning there was still slight erratic movement. As a lubricant, graphite powder, provided by Mike P, was tried and this significantly improved the movement. The intention now is to see how the gauge performs in service.

There remains the question of calibration. The two movements are likely to have a slightly different sensitivity mainly because the spring rates and effective lengths of the two bellows will differ. The primary reason for such differences is the use of an epoxy adhesive which could influence the number of effective convolutions in the bellows. Considering the purpose of the gauge is to give a rough indication of pressures in the train and reservoir pipes, any difference between the two gauge sensitivities is unlikely to be a major problem. If necessary, the sensitivity of each gauge could be changed by drilling a new hole at a different radial position in the gear wheel.

As far as overall size of the gauge is concerned, it would now be possible to re-make a gauge with slightly smaller dimensions, whilst still keeping the same size of bellows. An overall diameter of 1 inch would certainly be possible, and maybe slightly less. The length could also be reduced to maybe  $\frac{3}{4}$  inch.

In conclusion, the duplex vacuum gauge seems to work and it remains to be seen how it performs in practice.

**Roy P**



## Recent Social Events

Bonfire Night proper fell on a Wednesday this year, so we opted for the preceding Saturday 1<sup>st</sup> for our own celebrations at Beech Hurst. A mild and generally sunny November day greeted us as we set about building this year's creation. Early indications were that we might have the loan of a projector to add to the effect, so we based our 'Home Cinema' design on this (**see rear cover**). A quantity of pallets and other sundry wood had been stored during the previous 12 months, added to by several trees worth of branches (including cuttings of a whole tree brought up in several trips in my car that afternoon) and hey presto we had ourselves a bonfire! Perhaps not the most elegant effort ever but good enough for ½ hour or so of entertainment by which time most of it was floating about as smoke in the lower atmosphere! Unfortunately the aforementioned projector did not materialise, so rather than project a film onto the produced white screen, we made do with a simple message 'Happy November 5<sup>th</sup> 1<sup>st</sup>' instead. The fire was lit at about 18:00 and after a slow start, and a little more 'liquids', we were off and running! As per previous years, the fire burned well for about ½ hour or so, assisted by a steady south-westerly breeze, and as it began to die away, so everyone disappeared back inside for their hot food of potatoes, beans and cheese as has become traditional! Once fuelled and watered, it was back outside as Andrew S & I lit the fireworks, which drew to a close another very successful Bonfire Night. As I say every year, this is one of the best attended social events we hold at Beech Hurst, nearly 40 again this time and it is for that reason alone that it is so successful. Through these pages, I would like to thank Andrew S, Graham Mundy, Mike W, Steve S & I for much of the fire preparation and moving of wood! 'Bodge it and scarper' does not come close to some of our methods, which are good enough for such activities and of course add to the overall fun! Also to Val & John who have an equally busy day preparing and cooking the food for 40+ hungry mouths. Another good team effort and here's to 2015...

Following a few weeks break, the next event was our display at the Sandown Park Model Engineer Show over the weekend of the 13<sup>th</sup> / 14<sup>th</sup> December. Conveniently placed as it is on our side of London, the 2014 set up was our easiest yet, being all done and away in less than 2 hours! Preparation is on the Thursday prior to the 3-day weekend and with help from John Harwood, Graham Miller & I, we set off from Beech Hurst that lunchtime with 3 locomotives on board. On arrival at Sandown Park we met with Adam (who had brought his '9F' loco) and John B, and between us we set about erecting the stand. Our pitch was identical in location to 2013 with a similar number of tables, although this year we decided to arrange them slightly differently, which worked out well. Including Adam's, the 4 models for display were: a 5" '9F', a 5" 'Deutsche Bahn' 'V200', a 5" 'Merchant Navy' and a 5" 'Polly V'. On Friday, John B also brought along his part-built 5" 'Speedy' as we had a little extra space at one end of the stand and this filled the gap nicely. It was a nice mix of models, some complete, others not and during the course of the show there was significant interest in all 5.

**(Picture Next Page Top:** Our stand with locomotives in order as listed above and John B's 'Speedy' just out of view behind the '9F' to the left)



The next 3 days came and went, and apart from the Sunday, Friday and Saturday were steady without ever being too busy. As well as the chance to look around ourselves, there was plenty of opportunity to speak with friends from other Clubs along with members of the public too. General trade stands were less, although there were a couple of useful second hand stalls this year and overall the exhibition was good without being exceptional. Listening to some comments, it is often all too easy to criticise this exhibition for being lacklustre in terms of exhibits or traders but the bottom line is to be constructive with any feedback and most of all support it ourselves, for if we don't come then others may as well say likewise and then there is no Show! It costs us very little, other than some time and effort, and falling as it does in our closed season means it does not impinge on our operating activities. Through these pages, I would like to thank everyone who supported this event in 2014, especially to those who helped set up / pack away and of course loaned models for display. It is hard to say whether the Show will carry on in 2015 (hopefully it will do) but nevertheless it was good fun once again and with a bit of luck 2015 will be likewise...

**Andrew**

### **Winter Work**

Now that we are all but half-way through the closed season, Winter Work has plenty to report once again, as projects continue through this part of the year. Roy P has continued with track work during November and December, although at a much reduced rate now the days are colder and the clocks have gone back! The section from signal 3 to the entrance of the long tunnel is all but complete.



There will be some final checking prior to the start of the 2015 season but the basic job is now done and latterly in November / early December attention has turned to the section heading up the 'Tennis Court Straight' towards signal 2. Rail turning has taken place here and hopefully the ground will also be reduced in height by council contractors to save our truck footboards doing the job for them! This is an ongoing issue and Roy P is pressing MSDC for some action prior to the start of next season! The last couple of weeks have seen the relaying of track on the pneumatic point, which is now back in-situ and this has been completed in time for our New Year Run, albeit with the point manually operated!

Linked to the work on the track, John B is overseeing a complete renovation of the pneumatic point. The main structure is now back in place, having been rubbed down and re-painted in the workshop during early November. Steve's S & T then spent a couple of sessions inserting the structure back in place and aligning / levelling where necessary. Now that the track has been replaced, attention will turn to the electrical / pneumatic side of things once New Year's Day has passed and then re-erection of the pneumatics can begin. This will be no easy task with alignments critical to a smooth operation but all should be fine.

Inside, Andrew S & I, assisted by George, have continued with truck maintenance. Recently, 12 new bogie frames, along with associated horns and stretchers have been sent away to be fabricated externally. This is a fairly involved job, requiring a lot of welding, which is better done by the professionals! Whilst the bogies have gone away, we have turned up 4 new axle sets as well as cleaning and painting 18 others, which had been machined last winter but not finally finished off. We have also been machining and welding inserts into the new axle boxes ready for boring to our standard bearing size. Originally these had been made to take larger bearings but for consistency sake we are making them equivalent to our existing rolling stock and hence we only have to keep in stock 1 size of bearing!

Also inside, Ray has continued to produce new sample truck seats. It was hoped to have one or two ready for testing on New Year's Day, however this has proved to be too tight a deadline and they will be ready for service at the beginning of the season instead. Once trialled, we can then decide which is best for the future and hence the necessary specification for the coverings and foam can be firmed up.

On Sundays, Graham Mundy and Peter C have been kept busy cladding the trap doors to the loft from the main workshop and more recently manufacturing new lids for our coal bunkers to the rear of the flame store. The existing block board ones are life expired and using some new timber and stronger hinges they have been given a new lease of life. This particular job has not been made easy by the strange angles and dimensions they have had to work with but as of last Sunday, lid number 2 of 3 was well progressed and nearly ready for fitting outside.

In the workshops, Mike W has continued to sort out and tidy where he can and focus has been the carriage shed workshop. Obsolete / surplus items are being disposed of (**see workshop on New Year's Day for such items**) and those to be kept are being tidied away. Cupboards and drawers aside, Mike has made a big impression on this space & it looks much better – if we can keep it that way!

**(Pictorial Interlude Below:** Some of our recent winter work projects on the go!)



**Picture Top:** The newly cleaned, machined and painted truck wheel sets...  
**Picture Middle:** The Sunday crew, Graham Mundy and Peter C are always busy!  
**Picture Bottom:** Mark F and Mike W tidying the carriage shed workshop...

Finally for now, a gang of various members have been involved with clearing the leaves, which have been late to fall this year. Quite a number of sack loads of these autumnal devils have been shifted and then dumped for composting over the last few weekends, and all bar a few have now fallen. From now on it will be a case of clearing the last of these, along with any fallen debris besides.

**Andrew**

### **Subscriptions**

Just a reminder that sub's are now due for 2015. Rates remain the same at £5 for under 18's and over 60's (most members in that case!), and £10 for those of us in between! Payment by cash in hand to me at the Club is fine or by cheque (payable to SMLS Ltd) is good too. For cheques sent by post (ideally no cash in the post please), can you forward to the address on the front cover of this edition to ensure a safe delivery. Member's cards will either be given directly in hand if I see you at the Club or by post with the next edition of the newsletter if not. For E-mail recipients of the newsletter, I will post yours separately once payment has been received.

**Andrew**

### **Forthcoming Events**

Into January and we have been invited to display at the London Model Engineering Show at Alexandra Palace. Details for this have been finalised and are now closed. John B is currently waiting to hear back from the organisers regarding the location of our stand and a report will be in the February edition. Finally for now, is our last exhibition for the winter at Brighton in mid February. Final details for this will be required shortly, so a list will be placed on the blackboard after New Year's Day to confirm. I have submitted basic pre-show application details and these have been accepted, so our place is guaranteed and based on last years volunteers too. Any changes to these details will need to be made by mid-January, after which, paperwork will then be sent out. Likewise with the show at Alexandra Palace, a full report will appear in the February news.

### **Diary of Events**

15<sup>th</sup> – 18<sup>th</sup> January 2015 – SMLS to display at Alexandra Palace Exhibition

5<sup>th</sup> February 2015 – Club Night – Will start at approx. 1900

19<sup>th</sup> – 22<sup>nd</sup> February 2015 – SMLS to display at Model World, Brighton

5<sup>th</sup> March 2015 – Club Night – Will start at approx. 1900

**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**

## Sussex Miniature Locomotive Society Ltd



### **Rear Cover picture: -**

*Ready for the Off:* Our 2014 bonfire effort of a basic 'Home Cinema', complete with corner unit, genuine 'teas maid' and drinks. The beakers on the 'teas maid' by the way were filled with diesel for what we hoped would be spontaneous combustion but were instead used manually to give the fire a much needed 'boost' at the start!

## 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 the 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 Annual Christmas Dinner this year a date of 7th December 1957. It was agreed to start it off.
			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 Annual Club 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 Annual Club 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 nickname 'Banger' after his splendid contribution at the 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.
			Ron Bostel (S.R.)	Secretary	The S.M.E.E. asked if they could visit on the 29th June, It was not possible for this date but the 8th June 1958 was suggested.
			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 at 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.

### Sabotage on pint-sized railway

**T**HE miniature railway track at Beech Hurst, Haywards Heath, has recovered from its first attack of sabotage.

Mr. S. R. Bostel, secretary of the Sussex Miniature Locomotive Society, who own the track, reports that "some clever boy" had decided to snip pieces out of their signal wires at just the right places. And he was successful in sabotaging the signalling system.

Repairs to the damaged system included the encasing of the wires in galvanised steel screwed conduit.

"Although not necessarily fool-proof," says Mr. Bostel, "the repairs will make the job far more substantial and render future attempts, if any, more difficult, and consequently increase the chance of the miscreant being discovered."

The track is becoming a popular venue for visiting societies. The Maidstone society have already made a successful visit this year, and other organisations who hope to try out their locomotives on what is one of the longest miniature tracks in the country include the S.M.E.E. and the Romford society.

An idea of the use being made of the track is that during the Easter weekend this year more than 1,000 passengers were carried by the miniature locomotives.

Argus 25/05/1957

News Paper Article from the Argus  
(1957-05-25-NP-A-0004)

### No Complaints About This Train! THE 'TOYTOWN FLYER' AT BEECH HURST

Although landslides have disrupted train services on the Brighton line and the controversy over the Bluebell Line has yet to be settled, Haywards Heath's most local railway line is doing very nicely.

Up at Beech Hurst the Sussex Miniature Locomotive Society runs a track where the trains are never late, frost does not interfere with the points, there are no "Monday morning" faces, the signals are always down, and for sixpence the traveller can do the whole journey—round the bowling greens—twice.

The "Toytown Flyer," as the train is affectionately known to many a locomotive-minded youngster is a winner all the way.

At the Societys annual meeting, held in the Tearoom at Beech Hurst on February 16, Mr. L. WHITTINGTON, M.B.E. (Chairman and Hon. Treasurer), stated that despite the bad weather last summer, over 6,000 passengers had journeyed on the Beech Hurst track. This compared with the previous year's 5,800 travellers.

Mr. Whittington felt that there was a need for more locomotives to cope with the week-end rush, and he hoped that a few more would be built. Considerable work had been done to the signals, and a station hut had been erected and a water supply installed. Plans for a transporter had been passed, and it was planned to equip a Calor gas plant in the station hut.

Mid Sussex Times 27/08/1957

News Paper Article from the Mid Sussex Times  
(1957-07-27-NP-MST-0004)



Charlie & Mike Killick - 1958  
(1958-00-00-EY-P-0214)



Mike Killick - 1958  
(1958-00-00-AK-S-1410)