

# Sussex Miniature Locomotive Society Ltd

Issue No. 403  
June 2013

## BEECH HURST NEWS



### **Cover picture: -**

*The Best:* It was with great sadness that we learnt of the passing of long standing member Peter Marten on 13<sup>th</sup> May. The cover picture is tribute to Peter's skill as a model engineer when his 'K' class loco won our efficiency trials. A piece about Peter's life & work appears inside.

### **Editor**

Andrew Brock  
189 The Welkin  
Lindfield  
RH16 2PW

[andy.brock15@btinternet.com](mailto:andy.brock15@btinternet.com)

SMLS Ltd, The Clubhouse, Bolnore Road, Haywards Heath,  
West Sussex, RH16 4BX.

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## **Editor's Notes**

From the front cover, it is with the greatest sadness that I should start this edition with the news that long standing member Peter Marten passed away in mid-May, just 2 days shy of his 83<sup>rd</sup> Birthday. Peter will be well known to many of you in the Club and for me a very well spoken and highly respected member with a good sense of humour! His 'Ajax' and latterly LBSCR 'K' class locomotives are up there with best that members at Beech Hurst have produced and the 'K', despite it's smaller size, is still one of, if not the, most powerful locomotives at the Club. His funeral service at Worth crematorium filled the large chapel and it was standing room only for many. A piece about Peter, which was read during the service, appears later in this edition.

Since the last edition at the end of April we have been busy at the Club, not only on the track but also off it. Helped by some nicer and often warmer weather, as I write these notes the forecast is for 25°C, which is more like summer. That said, it has also been unseasonably windy of late, which has made even the sunny days that bit chilly.

From the last edition, I would like to thank Andrew S, Roy P and Steve T for their respective contributions, and in this edition there is an Obituary for Peter Marten, articles again by Andrew S, Roy P and Steve T, as well as reports on our special day and social events since the April newsletter. There is also an updated Diary of Events, so please read on and enjoy...

**Andrew**

## **Chairman's Notes**

As many of you already know, Peter Marten passed away in mid-May. He was a much loved and hard working member at Beech Hurst for many years. He served as Chairman, committee member, Minutes Secretary, Materials Manager and much more. He built and ran an 'Ajax' and then in later years, a splendid 'K' class loco, for which he won a silver medal at the S.M.E.E. He also wrote a book about the last 35 years at Beech Hurst, which we published for the Club's 60th anniversary. Members received a free copy of this as part of the celebrations.

Speaking personally, I have many happy memories of Peter. I remember he was the first to make me welcome at the Club and to show me around when I came to apply to be a member. He even offered to make me a cup of tea! We often used to joke with him on the rare occasion he made the tea and he would inform us for several weeks after that he had made tea on that occasion.

Everyone will have a story to tell and some special memory of Peter. Some of the lady members of the Club will remember of the particular Wednesday one August when Peter prepared to drive his loco. He was a regular 'runner' during the school holidays. He had brought up a special one piece boiler suit that he hadn't used for a while. Since he had last used it, he had put on a few pounds....more than a few....! How he ever got into it I will never know, but he appeared in the doorway proclaiming that it had appeared to have shrunk!

All the ladies were in fits of uncontrollable laughter and tears at his appearance and obvious discomfort! Peter was most indignant, but it was very funny.

He couldn't possibly drive in it and had to change into his more regular workshop coat. He was a lovely chap, a gentleman and a superb engineer. I'm sure everyone has some happy memories of days with Peter at the Club. We will all miss him very much, and all of us, I am sure, send Enid, Kingsley, Lucy and family our best wishes. Enid said she will visit us during the August Wednesdays, so we will look forward to seeing her then if not before.

On other matters, the weather seems to have been mixed of late and up until now, Roy P has not been able to progress too much with the track painting. The 'Small Engine Day' I understand went well and Club visits to / from Chelmsford have taken place. I have been away working for the last few weeks but I am looking forward to being back for the June BBQ and the rest of the summer.

**Mike**

## **Club History**

Continuing the series, you will find my next 2 pages (7 & 8) stapled to the rear of your newsletter, which follow the last 2 published in the April edition.

**Steve T**

## **Peter Marten**

Peter was born in Hampton (Middlesex) on 15<sup>th</sup> May 1930. He was an only child and had a happy childhood. As his father was a Naval Commander and keen that Peter should follow him into the Navy, he was enrolled at Dartmouth Naval College in 1941, which by then had been evacuated to Eaton Hall in Cheshire. After a couple of years, Peter decided a naval career was not for him and he left to continue his schooling on the Isle of Skye where his father was in command of the coastal defences around the Hebrides. When the war ended, Peter and the family went home and he finished his education at Hampton School.

His first job was in the drawing office at Woodall Duckham, a civil engineering company in Knightsbridge, but by then his passion was rowing and he joined Molesey Boat Club. He quickly moved up the ranks and became a member of the First Eight which performed with distinction for a number of years including winning some of the major races at Henley Regatta. When Peter was called up for National Service in the RAF, many of his crew went on to be selected to row at the Olympics in 1952.

In time, Peter moved from rowing to skiff shoving and punting, which also proved successful. It was at this time that he caught the eye of a young 19 year old who belonged to Wraysbury Skiff and Punting Club. He and Enid then joined Thames Ditton Skiff and Punting Club where they became a formidable partnership, becoming Mixed Double Punting Champions of the Lower Thames at Maidenhead in 1957.

They married in 1960 and set up home in Old Windsor. Kingsley was born in 1962 and Louise in 1965, but then as Woodall Duckham moved to Crawley, the Marten's found a home in Dormansland.

By now a project manager, Peter saw service all over Europe and became a devoted Francophile. The family enjoyed holidays in France, first in a tent, then a caravan and became firm friends with a French family which endures today.

After many years with Woodall Duckham, Peter joined W.S. Atkins at Epsom and at one point was involved with building a steel works in Brazil. Still at Atkins he worked with Euro Tunnel and was eventually seconded to them to oversee the construction of 'le tunnel'. Throughout his time with Euro Tunnel he would give talks and presentations to many organisations, while as a shareholder the family would frequently go to France for lunch and shopping, for £1 each way!

After leaving the river, Peter set up a workshop at home and started to build a small 3 ½" gauge railway engine called 'Tich'. He moved on to build a 1 ½" 'Alchin' Traction Engine, which didn't require a track to run. Peter joined the East Grinstead Model Engineering Society with Kingsley, as they ran a portable railway at local summer fetes and in due course Peter started to build a 5" gauge 'Ajax'. Then, he and Kingsley joined the Beech Hurst Railway at Haywards Heath where Peter was to spend many weekends driving his engines and pulling trains packed with visitors to the park. Peter was a member of Beech Hurst for 34 years. He wrote the second half of the Club's bi-centenary History and built his finest locomotive, a 5" gauge LBSCR 'K' Class 2-6-0 Mogul that won recognition as one of the most efficient and strongest working engines ever seen at Beech Hurst, and also won a silver medal at S.M.E.E.

When the East Grinstead Talking News was formed, Peter and Enid read for over a decade. After his retirement, Peter drove the Lingfield Marathon Minibus for the Lunch Club and also drove for Enid's various walking groups, even taking them on day trips to France.

Peter was a private person, very proud of his family and their achievements, and he enjoyed a wide circle of friends who respected his skills, expertise and wisdom. He will be sadly missed by Enid, Kingsley, Sally, Louise and Giles.

## Summer Work



Since taking over as Workshop Manager in March, Mike Wakeling has set about tidying up and re-modelling our workshop with help from Steve's S & T. Current progress has seen most of the benches and cupboards moved to generate more working space and once the Smart & Brown lathe has been sold to John B, there will be space to play with. For

those using the workshop, please keep it tidy and place tools back where they came from. If we can keep the workshop smart then it will make life easier for all of us... **(Picture Above: They say fitting is always the hardest part!)**

**Andrew**

## Beech Hurst Track Monitoring Vehicle – Article 2 of 3

Whilst the process of acquiring data from an inclinometer is relatively straightforward, being able to acquire data, signal process it and display it in a convenient form is crucial.

Before starting to write the software for the TMV, a User Specification was prepared which provided an initial framework for the writing process.

It was decided to use a laptop computer running Microsoft Windows. Software is written in Visual Basic under Microsoft Visual Studio 2008. Although in the end the programme was successfully developed, many problems were experienced because the MS Visual Basic languages are not totally upward compatible.

Concentrating from the user's perspective, the programme provides a number of screens. These are:

Initial Screen

Configuration Screen

Data Acquisition Screen

Data File Selection Screen

Data Display Screen, both scroll and fixed window

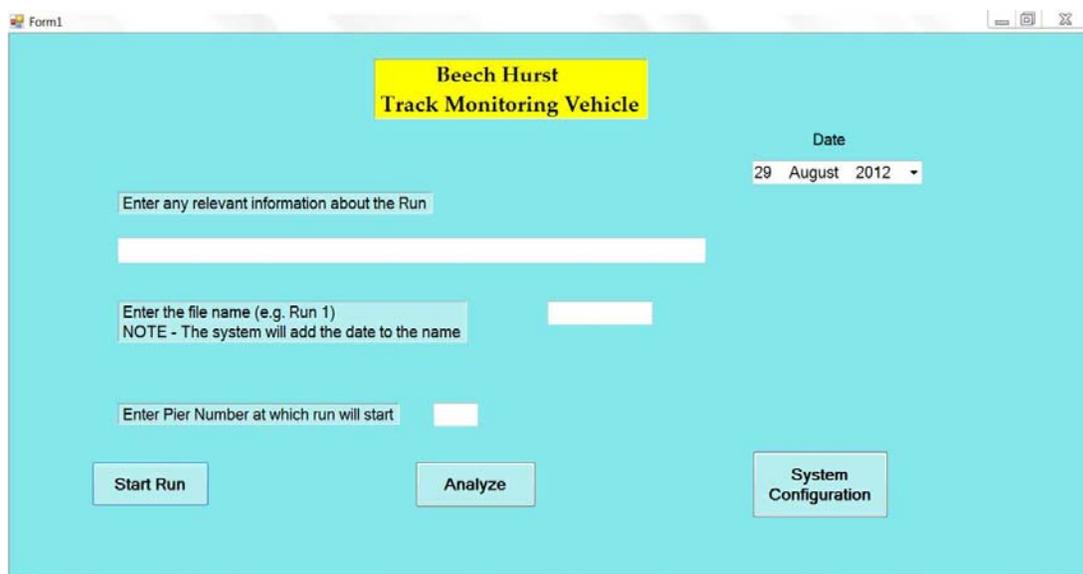


Figure 3: Initial Screen.

### Initial Screen

The Initial Screen is shown in Figure 3. By clicking one of the three boxes at the bottom of the screen, the user can enter one of the following screens:

Data acquisition by clicking 'Start Run';

Analysis;

System Configuration

The Initial Screen also provides the operator with the ability to enter data specific for the particular set of measurements to be made.

This data is then stored in the same file as the measurement results. In addition, the current date, as indicated on the screen is added to the filename. Perhaps the most important information entered is the 'Pier Number at which the run starts'. As will be seen later, this allows the absolute positions of all measured data to be established.

### Data Acquisition Screen

On entering this screen, the operator sees a screen as shown in Figure 4.

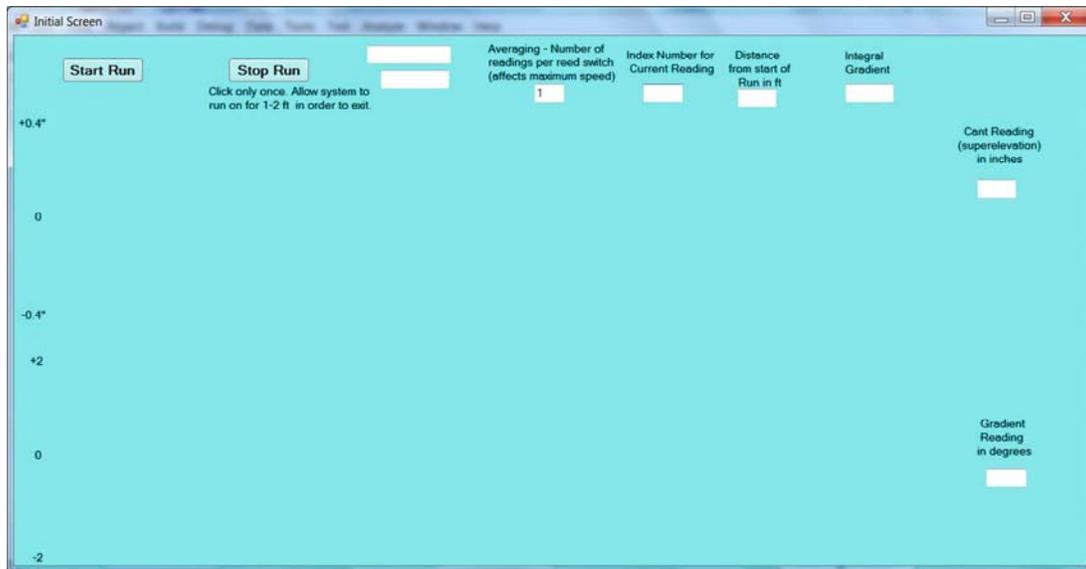


Figure 4: The Acquisition Screen prior to the start of data acquisition.

This screen displays the Cant and Gradient measurements as they are being taken, i.e. in real time. As well as a graphical display of each reading, a numerical display is also provided for both measured quantities. In addition, a parameter called the 'Index number' is displayed. This is a count of the number of readings taken. As each reading is taken once per revolution of the measuring wheel, the distance travelled is simply the 'Index Number' multiplied by the circumference of the measuring wheel. This distance is also displayed in real time.

Prior to starting the data acquisition process, the number of readings taken for each rotation of the measuring wheel is entered. The default value is 1 but it is usually best to take two readings, hence this parameter would be set to 2. As the inclinometer takes about 200 ms to take and transfer a reading, the more readings taken per revolution the slower the TMV can travel without missing readings. To provide the operator with a warning when the TMV is travelling too fast, the speed is determined and displayed. When it exceeds the maximum for the selected number of readings per revolution, an audible warning is emitted.

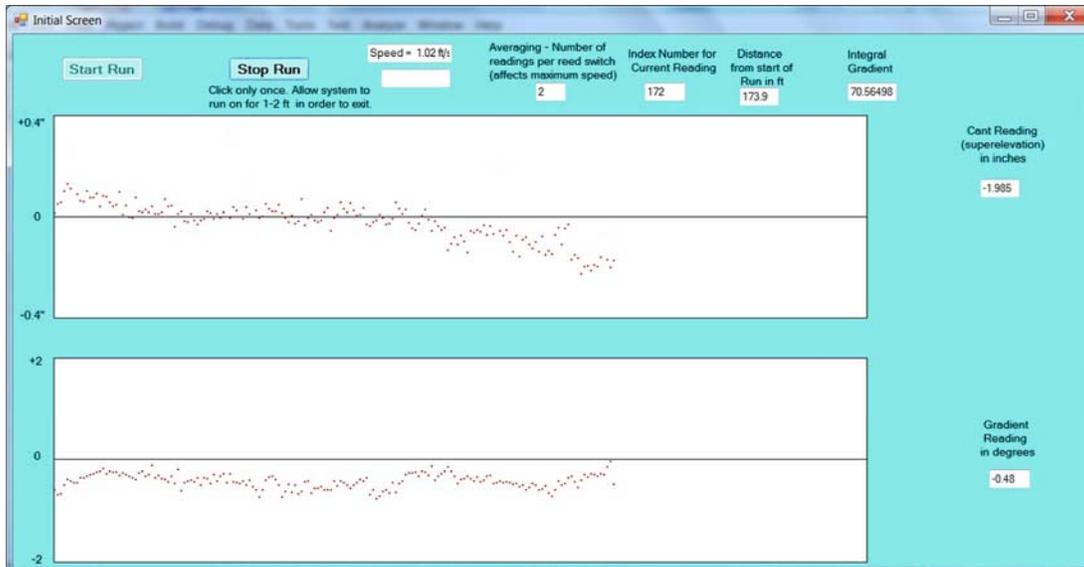


Figure 5: The Acquisition Screen during data acquisition.

The 'Start' acquisition button is pressed when the TMV is positioned on the track at the designated pier. Once the inclinometer takes the first readings, two rectangular areas of the screen change to white and data points are displayed in red as they are acquired starting at the left hand of the display screen. Figure 5 shows a typical set of measurements being made. The top display shows the readings of 'Cant' and the bottom shows the track 'Gradient'. As well as displaying the data, the results are stored in a data file which also contains the index and distance information for each reading. The advantage of the display of real-time data during the acquisition process is that the quality of the data can be assessed as it is being acquired to ensure it is satisfactory. When the results being plotted reach the right hand side of the display screen, the current set of data is erased from display and the plotting starts again from the left hand edge. When the operator decides to stop the data acquisition process, the 'Stop' button is pressed whilst the TMV is still moving and at the next acquisition the process is terminated and the system returns to the 'Initial Screen'.

At the end of the run the system writes a terminator on the file and also a value for a parameter referred to as the 'Run integral'. This parameter is the summation of all the gradient readings. The reason for storing this number is that when the run is a full circuit of a track, i.e. the TMV does a whole circuit of the track; the mathematical value of the spatial integral of the gradient should be close to zero. This is because each reading of gradient represents a change of height equal to the gradient angle multiplied by the distance between measurements. As all readings are taken at equal distance increments and a whole track circuit represents no net change in total height of the TMV, the sum of the individual heights, i.e. the sum of all the gradients, should end up to be close to zero. So, 'Run integral' is a useful check of the quality of the run. In practice, one major benefit of determining this parameter is that it is possible to have a small amount of slip of the measuring wheel on the track when the track is wet.

Such slip leads to the 'Run integral' differing slightly from zero, thereby showing the value of this parameter.

### **System Configuration**

System Configuration screen provides two main functions. The first relates to the host computer being used. Unfortunately, different computers use different ports for serial communication and different file paths are used depending on where the programme and data files are stored. The source code can be changed to accommodate these differences so that more than one computer can be used. However, the most important aspect of the 'System Configuration' screen is the ability to generate a separate data file that relates the index number, or distance, to information about different features around the track circuit. For instance, at Beech Hurst the track is raised on piers and the position of each pier can be identified as can the position of features such as signals, points, tunnels etc. This is achieved by running the TMV around the track and at each rotation of the measuring wheel an entry on a configuration file is made. Whenever either the pier or feature is reached the operator clicks the appropriate button and the information about the feature is added to the current 'Index' entry. Once the track circuit is completed, the configuration file is saved and used during data displays as described later. It is possible to edit this file so features can be added later if desired. Acquiring data for the configuration file is a process that only needs to be done once.

**Roy Preston**

**EdNo.** To be continued in the August edition with the analysis and conclusions

### **Recent Events**



Starting on 25<sup>th</sup> May, we operated a 'Small Engine Day' with many locomotives not normally (or never before) used in passenger service. Albeit not particularly warm, the day itself was pleasant enough and we had 9 locomotives in service at various times during the afternoon. The volume of trains didn't seem to be a

problem and despite their diminutive size most locomotives carried on faultlessly for the 3 hour session, which I have to say was great fun. We also received many positive comments from the travelling public who had seen our article in the paper the Thursday before. Thanks to everyone who contributed to this event and is proof enough that even the smallest of locomotives can be useful in sufficient numbers! **(Picture above: Dave M & Roy P with their train)**

Into June and on the first Thursday, our Club Night, we hosted our friends from the Lavender Line at Isfield. A dry and sunny evening it was, but very blustery too and this certainly took the edge off the temperature. That said, it was a very pleasant evening with excellent company and our guests took it in turns to drive our Class 73 electric or 'Ajax' steam locomotives. Val and John also prepared a very nice salad buffet for our guests to enjoy and this was finished off by a special Birthday cake brought by the mother of one of the children from Isfield. Overall, the evening went well, if a bit chilly towards the end, and through these pages I would like to thank everybody who helped out prior, during and after the event, from catering to operating the railway – a great team effort...



The following Saturday, a group of us then visited the Chelmsford Club track. Adam, John H and Steve S went by road, whilst Andrew S, Norman & I took the train via London. Both journeys were seamless and we were all there before 10:00. John H and Steve S had brought the locomotives with them and they were a 5" 'V200', 5" 'Polly', 5" '08', 5" 'Railmotor' and the 'Pump Trolley'. We were again first on the raised

track with the 'Pump Trolley', 'V200' and 'Railmotor' doing the honours. Latterly we were joined by a 5" 'Simplex' and 5" 'Maid of Kent', whilst a 7 ¼" 'Growler' and 7 ¼" 'Fairburn Tank' plied the ground level. **(Pictures above and below)**



Lunch was provided in the form of Fish / Sausage and Chips, which was very nice and followed up with chocolate cake or bars!

After lunch, the 'V200' and 'Railmotor' joined the 'Fairburn Tank' on the ground level track, the 'V200' being driven from an 'armchair style' driving truck and my 'Railmotor' from a normal passenger car but whilst laid down belly first! Although not comfortable for more than an

hour or so, this position is not that bad and is more like being the driver! On the raised track, 'Polly' came on to join the 'Maid of Kent', before the latter was withdrawn and the raised track was entirely our own again.



Later, we were also joined by Paul T and wife Helen, Paul being persuaded to drive the 'V200', which is far removed from the steam traction he is used to! **(Picture left)**

Just after 15:00 we began to wind things down a bit and one by one the locomotives came off for cleaning and packing away for the journey back to

Sussex. It had been another very nice visit, pleasantly warm and of course with excellent company too. This was slightly tainted by the news that the Club may have to withdraw from their site in the coming years due to development plans. Although this is likely to be some way off, it is not the news that any Club wishes to receive and will hopefully work out well. We wish the guys at Chelmsford all the best and thank them again for their superb hospitality.



The following Saturday, it was our turn to host the guys and girls from Chelmsford, and as seems typical for their visits down south, it was showery and breezy! That said, the day started dry enough, and early for some of us, as we set to and cut the grass, which needs attention every couple of weeks at present. Our guests started

arriving about 10:30 and we were soon busy off loading their cars and getting everything ready for the day ahead. The set list of locomotives for 2013 was: 5" 'Britannia', 5" 'B1', 5" 'B1', 5" 'Manor' **(picture above)**, 5" 'Electric' (under construction!), 5" 'GER Single' and 3 ½" 'Maisie' **(picture next page top)**. One of the B1's didn't come on to the track till nearer lunchtime, however all the aforementioned others were in steam or otherwise by about 11:30 and the track was busy!

Lunchtime came and went, and as a few of the locomotives (and drivers) took a break in the siding, it was left to the 'Single' and one of the B1's to keep the railway moving during this time.



Thereafter, our service was operated entirely by the Chelmsford locomotives with the 'Single' retiring prior to the commencement of passenger service, thus leaving the other 6 locomotives to carry on with 4 of the 6 taking passengers. It was not a particularly busy day, although there was a steady stream of people taking a ride and luckily

the forecast showers did not make an appearance, however the nagging wind was a nuisance and made it feel cool.

Soon enough 17:00 came and we were again helping our guests to clean down and then load up for the short trip to the re-named 'Sergison' pub at the end of Bolnore Road and thence to Chelmsford after a 'water stop'! Through these pages I would like to thank our friends from Chelmsford for coming down to Beech Hurst and operating our service for the day, also to all those who helped to prepare, run and tidy away for them, especially to John H's wife for the lovely sausage rolls and strawberry flan!

**Andrew**

### **Building a W&L 'Dougal'**

Although in my last article I said that my side tanks were complete, there was however one more job that needed doing - lead. In order to balance the loco and increase its overall weight it was always my intention to fill the rear side tanks with as much added weight as possible. Previously this had been with tungsten turning tips but these were not a long term solution as every time I wanted to take the tanks off, every single turning tip had to be removed to get at the bolts in the bottom of each section. It was therefore time to do something about the problem and thanks to a generous donation of assorted pieces of lead from my next door neighbour; Andrew and I have had the fun of casting it into several large blocks. Next, I had to cut the lead into six rough pieces, one for each compartment of my box section side tanks - this was good fun in its own right..., then came machining each side to the correct length. This was achieved by means of a tipped shell mill which worked extremely well, since it did not get clogged up like an end mill tends to do. I then counter-bored a hole into the base of each block of lead to fit around the bolt in the bottom of the tank. The corners were then rounded off with a file and a hole drilled and tapped into the top in order for a hook to screw in and pull them out when required.



All the lead was installed prior to Dougal's first ever passenger run as part of the Clubs 'Small Engine Day' on May 25<sup>th</sup>. Everything performed as it should do, although after two hours both the loco and driver(s) were getting tired, meaning that the last 60 minutes was

'hard work'. The only aspect which I felt still needed sorting were the three steam valves in the cab. The injector especially used to burn the operative with boiling water so the opportunity has since been taken to re-make all the valves, incorporating PTFE seals. Initial indications are that they appear to be successful, although I have yet to try them on steam.

**(Picture above – Dougal heads a train during our 'Small Engine Day' with Andrew B's 'Railmotor at the back)**

**Andrew S**

### **Forthcoming Events**

With most of our recent events having taken place during late May / June, the Diary is much condensed this time. Our special day on 20<sup>th</sup> July is the next event and that evening we have also been invited to the Lavender Line for a return visit. They will hopefully be running a train(s) for us and John P has said he will cook a supper too, sausage and mash was mentioned and went down very well last year! If you would like to attend then please add your name to the blackboard in the next couple of weeks then I can let John know of the numbers for catering. Thereafter, we have our second 'Bring Your Own' BBQ on the Bank Holiday Saturday in August, the 24<sup>th</sup>. The format will be as per June and will start promptly at 18:00 to maximise daylight hours.

We are also hopeful to be able to organise a Bowls Match during August, however details for this are much dependent on their fixture list and details will be displayed in the Clubhouse if and when it can be arranged...

Reports and pictures on all the above will then be publicised in the August edition, by which time we will have but a month of running remaining – time goes so fast and we are already half way through 2013!

**Andrew**

## **Diary of Events**

4<sup>th</sup> July 2013 – Club Night – Will start at approx. 19:00

20<sup>th</sup> July 2013 – Double Headed & £3 all afternoon Special Day from 14:00

20<sup>th</sup> July 2013 – SMLS visit to Lavender Line from 18:00

1<sup>st</sup> August 2013 – Club Night – Will start at approx. 19:00

TBC August 2013 – Bowls Match – Will be advertised in the Clubhouse

24<sup>th</sup> August 2013 – Evening 'Bring Your Own' BBQ – Will start from 18:00

5<sup>th</sup> September 2013 – Club Night – Will start at approx. 19:00

3<sup>rd</sup> October 2013 – Club Night – Will start at approx. 19:00

**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: -

*All Those Years Ago:* Peter's other 5" locomotive, which saw regular use at Beech Hurst, was an 'Ajax' seen here pictured during a snowy Boxing Day run in 1981. The 'MSL' on the side tank was actually the name of a pre-grouping railway company, The Manchester, Sheffield and Lincoln; however Peter liked to think it meant 'My Small Loco!'

## History of The S.M.L.S.

Information Found			Names	Relevant Information	Notes
Place	No	Date			
A.G.M. Minutes	2	23 January 1954	26 In Attendance		Minutes of the previous meeting were read & confirmed as correct then signed by the Chairman
			Leonard Whittington	Chairman	Ernest Brown (Father) relinquished his position as Chairman, & elected as a Vice Chairman.
			Ernest Brown (Father)	Vice Chairman	A Treasurer is to be found.
			Arthur Ayliffe (A.E.)	Vice Chairman	It was agreed that the long south straight be called Whittington Bank.
			Ron Bostel (S.R.)	Secretary & Treasurer	The date for the Official Opening Day was agreed to be the 1st weekend in May 1954.
			W.M.Hebblethwaite	Mid Sussex Society Member	It was agreed that the Steaming Bay & Station be finished for the Official Opening Day.
			Bert Perryman (A.C.)	Worthing Society Member	It was felt that visiting club's only bring 1 Loco each to the Official Opening Day.
			Jack Austen-Walton	C.M.E. - S.M.L.S.	On the 23rd January 1954 Mr Cornwells with his Hielan Lassie was the 1st person to run on the New S.M.L.S track.
			C.O.Hughes		Tom Snoxell offered to supply labour for any catering of Club events.
			J.B.Hughes		The cost of rides was discussed, no decision was made.
			Mr Cornwell		A lower quotation for the Insurance was to be found.
			Mr Burwell		More than 700ft of Track has been laid.
			Alan S.Taylor		Tom Snoxell suggested that to help Club Funds that each visitor wishing to run on the Track be asked to donate £0.5.0.d
			Dick Rawlins (R.C.)	Track Committee Member	A total of £30.0.0.d was collected in subscription of £0.15.0.d from each member.
			Arthur Elphick		
			F.Barrows		
			Alf Funnell	Track Committee	
			F.W.Wilkins		
			Tom Snoxell (T.P.)		
			S.G.Watson (Pop)		
Meira					
Granville					
H.H.Mills	Chairman Tunbridge Wells MES				
Proctor	Secretary Tunbridge Wells MES				
G.D.Edwards					
S.T.Sitwell					
V.K.Wilding					
Arthur R.Toone					
Track Progress Report		23 January 1954			Over the last 12 months with the aid of borrowed wheelbarrows, bricks & sleepers were placed around the track. With the help of the Surveyor setting out was commenced. The Contractors then started to erect the piers. It is still planed to open in the Spring.
SMLS Committee Minutes 1951-59 Bound	4	20 February 1954	6 In Attendance	Apologies - Dick Rawlins (R.C.)	Minutes of the previous meeting were read & confirmed as correct then signed by the Chairman.
			Leonard Whittington	Chairman	The Concrete Tube method was decided too expensive so the level crossing being built at present be continued.
			Ron Bostel (S.R.)	Secretary & Treasurer - S.M.L.S.	The Council were not prepared to alter the bank by the station.
			Ernest Brown (Father)	Other	Gradient Posts & Whistle Sign are under construction.
			Jack Austen-Walton	Other	The track work will recommence on the 27th February 1954.
			Alf Funnell	Other	The BBC, Pathe News & British Paramount have showed an interest in the World Record Attempt.
Les Clarke ( A.L.)	Other	Mr K.N.Harris was voted in to the Club as a New Member & co-opted on to the committee.			

## History of The S.M.L.S.



Laying out of Whittington Straight - 1952  
(IPB-0275)



Some of the Spectators at the Opening Day - 1954  
(IPB-0037)



The Steaming Bay on the Opening Day - 1954  
(IPB-0094)



Les Clarke Breaking the Tape on Opening Day - 1954  
(IPB-0080)



Les Clarke in Service on Opening Day - 1954  
(IPB-0081)



K.N. Harris - 1954  
(IPB-0017)