

as revealed on large-scale map of 1855 (about 1 to 10,000 or 6" to the mile).

First find Thorncliffe Park on the map. At the bottom of the map, halfway along, find **Chapelton** marked. Above it is a wiggly double line that is the **Blackburn Brook** (with all its bends) coming from the NW: these days, in 2010, it is nearly all culverted. Follow the stream up about 5cm or 2 inches on the map, to where it is joined by **Charlton Brook** (coming from the W, Lane End). Just 1cm or ½ inch before Charlton Brook joins to the main stream on the map, you will find (in very small print) **Weir and Footbridge**.

You have found our pond! These days the path by the pond here goes over the footbridge, across the waterfall, then under the railway (built 1898 and running via Tankersley tunnel to Barnsley), its embankment forming the E. boundary of our Thorncliffe Park.

These days our N. boundary is the road to Lane End, parallel to Charlton Brook, and the new executive-type housing estate beyond it to the N, where Blackburn Brook is now culverted underground. Thorncliffe Avenue (rows of terraced cottages) was built on these fields in about 1870, and the big **boiler shops** built in 1912, where hundreds of skilled workmen made constructional steel for all the world to buy. Thorncliffe Avenue and the boiler shops were flattened in about 1980, after Newton Chambers & Co. ceased to exist in 1968.

On the map, follow the road from Chapelton NE (between the woodlands) up White Lane and the pub "The Norfolk Arms" is marked on the end of Warren Lane, but no houses. The lane formed the S. boundary of Tankersley Park (Old Park Wall).

Going NW on the map from Lane End road, you find "Crossfield Tavern", still there serving pints, and at Mortomley the "Pack Horse Inn", and at High Green "The White Hart" (my grandfather's local pub) all doing business still, after more than 150 years. At Lane End the Hospital shown (now demolished) was an **Alms House**, the first kind of public provision for illness, housing old people too infirm (at about 60) to work and pay rent, long before Old Age Pension of five shillings was introduced in 1911. Up Burncross (opposite today's swimming pool) is another alms house (now a solicitor's office), and a big alms house on the road (LHS) from Harley to Wentworth, which is still in use.

Further up the road (about 5cm or 2 inches) on the RHS is Furnace Lane (now Thorncliffe Lane). At the bottom (on the map) it crosses Blackburn Brook, leading to the middle of Thorncliffe Ironworks (marked) with the blast furnaces, at the centre of the Newton Chambers & Co. enterprise in 1793.

Coke (roasted coal) was burnt here to melt the **ironstone** into a white-hot liquid that gathered at the bottom of the furnace – the **well**. The liquid **iron** being heavier, separated off at the bottom and the liquid stone (called **slag**) floated on top of it, like cream on milk, at 1500 degrees C.

When the well got full, the slag was run off the top of the iron at one "tapping hole", and the iron ran out of another hole lower down into the sand outside, where comb-shaped moulds formed it into **pig iron** bars about a metre or a yard long, weighing about 50kg or one hundredweight.

The liquid slag ran into big iron ladles on wheels where it solidified and was tipped or broken up for road stone or for making concrete.

The first **blast furnaces**, requiring power to drive the blast engine bellows, were always built by a stream, and the running water was diverted over a big waterwheel driving the bellows that pumped a continuous blast of air into the bottom of the furnace, raising the temperature of the fire above the melting point of iron. It can be compared to a garden bonfire which burns more fiercely and hotter when a strong wind blows more oxygen into it from the air, raising the temperature.

By 1800 **steam engines**, invented by James Watt in about 1750 replaced the water wheels to produce a blast of air that could burn the coke at a higher temperature with much more heat.

In the NW of the map, look hard and find groups of **coke ovens** and lots of **coal pits** where the coal was dug to be roasted in bee-hive shaped brick ovens to get rid of sulphur impurities and leaving coke to use in the furnaces.

More than 100 years later, in the 1920's, all these small coke ovens were replaced when, at **Smithy Wood** (Thorpe Hesley), a large battery of cast-iron coke ovens of a German design (**Koppers**) were built close to the railway. These made many thousands of tons of coke every day in a continuous-process plant, from coal brought from the big pit at **Rockingham** in Birdwell, near Barnsley.

Soon after, an **aerial ropeway** was built from the Rockingham pit to Smithy Wood Ovens (about 8km or 5 miles through the woods) and carried the coke back to the Thorncliffe blast furnace, all part of a mass-production process.

Some may remember the Ropeway (dismantled after WW2) that creaked night and day with big buckets in the sky over the woods, following roughly the same line as the G.C. Railway on the map. The same route was taken by the M1 motorway in 1968.

This local history of iron-working over 250 years shows us why today about 40,000 people live here in all the villages. Heavy jobs were created plentifully in the ironstone and coal pits and on two railways and the factories. All this industry made possible the enormous increase in population that provided the labour-intensive workforce.

Lacking the industry, this same area of valley would have supported barely one tenth of people living here and finding work only in agriculture. So our valley from before 1900 to WW1 years was bursting with human activity and technical progress. Newton Chambers & Co. had big contracts throughout the world for plants producing town gas from coal. A big iron and steel works was constructed in the Ural Mountains in Russia. Local workmen spent adventurous months and years in South America, West Africa or Shanghai.

At that time too, job seekers from rural parts of England arrived at Thorncliffe and numerous Irish workers were employed as strikebreakers in the 1870's, eventually building their own schools and places of worship at High Green, a challenge to the Methodists.

Life then was for living, against all the odds, with big families to feed in small overcrowded cottages, and lacking birth control. Before the radio, Picture Palaces arose at High Green, Chapeltown and Ecclesfield, bringing motion pictures (albeit black and white and silent) and providing amusement. Social life for most was invested in the chapel, whist drives and dances, with sermons on Sunday to take up the scanty leisure time allowed by a 50-hour working week of 5 1/2 to 6 days. Plenty of pubs provided a change for chaps to get away from the pressures of family life. Women were not welcome in pubs – they didn't drink enough and, coping with a houseful of children, or in domestic service, they didn't know enough about local politics or trade union matters, or workaday concerns. It wasn't till the 1930's that

younger women took over many secretarial jobs after being trained as shorthand typists. Before that office work was men only.

Without benefit of washing machines, vacuum cleaners, fridges and freezers, central heating, hot water taps, sewing machines and “sell-everything” supermarkets, a woman’s day was drudgery, not forgetting to have a big pan of hot water ready for when your husband got home from work covered in coal-dust and pit-muck. Pit-head baths spread slowly among the collieries in the 30’s, and were as welcomed among the housewives in our area as Votes for Women, finally achieved for all in 1929. It was only well-to-do women with plenty of servant girls, who escaped the burden of toil with their own family, and, educated, well-mannered and charming, lived a decorative life, devoted to popular charity as and when it suited them; among the “deserving” poor. The class system was rigidly defined then, and accepted universally as a necessity for a stable society.

But back to Thorncliffe Pond, the central feature of our Park, and more recorded history (it goes back 400 years) than anything else in the valley. The **weir** forming the pond was built in the 16th century, to supply water to Chapeltown Furnace (marked on our map as Chapeltown Iron Works) to the W of the main road to Barnsley. The Iron Works is noted as prosperous in 1628, and appears on Harrison’s map of 1637 (before Cromwell) for the Duke of Norfolk in Hallamshire, to show him where his properties were. The Dissolution of the Monasteries (100 years earlier) released vast areas of land and resources for development, and aristocrats were not slow to enrich themselves, the bargain price they paid going into Henry VIII’s coffers. A Rotherham merchant, Mr Copley, an early “capitalist” found an interest in the South Yorkshire iron industry in the 1600’s, and put money into the syndicate that owned Chapeltown furnace. This was long before the days of Limited Companies issuing Shares. The syndicate led by the Spencer-Stanhope family of Cawthorne (10 miles away) also shared in the running of several ironworks, including Chapeltown furnace and Rockley furnace (the remains of which still stand, in the care of Barnsley Museums).

You will recall from your history books at school that this was a time of trouble between Parliament and the Stuart family King Charles 1st, a despot who got rid of Parliament. His army was eventually defeated by the New Model Army set up by Parliament and led by Oliver Cromwell. In 1649 Charles 1st was beheaded, and England managed without a king as a Commonwealth or republic. It is said that Chapeltown furnace made iron cannonballs for Cromwell’s army. Stirring times for the beginnings of democracy – and Chapeltown Furnace (and its Pond at Thorncliffe) was involved in the struggle.

Look at the map again, at the **weir** and the **footbridge** marked where our Pond was first made (possibly before 1600). They then dug a **goyt** from the weir to take the dammed-up water across the fields on the valley side (south-eastwards) to a water storage pond at the back of the furnace at Chapeltown.

This was the power supply for the Works. The stream of water fell over a very large **water-wheel** that drove the leather bellows that created the **blast** of air pumped into the blast-furnace to raise its temperature enough to melt the iron-ore inside (the same operation described as at Thorncliffe 200 years later).

When water was short, as in a dry period, or frozen in severe winter weather, teams of three men had to “tread” the wheel to keep it going at all costs. Lacking water, if the blast engine stopped, the temperature inside the furnace would quickly fall and the ironstone and iron would solidify and ruin the furnace when no air could be forced through it. Very rare, but a dry spell could last for days. What a job!

The furnace operated continuously only about five months in the year, twenty-four hours a day, producing about 400 tons each year. Over the summer time they couldn't be sure of getting enough workers as farming had to come first that required such a lot of man-hours of labour in those days – to “plough and to sow, to reap and to mow” to get the hay in to feed the cattle during the winter (no turnips yet). Even to get the cattle to market needed such a lot of man-power, to walk and drive them on the hoof for any distance – possibly twelve miles - was very slow, lacking any vehicles.

Up to the early 19th century the only means of reliable transport inland was pack-horses, as few roads were good enough for carts on wheels, and no canals in our areas, and railways still to come. Chapeltown Furnace made a profit because their materials were close by, and costly wheeled transport over wretched roads was avoided. The iron ore bands were close to the surface, and all the fields and woods within half a mile were dug with bell-pits, which profited the farmers. During the 100-150 years afterwards, the landscape has been levelled again, ploughed and returned to crops or pasture. But the mined fields of Tankersley Park were not restored and the forty or so pit-heaps survive to this day on the Golf Course. The cracks in the stone walls of St. John's Church, which caused it to close down recently, were blamed on the foundations being faulty, built on land where bell-pits for iron-ore for Chapeltown furnace had been dug all those years ago before 1870.

The goyt from our Pond was level, so after the ¼ mile to Chapeltown it was thirty feet above the level of Blackburn Brook where it joined the Brook again after driving the water-wheel by the force of gravity. After the expense of digging the goyt and erecting the water-wheel had been met, the power provided was plentiful and very cheap.

There was charcoal available from the thick primeval woodlands all down the sides of the valley, and it was light in weight, therefore packhorses could carry two big baskets of it easily downhill, for less than ½ mile.

After about 1800, the French wars caused a shortage of charcoal, but they learnt how to make **coke** from coal by roasting it, to get the sulphur out that would spoil the quality of the cast iron. The coal was not hard to get, as different seams outcropped all over the woodlands, as you may see on the map marked “pit” or “shaft”, or drift mines up into the hillside. Good quality coal lay in seams of two or four feet or more in thickness available from shallow pits. The coal was made into coke at the batch of coke-ovens printed on the map at Chapeltown Ironworks.

What about the men who built the ironworks and managed them and kept them in repair in 1600 odd? To choose such an ideal site must have required men of judgement, knowledge and experience. Education did not exist for ordinary workers, and there were no technical books to be had, ^{so} taught themselves to read and write and reckon.

In those days (the 1600's) it was expected (and arranged) for youngsters with brains to go into religion, to learn Latin and be fixed up as a cleric or to enter a monastery. It was the duty of the clergy to keep people's minds in subjection to the authority of their “betters”, the aristocracy and royalty or prelates. Fear of God and hell-fire kept people in their place. The study of maths or science was “infra-dig” and discouraged in favour of theology, the “Queen of Sciences”. Printing had been invented, the Bible translated from the Latin, but ordinary people, denied education, were kept in ignorance.

Youngsters good with their hands and brains were sought after to set up and run businesses that could yield profits, such as ironworks, and technical skills gained in

importance. In the 18th century (the century of the Enlightenment) the Mechanics Institutes became a feature of towns alive to the prospect of progress, where books were provided on technical subjects to advance civilisation. At Wentworth village the building called the Stute survives on Main Street, and Institutes once encouraging students of industrial processes can be found in West Yorkshire and a good example in the middle of Hebden Bridge. These Institutes were one of the forerunners of the growth of the Industrial Revolution.

After two and a half centuries of working, Chapeltown Ironworks were taken over by Newton Chambers in 1860, but continued to operate, now as part of Newton Chambers & Company, Thorncliffe. The cart road was improved, and the railway network inside Thorncliffe was extended down the cart road to the Chapeltown works to carry their heavy cast-iron goods directly onto the national railway system without carts and horses. The sloping sides of the valley (of Blackburn Brook) were used as tipping grounds to get rid of the blast furnace slag (tipped from railway wagons and from ladles on bogies).

Newton Chambers & Co. opened two bigger (and hotter) blast furnaces at Thorncliffe that could work 24 hours every day continuously for several years before re-lining, and used steam generated by coal instead of power from a water wheel. Chapeltown Ironworks eventually closed down round about the time of World War 1, but the furnace engineers at Thorncliffe found a new use for the water in the dam (our Pond). They built a brick pump-house at the corner of the dam, and a long pipeline to the furnaces. An electric (!) pump was installed, to carry water from to a network of piping inside the steel shell of the furnaces from top to bottom, to stop the shell getting too hot. Overheating was dangerous as it could warp and distort the steel plate shell that held the thick firebricks in position – expensive but dangerous. To supply cooling water (and for other uses) the firm also built Westwood Dam and Howbrook Dam, as Sheffield Corporation Waterworks did not extend their supplies much outside the City. Charlton Brook Dam was also built to keep Thorncliffe Row Dam full of water for cooling the furnaces.

With such a history our Pond was protected by Sheffield Town Planners from destruction by scheming developers. The deep one-time railway cutting from the end of Mafeking Place was quite unsuitable for any kind of building, and the estate developers agreed that this area and the Pond should become a sort of adventure playground for children (which is where we come in, backed by the City Council). The railway cutting (as was) forms the W. boundary of our ground, and above it is the sports field of Lound Primary School.

This rail track, crossing the road by a (demolished) bridge ran up the W. side of the valley, behind the long white office (HQ) building, under Thorncliffe Lane and across the (now sports) fields to Packhorse Lane, where it crossed the Blackburn Brook by a five arched, stone-built viaduct (recently destroyed – shame!) and went down the valley on the other side half a mile to the blast furnaces. It was called the **Ironstone Branch** and brought in a thousand tons of ironstone every day from Northamptonshire (Corby) plus hundreds of tons of limestone from nearby Buxton (Topley Pike) to feed the furnaces, which were closed down in 1943 and demolished. It was in Victorian times and World War 1 that all the miles of works' railways and sidings covering and connecting every part of the factories and pits were laid down to transport the products of great weight, e.g. heavy cast-iron and pig-iron, steel plates and girders, slag and roadstone, and 20,000 tons of coal a week, in wooden rail trucks belonging to Newton Chambers & Co. with the firm's name painted on them, travelling to most parts of England.

No cars or buses in Victorian times, so to be sure of having enough workmen on call (a lot of shift working) they built **Thorncliffe Avenue** on the fields to the W. of Blackburn Brook, and a short walk down the valley from the works. Some 500 people were housed here, on either side of Thorncliffe Row (as it was known then) in two continuous brick terraces, with a passage through to the rear every four dwellings, and one earth closet to each four houses.

Two storeys – a big room and a small kitchen downstairs each with a fireplace for cooking - opening onto the street. Two bedrooms upstairs, but no attic or cellar (but a coal place at the back). No gas (or electricity) so lamplight, but cold water pipes indoors with one tap above the stone sink. No luxury but deemed to be adequate at the time for the lower orders of humanity. No cars obstructing the road, but plenty of pony and cart hawkers for food etc. and plenty of children to run messages or to Chapeltown shops.

No telephones or wireless, but some had saved up and got a cheap piano (made in Germany) or even a sewing machine. Most would have a wind-up clock, and set it to the right time by listening for the big chiming clock (called the **Freda**) at the **Mount Pleasant** Methodist Chapel, or the Works “buzzer” at 7 or 12 or 1 or 6 o’clock, loud enough, even a mile away.

Most would shop at the **Barnsley British Co-op**, on Chapeltown, a big shop of four departments selling groceries, all kinds of clothing (men’s, women’s & children’s) and footwear including cheap wooden clogs for work. Children often went barefoot. The Co-op **Divi** bought new Whitsuntide clothes.

Schooling was at the **Old Lound School** (not far away, still standing) at the end of Mafeking Place, where in very large classes children could get a smattering of the 3 R’s, and learn the Lord’s Prayer and to darn socks.

The 1870 Education Act was soon modified to permit half-time attendance, so the children of the poorest could get a job and earn more for the family. Books were practically non-existing in most homes, except for Bibles, which were often given away as easy prizes at Sunday School.

School attendance ended at thirteen, which suited most parents on Thorncliffe Row, where it was more important to earn than to learn. To eke out the family income, there were quite a number of **allotment gardens** between the Row and the railway sidings, and some more at the back of the **Pond** next to the stream. When people lived on average about 8 persons to a house, feeding could often be a struggle. An allotment was worth the rent of it, but the older children often went potato-picking in the October half-term week’s holiday, and brought rejects home from Binder’s fields in Charlton Brook valley, also a turnip or two that they had not earned, but were welcomed just the same.

Living in Thorncliffe Row was convenient for the only Railway Station, **Chapeltown and Thorncliffe**, (see map), just up White lane on the L.H.S. They could walk up the Works railway track which branched off the main line. It was easy to get to the big town, Barnsley or Sheffield, for an occasional day’s shopping, or visiting aunts or uncles etc. When too old to work (no retirement age then) your aged and infirm parent often lived with you. It was common then to take in lodgers (see census returns) to add to your income, but as you and your family grew, they would seek lodgings elsewhere.

One good thing about Thorncliffe Avenue (Row) that was appreciated by the residents, was a line of twenty **ornamental trees** (white beam) down the middle of the road, that were kept trimmed annually. You probably know what happened to them. When building the new estate, the firm set off to cut them all down – couldn’t

care less about trees in their way. Residents were strong in protesting, and told the firm that they couldn't do it without local authority permission. They applied to Ecclesfield Parish Council, unfortunately, who knew too little about Thorncliffe Row, and gave permission without demur. The protesters were on to them again, but several had been felled before Sheffield Corporation, the planning authority, had chance to intervene, so only three were saved, and still stand today, thankfully. The firm has since planted some young replacement trees, but not all those survived. A lesson to us all.

The original twenty trees were donated, all that time ago, by a **Canadian benefactor** who obviously valued his memory of Thorncliffe Avenue.

Some time after 1900, the Blackburn Brook through the fields below Thorncliffe Row, and its many meanders (see map) was made straight and culverted. The lower end of this culvert, where the stream emerges again, can be seen if you descend from the **Pond** down to the part of Blackburn Brook to be seen before it is culverted again under the **Midland Railway** line that was built over it in 1898 before it enters Tankersley Tunnel.

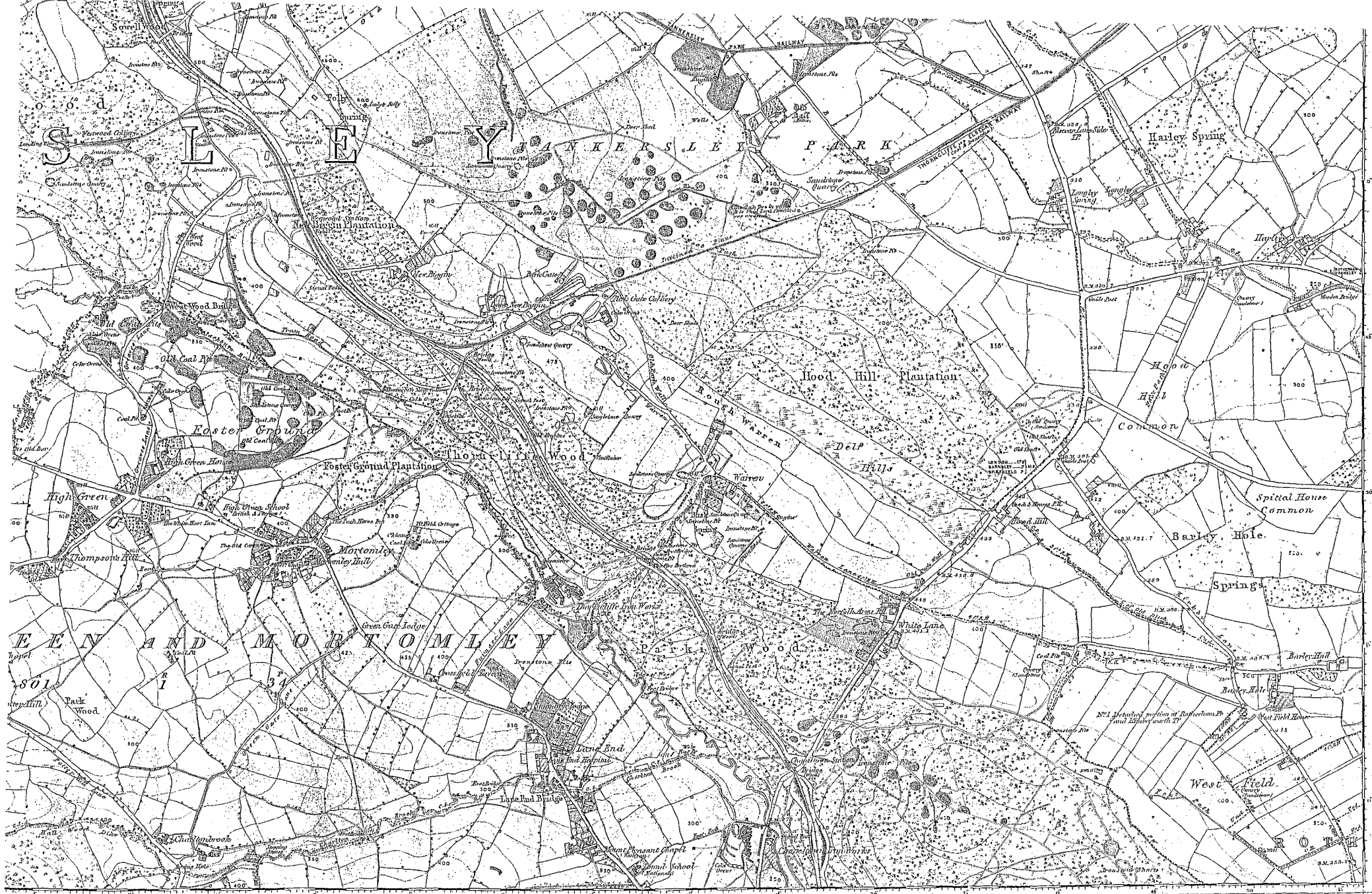
The stream was buried with two things ⁱⁿ prospect. It would allow the valley bottom to be levelled and a good area of flat land when tipped on, for extensions to the works. But it would also relieve a bigger problem – finding tipping room for all that solidified, molten **slag** that poured out of the blast furnaces at 4 or 5000 tons every week.

The tipping and the levelling spoiled things for the residents of Thorncliffe Row, who could gaze previously from the backs of their houses down the fields to the trees bordering the stream. The slag was tipped up to their back yards; all they had to view now was a tip of slag taller than their houses, and longer than the street.

Furthermore it didn't take long to build the Boiler Shops on the level ground created by the tip, and the railway lines into it. The very big double shed was finished in 1912, and the people in the houses now at the bottom of the tip had much more to resent. The new factory made big boilers and large tanks out of thick sheet steel, that had to be shaped by cutting with saws, noisy enough, but then drilled and riveted with hammers. It became the noisiest place in the valley, resounding very loudly night and day – and mothers trying to get their kids to sleep in Thorncliffe Row.

Sauntering through Thorncliffe Valley today, with all its greenery and quiet, clean living places on the new estate, and our Park and Pond where “every prospect pleaseth”, and woodlands in which to wander with the kids, it is difficult to imagine the challenging conditions our forbears had to endure. Yet it is the struggle that brings fulfilment, for humans, of today or yesteryear.

Frank Rodgers. 2010



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289

Area of
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282,283,286,289

Area of
ROTHAM
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in Acres
282,283,288,290
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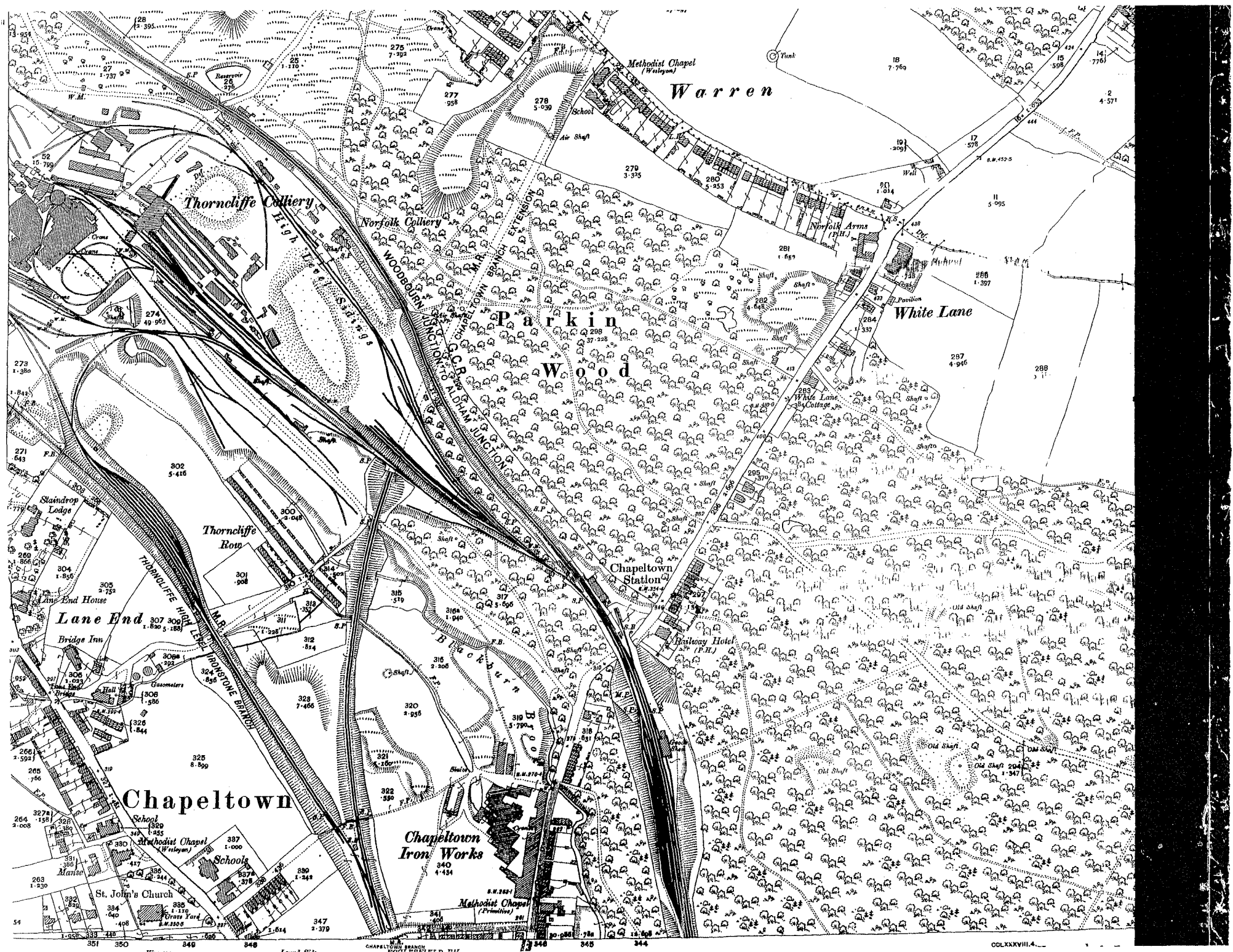
WENTWORTH II
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ECCLESFIELD
Area of CHAPELTOWN 1645.3.27 in Sheets 282,288,289

By J. Peland, Surveyor, R.E. FRS. M.E.I. & Superintendent, 31st January 1854.

Scale Six Inches to One Statute Mile
2000 2500 3000 3500 4000
Furlongs Miles

PART OF MAP SURVEYED IN 1855 BY O.S. (MILITARY) - SCALE - 6 INCHES TO 1 MILE (1/1000)



Warren

Thorncliffe Colliery

Norfolk Colliery

Parkin Wood

White Lane

Chapelton Station

Chapelton

Chapelton Iron Works

273 1-380
271 643
270 3-355
269 6-253
268 1-337
267 4-946
266 1-380
265 7-66
264 2-008
263 1-230
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