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VICTORIA LINE PROGRESS REPORT
P.R.DAVIS

Immediately Government consent to the building of the new Victoria Line was announced, on 20th August 1962, the London Transport Executive, as it then was, sprang into action. In a matter of days, new route diagrams, showing the Lines as "under construction", were up on the stations; and announcements were made to the effect that work would start very soon. The consent did not, of course, mark the absolute beginning of construction; experimental lengths of tunnel between Finsbury Park and Seven Sisters were already near completion, and the reconstruction of Euston Underground station was well under way - linked as it is with the rebuilding of the main line station.

Work on the rest of the line started on the night of 20/21 September 1962, when the digging of trenches across Oxford Circus commenced - to locate mains and cables, preparatory to sinking foundations for the bridge which will carry the road traffic over the station reconstruction work below ground. This exploratory road work is being done by Mitchell Bros., Sons & Co.

Contracts have been let for various parts of the work, and for some of the materials needed. Among these may be mentioned the largest single contract for the line; this is worth £5m, is for cast-iron tunnel-lining segments, and was placed in early February 1963 with Stanton and Staveley Limited, of Nottingham. This company - a subsidiary of Stewarts and Lloyds - will sublet a third of the order to Head Wrightson Iron Foundries Limited, of Stockton-on-Tees. It is interesting to note that Stanton & Staveley have signed a no-strike agreement with the Amalgamated Foundryworkers Union, to ensure three years of peaceful industrial relations while the work is being carried out.

At the same time it was announced that another contract, worth £104,000, had been granted to Harland & Wolff of Glasgow for special cast-iron tunnel-lining segments.

Other contracts affect Highbury and Victoria; that for Highbury, worth £682,000 and let to F.J.C.Lilley (Contractors) Limited of Glasgow, covers the building of a half-mile section of running and one station tunnel. The new tunnels here will be used by northbound trains of the Northern City Line, which will be diverted to enable their present platform to be used by southbound Victoria Line trains - and so provide cross-platform passenger interchange between the two lines in both directions - the order of tracks from west to east will be:- Victoria Line northbound; Northern City Line northbound; Victoria Line southbound; and Northern City southbound.

The first stage of the work at Victoria will take two years, and will be carried out by Marples Ridgeway & Partners, London. This stage involves the construction of stairs, subways and escalator shafts linking the Circle/District and Victoria Lines, and some minor changes on the surface - including the demolition of a shop at the junction of Victoria Street and Wilton Road, the widening of the carriageway at this point, and diversion of some mains and cables. The lengthening of the Circle/District platforms by 68' is included in this phase, and the demolition of the shop referred to will allow the removal of part of the tunnel arch and the construction of a new roof over the longer station.

Work started at Victoria on Monday 22nd April 1963, by then it was already in progress at Highbury, and by the end of the month it was reported that some work was under way in Cavendish Square, though no details have been received. On 23rd April, it was announced that^a contract valued at £700,000 had been placed with Kinnear Moodie & Co.Ltd for concrete lining segments for the running tunnels; this contract completes the orders for the tunnel linings needed. About 60% of the running tunnels will be concrete lined, while the remainder, and all junctions, stations, escalators, concourses and subways will have cast-iron linings.

Meanwhile, work has been progressing at Euston, in conjunction with the main line reconstruction work; on 31st March 1963, London Midland Region opened a temporary main line booking hall; situated in Drummond Street adjacent to Melton Street, it has waiting rooms, enquiry office, and a post office in addition to the entrance hall and booking offices. New access stairs to the Underground platforms have been brought into use on the arrival side of the main line station, and the entrance to the Underground on Platform 6 has been closed. Demolition of the Great Hall and surrounding offices is now taking place.

Incidentally, the Euston Hotel - first railway hotel in the world - was closed for demolition after lunch on 13th May 1963. It was designed by P. Hardwick and opened about 1840 as the "Victoria Hotel and Dormitories"; it was enlarged and given its final name in 1881.

London Transport work at Euston, commenced in January 1962, has been advanced by the building of stairs from the north end of the southbound Northern Line (Charing Cross branch) platform to an intermediate concourse via a subway; the contract for the supply and installation of the first six new escalators has gone to the Otis Elevator Company Limited at a price of £300,000 approximately. The escalator shaft linking the intermediate concourse with the booking hall had been excavated and lined by the end of March. The contractors will begin to instal the first pair of escalators later this year; these will be of the latest type with aluminium die cast treads and unpainted aluminium alloy panelling at the side, which will cut maintenance costs.

The first train service to be affected by the building of the Victoria Line has been that of the Northern City Line; from Saturday 11th May 1963, this Line has been closed every evening from 8 pm until the normal start of traffic the following day, to facilitate progress of the work at Highbury. A special bus service will take the place of the trains during the evening, and these buses will only be available to passengers with railway tickets bought at booking offices in the usual way. Buses will start from Station Place at Finsbury Park, and, at the Moorgate end, from the station entrance next to 141 Moorgate. They will call at every station on the Line, except that, on Sundays, Essex Road will be omitted as the station is normally closed on Sundays. Also on Sundays, the trains will not start until 8 am, and the bus service will operate before that hour.

Details of the bus service are as follows:-

First and Last Buses; Weeknights;

From Finsbury Park: First 7.39 pm Last 11.49 pm

From Moorgate: First 7.52 pm Last 11.55 pm

Sundays; Morning;

From both Finsbury Park and Moorgate: First 7.15 am

Evening;

From Finsbury Park: Last 11.28 pm

From Moorgate: Last 11.29 pm

Service Intervals; Weeknights; 8 buses an hour

Sundays; 6 buses an hour.

Journey Time; 15 minutes.

K.R.Benest

A long-overdue reinvigoration swept the Metropolitan in the nineties. John Bell had succeeded Sir Edward Watkin as Chairman in 1894, and within five years the Board had been almost completely reconstituted. This probably encouraged T.F.Clark, who had replaced J.J.Hanbury in 1893, to recommend the adoption of the bogie for the new main-line stock which became necessary in 1898. Hitherto this desirable device had been eschewed on account of its extra weight and cost, but in view of developments on other lines could be no longer ignored, the more so in view of the higher speeds being attained on the Extension lines. Tenders were sought of Cravens and Ashbury, and the latter firm, by the offer of earlier delivery, secured an order for four six-coach close-coupled sets which were put into service in 1898 and officially referred to as "Bogie Stock". (The present-day appellation - "Ashbury Stock" - had no force at a time when, of the Company's stock already in service, 114 passenger vehicles, or over 31% of the total, had been supplied by that one firm alone.

At the time of their delivery these trains were well abreast of contemporary practice. The bodies were all 39'6" long by 8'3" wide, and were the first of the Company's general stock to be equipped with electrical lighting - on Stone's system with 2 8-c.p. lamps per compartment, supplied by two sets of accumulators and an axle-driven dynamo on each coach. The body framing was, in essence, that of the "Jubilees", but the appearance was improved by the narrower waist panels and by the provision of the cant rail panelling first used some three years before. It is to be noted, however, that the compartment doors, hitherto truly semi-circular at the top, were now formed of two quadrants of smaller radius connected by a short flat portion. This basic similarity facilitated the modification of the Jubilees to match, to which reference was made in a previous article. Laycock's steam heating, and the automatic vacuum brake - here applied by two 18" diameter cylinders to two brake shoes per wheel - were now standard equipment, but no initial provision was made for a passenger alarm system. Despite an attempted murder in 1909, the Board declined consideration of a Board of Trade recommendation for its general provision, although the Company had equipped one block-set experimentally in August 1902. Pressed steel bogies of Fox's design, with a 7'0" wheelbase, were fitted at 25'0" centres; double step-boards extended the full length of each

coach, the lower step being sectionalised to allow for movement of the bogies.

Internally, third class compartments were upholstered in rep, with a papier mache ceiling decorated with a floral and lined design, fittings were of polished teak, with oak-grained panelling, and a fibre mat graced the floor. Second class accommodation included crimson velvet seats with buttoned backs, corner-seat elbow rests, padded doors and a lino-covered floor with the addition of a monogrammed rug; the papier mache ceiling was decorated with a gilt cornice, while polished mahogany woodwork and fittings prevailed. In the first class the upholstery was in figured rose-coloured Baghdad moquette furnished with a silk lace and cord finish; woodwork, of polished walnut and sycamore, was gilt-edged, and a decorated lincrusta ceiling was adopted. Seating was five a side for all classes in the busy periods, but at other times retractable elbow rests could be lowered to provide greater comfort for a maximum of eight first class passengers per compartment. Balanced spring blinds and two torpedo vents per compartment were provided throughout, while, to deaden noise, the sides and floors were packed with hair felt.

The composition of a set - 244'1 $\frac{1}{2}$ " overall - was standardised as B/2,2,1,1/3,3,3/B. Full second and third class carriages had seven compartments each 5'6" between partitions, while each brake vehicle had two less apiece. First class carriages had six, equally spaced 6'5" compartments, but the 1st/3rd composites, with the same seating capacity, provided roomier accommodation than could be found elsewhere on the train for passengers of corresponding class. The three 3rds, at 5'10 $\frac{1}{2}$ " each, were indeed larger than any of the seconds, a fact which has given rise to the erroneous belief that these vehicles were put into service as 1st/2nds; while the 1st class compartments were no less than 7'0" long, and much sought after for the extra leg room provided. the total seating available was thus 90 x 1st, 120 x 2nd and 150 x 3rd class passengers.

Four similar sets were required in 1899. It was originally agreed that two be obtained from Ashbury's and the others be constructed at Neasden. This implied that joinery and straightforward steelwork would be placed with the shops, but that castings, forgings and such items as the Fox pressed-steel bogies - which were to become the constructional standard for many years henceforth - would be ordered in bulk from one of the carriage-building firms; brake and electrical gear were, in any event, specialised products. Later it was found that, in the face of other work, only one train could be built at Neasden;

John Bell, on his own responsibility, promptly ordered two further trains from Cravens, later justifying his action to the Board. Thus, five new trains were put into service in 1900.

The numbering of this stock can be given with some degree of confidence, although there is some doubt, as regards the 1900 batch, as to which were respectively 2nd and 3rd class.

<u>Builders</u>	<u>Date</u>	<u>B/2</u>	<u>2</u>	<u>1</u>	<u>1/3</u>	<u>3</u>	<u>3/B</u>
Ashbury	1898	373	369	361	365	377	381
"	"	374	370	362	366	378	382
"	"	375	371	363	367	379	383
"	"	376	372	364	368	380	384
Metropolitan Rly	1900	395	400	405	410	390	385
Cravens	"	396	401	406	411	391	386
"	"	397	402	407	412	392	387*
Ashbury	"	398	403	408	413	393	388
"	"	399	404	409	414	394	389

*Official records show No 387 as built in 1898 - possibly due to being linked with No 384 at a later period when both had been converted to Westinghouse 150 HP motor coaches.

Until electrification these sets worked the through Chesham, Aylesbury and Verney Junction services, and some of them so continued until the end of the first war. During the period 1905-10 a very dark stained and varnished finish was adopted, relieved by white waist and cant rail panelling, picked out in gold. This livery was not long retained, and at the next overhaul stock so treated reverted to the golden-yellow varnished finish so familiar to GNR and, later, LNER travellers. Upon electrification, second class accommodation was redesignated third class - from February 1st 1905 in the case of the Uxbridge traffic and a month later on the main line.

(Several factors affecting the rather complete history of these and some allied vehicles require elucidation before their careers are followed in a later article. These will be elaborated in due course.)

NOTICE FOR MODELLERS

As announced last month, Stuart Sparke is now Deputy Asst Secretary - Modelling, acting as a much-needed assistant to Joe Brook Smith. Stuart is dealing with all modelling correspondence leaving Joe to handle the practical side of model production. So please send your modelling queries to Stuart in future - his address is 16 Cardrew Court, Friern Park, Finchley, London, N.2.

H. Luff

For my holidays each year, I always like to try and visit some of the lesser-known rail lines in the country I am visiting, and in 1960 I planned to see some narrow-gauge railways in Central France, and the various lines in the Pyrenees.

West of Bordeaux on Cap Ferret (not to be confused with the more famous Cap Ferret in the south of France) is a remarkable line known as 'Le Petit Tram de Cap Ferret', gauge about 2ft with very light section rail, appalling track, and with 4-wheel cars, and a bogie car, resembling tramcars - the bogie car having a controller and a pantograph. The length of the line, incidentally, is about 2km.

Whilst talking to the owner of the line, I mentioned that I worked on the Underground in London, and he said that not far away were some former cars from the 'London Metro', but he could give no details; but if I would come back in the afternoon, he added, his friend would be there who knew more about them. My first thought was the logical one that these cars were former Ealing-Southend stock, left behind in France at the time of Dunkirk, taken over by the German Army Railway Operating Department, and abandoned by them at the end of the war.

The owner's friend duly turned up, and said the cars came to France during the 1914-18 war, and dated from 1884-86, and made a sketch of them showing the typical Met type of door. Needless to say, I then abandoned my future plans, as this sounded too good to miss!

The cars were situated about 20km from Cap Ferret, at Iacanau Medoc on the Reseau Gironde Light Railway. There was a direct road between the two places, but, this being France, there was no bus service, and I had to go back to Bordeaux to get a bus to Iacanau. It was like being at Dorking and having to go via London to get to Leatherhead! So, back to Bordeaux I went, crossed the town to Gare St Jean, and got a hotel room ready for the next day. The Gare St Jean rather reminds one of our Marylebone - a large, impressive, station, hardly any trains.

Next morning I took the bus out to Iacanau Medoc, and here were some interesting-looking carriages in the sidings, but as the bus and the railway went on to Iacanau Ocean, about 5 miles further on, I decided to carry on to the terminus. I drew a blank here, and as it was ten in the morning but the bus did not leave until five in the evening, I had no alternative but to return on foot.

68 Back at Lacanau Medoc I gave the carriages a good going-over, and found that they were ex-Met 8-wheel radial vehicles, fourteen in number. Some still had the original axlebox covers, with 'Met Rly' and dates from 1884 to 1887 on them; door handles still had on them 'Lift to Open'. Inside, the cars had been modified with a small side corridor; in spite of their age, they were in very good condition.

The Gironde has an extensive system of light railways, but with passenger service only on the section from Factice to Ares, worked by 4-wheel railbuses; Lacanau is an extension of this line and where the workshops are situated. The ex-Met cars had been used in later days on excursion trains from Factice, which is on the SNCF main line, to the coast at Lacanau Ocean. I say 'had' as the latest I have heard is that this has been discontinued.

The LITE can find no record in their Metropolitan Railway documents of any cars of this type having been sold in the 1914-18 war, which makes their appearance in France rather odd. The only thing I can think of is that they may have been sold to a dealer for scrapping, who, when the war came, found a market for them.

What a pity one of them could not have been brought back for the Centenary.

HAMPSTEAD SOUVENIR

Alan A. Jackson

After writing recently about the Souvenir brochure issued on the opening of the Piccadilly Tube, I was also able to examine, through the courtesy of the Rev. Peter W. Boulding, the similar brochure "SOUVENIR OF THE OPENING OF THE HAMPSTEAD TUBE (CHARING CROSS EUSTON & HAMPSTEAD RAILWAY) JUNE 22ND 1907". The similarity with the Piccadilly booklet extends to repeating large chunks of its text, slightly altered to allow for the different statistics etc of the Hampstead Tube.

The introduction emphasises that the "task undertaken by the Underground Electric Railways Company of London, Limited...has now been brought to a successful conclusion." The Hampstead Tube is the "last link of the new chain of communications". Some stress is laid on the fact that new areas are opened up for housing development, and a poster reproduced on the back cover announces "The Hampstead Tube - To Country Homes - Open June".

The first weekday train from each terminus is given as 5.17 a.m., the last from Charing Cross (now Strand) to Golders Green

12.31 a.m., to Highgate 12.34 a.m. A two minute rush hour service is promised between Charing Cross and Camden Town. Journey time from Charing Cross to Golders Green is given as 24 minutes, to Highgate 18 minutes, the single fare in each case being 3d. Hampstead is reached in 18 minutes from Charing Cross, fare also threepence.

The line is said to rise 272ft between Charing Cross and Hampstead, and the steepest gradient is given as 1 in 60. As in the Piccadilly booklet, a full table of local fares is provided on the last page. Beneath this is the statement that workmen could travel any distance for 1d (2d return) if they completed their outward journey by 8 a.m.

On the title page is a curious diagram showing a cross section of a booking hall, lift shafts and tunnels with a drawing of a car interior superimposed, in which the ceiling of the car appears to be at least 12ft above the floor! The text is illuminated with small drawings of rural Hampstead and Highgate, and the full page sepia photographs are as follows:- Hampstead crossover (showing approaching train with control trailer at head); Chalk Farm booking hall interior; interior of a car (a motor car, with lighting not yet fitted); Highgate platform, showing the signal box and "passengers" boarding a train; a very interesting view of Golders Green station under construction, at track level; side of motor car 57 with panels removed to show equipment; the inevitable interior and exterior views of Lots Road; Camden Town junction, track view; Camden Town signal cabin interior; motor car 49 at Golders Green (the lettering is C C E & H without stops, with the car number at each end); general view of Golders Green car sheds, including many cars and the Hampstead's Hurst Nelson battery loco.

The booklet was printed by Johnson, Riddle & Co., London, and is a slightly inferior production to the Piccadilly one. No doubt this reflects the financial straits of the Underground Company at this time. It is interesting to note that the list of officers includes Mr J.P.Thomas, as Superintendent; Mr Thomas, who later became General Manager, Railways, of the London Passenger Transport Board, lives at Chiltern Court and still takes an active interest in Underground matters.

PUBLICITY M.T.Connell, of 5 Trenchard St, Greenwich, London, S.E.10 is now in charge of Society publicity. He would appreciate advance notice of any exhibitions, rallies, etc where we might have a stand or display, advertising suggestions, and also any press cuttings which refer in any way to the Society.

Celebrations were prefaced by a dress rehearsal of the Parade on Sunday 19th May; this attracted some sightseers itself, but officially the first public event was the Parade at Neasden on Thursday 23rd. A special train of A stock left Baker Street at 10.45 am and ran to the Grandstand specially erected alongside Klondyke Siding No 23. After detraining, guests did not have long to wait; a bouquet was presented to the Chairman's wife by the grand-daughter of the driver of the first train to Uxbridge in 1904, then after a few words of welcome by Mr A.B.B. Valentine himself, commentator Huw Thomas took over and the programme commenced. There were 15 exhibits, beginning with No 23 heading two trucks, replicas of Smith & Knight contractor's wagons 29 and 23, with the inspection party of 1862 represented by costumed members of London Transport Musical & Dramatic Society. Following were 0-4-4T L44 with the excellently restored Met milk van No 3 and 4 Chesham coaches; electric loco No 1 with 6 steam stock coaches; a 3-coach T stock train; trains of F, P, & A stock, and of pre-1938, 1938, and 1959 tube stock. Then came 0-6-2T L52 with engineer's train; 0-6-CPT L98 with cable laying train; battery loco L57 and long-welded rail train, whose crew gave a demonstration of loading and unloading a 300ft length of rail; the Instruction Train; and, finally, No 23 again, this time heading (via a match wagon) a train of A62 stock. An excellent display, followed by an equally excellent buffet lunch before the special train returned to Baker Street at 2.28 pm.

On Friday 25th, the Lord Mayor rode over the route of the original Metropolitan Railway line from Paddington to Farringdon, and on to Moorgate in the cab of an A62 stock train. At Moorgate L46 and the two S & K wagons - with occupants - were in No 5 bay road. After viewing the tableau, the party of about 300 left by special staircase to embark on five Routemaster buses for the Mansion House and lunch.

On Saturday 25th and Sunday 26th, the rolling stock used in the Parade was displayed at Neasden Depot to the general public (except that the steam stock train was not on show on Sunday, being in use elsewhere on the special train). This display was enormously popular; all the exhibits were crowded, the bookstall besieged, and the stewards much overworked. During Sunday afternoon, parties of visitors to the display were taken by minibus to view Neasden Power Station - another very popular attraction which was well patronised.

Sunday afternoon also saw the running of the special Commemorative train from Baker Street to Aylesbury direct and return via Watford, thus taking enthusiasts over the Watford North Curve.

The surprise was motive power. LT used No 5, John Hampden, when 71 enthusiasts expected the restored No 1 on show at Neasden; while BR provided, not the advertised 2-6-4T, but Jubilee 4-6-0 45709, Immacable, which hauled the train north from Amersham tender first. A most enjoyable run, which proved that steam stock can still give a more comfortable ride at speed than A stock. Incidentally, this tour was a model one - it ran to time! In fact, it ended 3m early!

BOOK REVIEWS. John R.Day: The Story of London's Underground; 160pp + 16pp of illustrations and folding route diagram.
P.E.Garbutt: How the Underground Works; 128pp + 17pp illustrns.
Both 1963; published by and obtainable from London Transport, at 5/- each.

These two books are complementary. Published to coincide with the Centenary, they represent excellent value for money, both in text and illustrations. John Day's story is an invaluable short history of the LT railway system, enlivened by many little-known facts and brought as up to date as the Victoria Line, while the pictures include an excellent illustration of 'Fowler's Ghost'. P.E.Garbutt's work is an extremely clear guide to the day-to-day working of the world's oldest underground railway in its 100th year of operation; easily readable, it will be of great value to all those wishing to increase their knowledge of the system. Both authors are to be congratulated; either of their books will enhance the value of an Underground library - but better still, get them both.

The Times Supplement on The Centenary of the London Underground: given with The Times of Friday 24th May 1963 (5d).

This 16pp supplement is of considerable interest, and deals with LT road, as well as rail, services. The articles it contains are nicely varied, as are the illustrations. A useful memento.

TUBE TOUR Members interested in a tour of the whole Northern Line in Piccadilly pre-1938 stock on a Sunday in October, please send a postcard saying so to S.Sparke, 16 Cardrew Court, Friern Park, London, N.12 at once. If bringing visitors, please state how many.

SALES DEPARTMENT - the following may be ordered now:-

Volume I of the official History of London Transport, by T.C. Barker and M.Robbins; price 40/-.

Index to Volume 1 of Underground and List of Society Members at 31st March 1963; price for the two items together 1/-. SEND orders, with remittances, to R.E.Labrum, 134 Cranley Drive, Ilford, Essex.

BINDING - if any members would like their copies of Volume 1 of Underground bound in thin card for a cost of 2 or 3 shillings, will they please inform R.E.Labrum (address as above). This service will only be provided if sufficient members show interest, so please do not send magazines until notified in the journal.

Friday 14th June 7 for 7.30 p.m. Talk by J.R.Bates on Frustrated Tube Projects; at Caxton Hall, Caxton Street, Westminster.

Saturday 15th June 10 a.m. Visit to Upminster LT Depot; names to Secretary at 4 Southcombe Street, London, W.14 at once. This is a restricted visit - full members only.

followed at 2 p.m. by a Buffet Lunch at 62 Billet Lane, Hornchurch. If attending the Upminster Visit, it will be assumed that lunch is also required; if not going to Upminster, but coming to lunch, notify the Editor at 62 Billet Lane.

again followed at 3.30 p.m. by a Meeting in the Oliver Room, Nelmes Hall, Burtwood Avenue, Emerson Park, Hornchurch. 'My Six Favourite Photographs'; this is open to all, visitors are welcome; members are asked to bring along their favourite half-dozen photographs of LT interest, and to talk about them. It will be possible to project 35 mm. slides, so these can be included.

Saturday 29th June 10.45 a.m. Trip over the Chesham Branch.

Meet in Baker Street booking hall, for travel in front coach of 11 a.m. train to Chalfont; no party tickets, so members may join the train en route; arrival at Chesham is at 11.51 a.m. Note - on this day there is a Traction Engine Rally at Chartbridge, near Chesham, which members might wish to attend.

Sunday 7th July Family Outing to Southend. As this is to commemorate the Ealing-Southend service, really keen types can start from Ealing Broadway, but the main party will meet at 11 a.m. at the foot of the stairs on Platform 4 at Barking. As cheap day tickets are available to Southend from most LT stations, a Party Ticket will not be arranged - but accommodation will be reserved on the train from Barking to Southend. Do come, bring the family and friends with you - and hope for a fine day!

Friday 12th July 7 for 7.30 p.m. Talk by D.F.Edwards on 'Underground Publicity'; in the Meeting Room, Kensington Central Library, Campden Hill Road - near Kensington High Street station.

Saturday 13th July 10 a.m. Visit to the London Transport Poster Art Exhibition, at Royal Institute Galleries, Piccadilly, W.1. Meet at entrance to the Galleries - everyone welcome.

Saturday 20th July 2.30 p.m. Tour from Broad Street to Richmond by BR service; open to all, visitors welcome. Meet by departure indicator at Broad Street; notify Secretary (address above) if party travel is required, by June 30 - otherwise no notice needed.

Saturday 17th August 10 a.m. Visit to Stonebridge Park Power Station. Names to Secretary - this is a restricted visit, for full members only.