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LT's YEAR OF ACHIEVEMENT

"The year 1968 was one of achievement in which a number of measures for the improvement of London's public transport, conceived in earlier years, began to take effect".

So begins the 1968 Annual Report of the London Transport Board, presented to Parliament on 22nd April and published the following day (House of Commons Paper No 208 of 1968/69; Her Majesty's Stationery Office; price 9/6d).

These yearly reports are always of interest, but the new one has, perhaps, more for the Underground enthusiast than usual. Naturally, the opening of the first two sections of the Victoria Line is dealt with in some detail, and two pages of coloured plates cover this topic in addition to text matter. Separate chapters are devoted to "Reorganisation of Transport in London" and "The Transport Act 1968", while reference is made to the Transport (London) Bill, which was introduced in the House of Commons in November and debated on second reading on 17th December 1968; this is the Bill, already much publicised, which will if passed transfer control of London Transport from the Ministry of Transport to the Greater London Council.

Despite not receiving permission to raise fares by as much as they wished (a fact referred to with some chagrin in the report), the 1968 financial results were better than those of 1967 - the working deficit was £2.4m. as against £3.7m., while the total deficit including interest charges was down to £10m. from £10.9m.

The difficulties of conversion of equipment to take decimal currency is referred to in some detail, particularly in relation to the absence of a coin corresponding to the present sixpence in the new coinage - which rather sounds like a preliminary shot in a forthcoming battle to raise fares to match the coins which will be available from 1971.

While it is impossible to cover the whole Report, which runs to 84 pages, the following should be noted by Underground students - who must be referred to the Report itself for further information.

Victoria Line A 6-page chapter gives full details of progress during 1968, divided into sections covering Stations, Automatic Train Operation, Traffic Control, Rolling Stock, Automatic Fare Collection, Power Supply, Extension to Brixton and Travel Surveys.

Upminster Line The Transfer of this Line to LT as from 1st January 1969 was agreed during 1968; this is referred to in a separate note in this issue - see p.92.

Other Railway Work

New Ticket Office and Footbridge at Barbican put in hand.

Lengthening of Platforms at Cannon Street commenced.

New Pedestrian Subway at Liverpool Street to relieve congestion of the eastbound Metropolitan/Circle Platform was started.

Enlargement of the Ticket Hall and construction of a new Escalator Shaft was commenced at Old Street.

New Bay Platform brought into use at Tower Hill.

Work continued on new Escalators and Subway at Waterloo.

Rolling Stock

Details given of orders placed for the new Circle and Hammersmith & City Stock for delivery from early 1970.

Reference made to design work in hand for new tube stock required from 1973 onwards, to replace 1938 stock on the Bakerloo and Northern Lines.

Parliamentary Powers obtained

The London Transport Act 1968, which received the Royal Assent on 3rd July 1968 granted powers for the following, in addition to giving extension of time on certain powers expiring at the end of 1968:

Construction of ventilation tunnels and works at Kennington, Lancaster Gate and Shepherd's Bush.

Acquisition of land adjoining Mile End Switch House, to improve power supply distribution.

Increase of Penalties for fraudulent travel on buses and coaches.

Parliamentary Powers sought

The LT's 1969 Bill seeks powers for:

Construction of the first section of the Fleet Line, from Baker Street to Strand.

Provision of a joint booking hall and direct passenger interchange by escalators between the District and Piccadilly Lines at South Kensington.

Construction of the sub-surface station and ventilation works at Pimlico on the Victoria Line Brixton extension.

Historical Records

Arrangements are reported for London Transport Records to be transferred to the Greater London Council Record Office in Dartmouth Street, London, S.W.1 when the present BR Records Office is closed. Many people would still prefer to say "if it is closed", despite the provisions of the Transport Act, and there is reason to believe that this particular story is not ended yet.

Future Underground Developments

Reference is made in the Report to the following:

Extension of the proposed Fleet Line via Trafalgar Square/Strand, Aldwych, Ludgate Circus and Cannon Street to Fenchurch Street, and thence south-east (on which the Board are still discussing the southern terminal with BR).

Extension of the Piccadilly Line to Heathrow Airport.

A further new tube line roughly at right-angles to the present Victoria Line, from north-west to south-east, in addition to the Fleet Line, the new line to absorb the proposed extension of the Aldwych branch to Waterloo.

P.R.Connor

In the early 1920's new rolling stock was required to work the extensions of the Hampstead Line to Edgware and Morden, and the rebuilt City & South London Railway. Six sample cars were ordered from various builders, all to the same basic design but with the details left to the individual contractors. These cars were the prototypes of the Standard tube stock which, by 1934, was to reach a total of 1466 cars of 37 different types.

The sample cars (also known as the Competition Stock), ordered in 1922, consisted of one trailer car and one control trailer, built by the Gloucester Railway Carriage & Wagon Co., and four trailers, one being built by each of the following: Leeds Forge; Metropolitan Carriage, Wagon & Finance Co.; Birmingham Railway Carriage & Wagon Co.; and Cammell Laird & Co. Each car had two sets of double doors per side, with four windows between them and three at each end. The control trailer had two windows and a driver's cab at one end, and beneath the cab windscreens was a head and tail light (one of each on both sides) with moveable shutters.

Although the cars were identifiable as a batch by their continuous clerestory roof (all other Standard cars had arched roofs over the air doors), each car had a different arrangement of ventilation scoops. Those on the Gloucester control trailer were just visible below the eaves of the clerestory, whereas on the trailer by the same firm this was not the case. The eaves of the clerestory on this car, which curved down towards the main part of the roof, were broken at one end to allow for a small ventilator scoop. The Birmingham trailer was very similar to the Gloucester control trailer but without the cab. The other three trailers had no eaves to the clerestory, but small rectangular scoops were fitted along its sides. The Leeds Forge car had three of these scoops over the end windows, one over each pair of doors and six between the doors, on each side of the car. The Cammell Laird trailer had a total of six scoops per side, two between the doors, and two at each end, and the Met. Carriage car had seven slightly smaller scoops, the extra one being between the doors.

All these cars had thick waistbands, drop windows without toplights, and were originally fitted with sound baffles on the bogies. These baffles gave the cars a heavy appearance and, as they were not considered a success, they were removed after a short time in service. Some of the 1923 stock cars were also originally fitted with these baffles.

The first production batch consisted of 41 motor cars and 40 trailers from Cammell Laird, known as the 1923 stock. These cars had the thick waistbands and drop windows of the sample stock, and had small rectangular ventilator scoops in sets of three, one set at each end and one between the doors on the trailers, and one set either side of the single pair of doors of the motors. The air doors had a straight rainstrip immediately above them on the roof, and those of the motor cars had a central pillar - a feature common to all motors built prior to 1930. These motors had a pair of ventilating louvres, with a smaller pair above in the roof, separated by a thick pillar, on each side of the switch compartment. The clerestory was slightly wider at this point than over the passenger saloon, and its edges curved down towards the main part of the roof. The lines of the cantrails and waistbands were continued round to the front of the cab to form a frame to the windows, and a head and tail light was provided under each window. The roof was arched over the air doors but not over the guard's doors.

In 1923 also, 40 motors and 35 control trailers were ordered from Metropolitan Carriage, and 35 trailers from Birmingham. The Birmingham trailers were very similar to that firm's sample car, but the roof was arched over the doors, which had slightly curved rainstrips, with the ends pointing down, fixed over them. The clerestory of the Met. Carriage cars had eaves, below which small slanting ventilator scoops were just visible; and the rainstrips over the doors were semi-elliptical. The ventilation louvres of the switch compartment were closer together than on the Cammell Laird motors, and there were four sets of louvres in the roof on each side instead of two. The waist line and the cantrail were,

unlike the Cammell Laird cars, continued straight across the cab front, and the clerestory continued unbroken (except for the arch roof over the air doors) along the whole car.

The 1924 batch consisted of 52 motors from Met. Carriage, 50 trailers from Birmingham, and 25 control trailers from Cammell Laird. The motors were almost identical with the 1923 Met. Carriage type, but the drop windows were replaced by the more orthodox fixed windows with inward opening quarterlights. Also, a slightly curved rainstrip appeared on the roof above the windows of these, and all 1924 and 1925 cars. The trailers and control trailers also lost the drop windows of the earlier cars (as did all the succeeding types of Standard stock), and the doors were ribbed. The trailers had the same rainstrips over the doors as the 1923 Birmingham trailers, but they had large triangular ventilator scoops which faced in opposite directions, even in individual sets, giving the roof an uneven appearance. The control trailers had larger triangular scoops, but all those in the same set faced in the same direction. The roof was arched over the cabs as well as over the air doors, but in other respects the leading ends were similar to the 1923 Cammell Laird motors.

The 1925 order for 48 motors from Cammell Laird, and 5 trailers and 67 control trailers from Met. Carriage, marked the end of the first group of Standard stock, which all had thick waistbands and slightly recessed windows. The switch compartments and cabs of the Cammell Laird motors were identical to those of the 1923 motors by the same company, and the passenger section was as on their 1924 control trailers. The guard's compartment however, had an arched roof. The Met. Carriage cars had ribbed doors and semi-elliptical rainstrips over them, and the ventilator scoops were easily visible below the eaves of the clerestory.

The 64 motors and 48 trailers that were ordered from Met. Carriage in 1926 had several new features. The roller blind destination indicators, which had been provided over the centre cab doors of the 1923-25 motors and control trailers, were replaced by plates in a box

below the offside cab window, and the head and tail lights fixed in a square box below this. The shutters for the lights were inside the cab and the front end design was generally much less cluttered. The earlier motor cars were subsequently modified to have a similar appearance, and an adjustable air intake was fitted where the destination blind had been. The control trailers kept their original headlights, but had a destination plate box placed in the offside cab window.

On the offside of the switch compartment of the 1926 motors, the ventilation louvres were replaced by plain sheeting, but the louvres remained in the roof. The clerestory lost the eaves of the earlier Met. Carriage cars over the passenger saloon, and there were large triangular ventilator scoops. Windows were flush with the bodysides, but the doors were still ribbed. The roofs were arched over the guard's doors as well as over the air doors; the trailers were similar to the motors and, like the motors, had a much cleaner appearance than the earlier stocks. The 1926 cars became the basis for the design of all the succeeding type of Standard stock.

In 1927 Met. Carriage received an order for a further 110 motors, 160 trailers, and 36 control trailers. These cars were identical to the 1926 stock, except for the doors, which were ribbed on 63 of the motors and half the trailers, but on the other cars the rib down the centre of the doors was missing, even though the frames of the doors were not flush with the panelling. It would appear that those cars equipped by G.E.C. had the ribbed doors, whilst those equipped by B.T.H. did not. The control trailers were similar to the trailers without the ribbed doors, and had an arched roof over the cabs.

In addition to the Met. Carriage cars, the year 1927 saw the ordering of 77 motors, 37 trailers, and 68 control trailers from the Union Construction Co. of Feltham. These were very similar to the Met. Carriage cars, but the bodysides bulged below the waist, and the rainstrips were straight, both features being common to all U.C.C. cars. The doors were as on the Met. Carriage cars without the central rib.

In 1929 eighteen motors, 18 control trailers, and seventeen trailers were ordered from U.C.C. These cars differed from the 1927 U.C.C. stock by having completely flush doors, and the ventilator louvres in the roof of the switch compartment were replaced by rectangular covers, open at the base, which curved with the line of the roof, and whose top ends fitted under the clerestory eaves.

The only other cars built by U.C.C. for the tube lines were two motors and four trailers ordered in 1930, being the prototypes for the Piccadilly extension stock. The two motors were very similar to the 1929 cars, but the guard's doors were air operated, which meant that the window adjacent to each of these doors formed part of the door pocket and thus had no quarterlight. Also, there was no central pillar between the doors of these or any of the succeeding batches of motor cars. Two of the trailers had only three windows between the doors, instead of the usual four, while the other two trailers had a single leaf door at each end of the car, in addition to the usual two pairs of double doors. The clerestory had no ventilator scoops, and eaves were fitted, whose edges curved down towards the lower part of the roof, giving the cars a very much neater appearance than previously.

The Watford Replacement stock ordered from Met. Carriage in 1930 consisted of 22 motors, 20 trailers, and the same number of control trailers, all of which were identical with their 1927 counterparts by the same firm, except for the flush door panelling and the absence of the central door pillars of the motors.

The 145 motors and 130 trailers, 40 of the latter from Gloucester and 90 from Birmingham, ordered in 1931, formed the bulk of the Piccadilly extension stock. The motors had straight sides below the waist, semi-elliptical rainstrips, and a slightly altered front end design, but were otherwise similar to the 1930 experimental cars. The trailers were equipped with two sets of double doors per side, and single doors at the ends and, as on the two similarly fitted 1930 cars, had the clerestory roof without ventilator scoops. The bodysides were straight below the waist, and the rainstrips were curved. The

Birmingham and Gloucester cars were indistinguishable from each other. The motor cars were built by Metro-Cammell, which firm had recently been formed by the amalgamation of Met. Carriage and Cammell Laird.

A further order from Metro-Cammell for 26 motors in 1934, was the final batch of Standard stock, and for identification purposes can be included with the 1931 cars, as externally they were identical.

ASPECTS OF UNDERGROUND RAILWAY DESIGN AND EQUIPMENT

Desmond F. Croome

Being the President's Address for 1968

5

(5) Station Layout

(a) Platform Lengths

Determining the correct length of the platforms is another aspect of underground railway design which calls for a high degree of foresight by the planners. The excavation of the larger station tunnel is costlier than that of a running tunnel, and, when excavated, the former must be provided with platforms and seats, lining, decoration and illumination. The platforms should be long enough to accommodate the longest train comfortably, with a margin for variations in a train's stopping position to allow for differences in driver's techniques and train performance and loading. The crunch comes when the traffic for decades hence must be forecast, in order to establish the maximum possible train length. Alternatively, the platforms can be extended later, but this involves the tedious procedure of piecemeal excavation during the short non-traffic hours each night, so that it is far simpler to build the platforms to the full length originally. Furthermore, unless the original line planning envisaged subsequent station extensions, such work can involve breaking into curves or into the gradients of humps.

It is physically possible for the platforms to be slightly shorter than the trains, so that parts of the train beyond the outermost passenger doors are in the

tunnel. However, this is operationally undesirable, as drivers will tend to make a more cautious approach to the station in order to stop in a precise position, and the driver cannot easily obtain access to the platform to investigate any trouble.

Examples of platform lengths on earlier and more recent construction are shown below:-

Table II

System	Platfm Length (feet)	Approx Length of Long- est Train	
		(feet)	(cars)
Budapest (new, tubular)	394	390	6
Hamburg	410	368	4 twin-units
Kiev	328	314	5 ultimately
Lisbon (initial)	131	108	2
(ultimate)	230	217	4
London (Victoria Line)	460	423	8
(older tubes)	350	363	7
Madrid (original)	195	188	4
(lengthened/newer)	295	282	6
Milan	380	345	6
Montreal	500	500	6
Moscow	525	374	6
Nagoya	325 (min)	307	6
Oslo	361	335	6
Rotterdam	394	381	4 twin-units
Stockholm	470	436	8
Toronto	500	447	6

(b) Platform Positions

The "standard" platform position depends on the number of tracks in a tunnel. With shallow lines, having two tracks in a wide tunnel, it is convenient to continue through the stations with the same track formation, so that the platforms are on the outside of the tracks. With tubular construction, and single track tunnels, each track can follow an independent course. As the cost and difficulty of building a tubular tunnel increase with the square of the diameter, it is normally preferable to build independent station tunnels of, say,

21 ft $2\frac{1}{2}$ in internal diameter, rather than a tunnel of, say, 30 ft diameter for two tracks and a central island platform.

With "outside" platforms, there must be separate access to and from each platform from a point not lower than a pedestrian bridge above the tracks. With the inside platforms of the tubular lines, the platforms can be connected with cross-passages to a central concourse served directly by escalators. This central concourse, formed by driving a third large-diameter tunnel, can vary in length from, say, 40 ft from the foot of the escalators to the whole length of the platforms (as on the Moscow Metro). At some Moscow stations, a curved roof stretches from one platform tunnel to the other, so that access from the platforms to the concourse is between pillars instead of through cross-passages.

In Stockholm, where the tunnels are mainly two-track, the tracks fan out from two short single tunnels to serve an island platform, and the space between the tracks at the ends of the platforms is used for staff rooms and machinery rooms. Hamburg also favours island platforms, for their economy in platform staff.

Each type of platform layout has its merits. With the "outside" type, it is possible to control the flow of passengers to each separate direction of travel during a delay, or during exceptionally heavy traffic, and station staff will often be available to guide strangers at the point where the passageways divide for the two directions. Both the "tube" and "island" type can have the stairways, escalators or lifts serving both directions and coming down to platform level. With wide island platforms, there is scope for the platform staff to serve both directions of travel, likewise the facilities such as bookstalls, seats and vending machines.

On surface extensions, the island type is generally preferable, because of the scope that it gives for one set of staff and facilities to serve both directions.

(c) Positions of Entrances and Exits

The Ministry of Transport requirements specify that

(for tube and subsurface railways) "separate entrances to, and exits from, each station platform shall be provided. In fixing the positions of platform entrances and exits, consideration shall be given to the avoidance of congestion on platforms, and to the equation of loading through-out trains; barriers may be needed."

One fundamental feature of rapid-transit operation is that passengers arrive on the platform from the street in ones or twos, but alight from a train in dozens (which is why only the "up" escalators in London have speedray control). For single-ended stations, an exit half-way along the platforms should give the speediest clearance, but the entrances can be less symmetrically sited, as passengers have time to walk along the platform during their wait for a train. Regular passengers very quickly learn to board a car that will stop opposite their particular exit, so, in theory, a distribution of exit positions throughout the whole platform length at the various stations on the line should secure the best possible distribution of passengers in a train.

The "central concourse" type of layout has great advantages in clearing platforms quickly, if alighting passengers can be persuaded to proceed to the exit via the concourse. Multiple exits also help with rapid clearance and more even train loading. Double-ended stations have the same virtue.

Separate subways for interchange add further complications; with cross-platform changes across islands, interchange can be made from any point on the train, as will be discussed later.

to be concluded

THE UPMINSTER LINE

With effect from 1st January 1969, the London Transport Board has taken over from the Eastern Region of British Railways the local line and stations between Bow (Campbell Road Junction) and Upminster, excluding Barking and Upminster stations. The stations affected are served by LT trains only, and the tracks involved are not, in fact cannot, be used by BR, so this is a logical transfer.

All crossovers and connections between the London, Tilbury and Southend Line's main and local lines were taken out at the time of the electrification of the LT & S line, and between Bow and Upminster LT's tracks are only crossed twice by BR's - once just to the east of Dagenham East station by a line giving access to May & Baker's Siding, and again to the west of Upminster by a line connecting the Romford branch to the main line.

A note to the accounts in the LT 1968 Report indicates that some of the assets and equipment taken over are in need of replacement or rehabilitation, and because of this the British Railways Board has paid to LT no less than £1,150,000. Of this sum, £600,000 will be used to replace electrical equipment in need of early replacement, and the remaining £550,000 for carrying out maintenance and repair work accrued at the date of transfer. All of which seems to indicate either that the line was in a pretty poor condition when taken over, or that LT's negotiators drive a harder bargain than BR's!

Despite the change of ownership, most stations appeared to be staffed by BR personnel as late as mid-May 1969, and certainly at that time several stations on the line were still issuing BR tickets.

NEWS FLASHES

NF 821 On 30-4-1969 the evening rush-hour services on the District Line were disrupted by a derailment at about 16.00 in Upminster Depot; this prevented 12 trains leaving the yard. An emergency bus service was laid on and BR trains made unscheduled stops at some stations which still have platforms on the LT&S tracks in an attempt to relieve the congestion.

NF 822 Property values have increased considerably along the route of the Victoria Line since it has been open; this applies to office properties in the Victoria area as well as to industrial and commercial buildings at the northern end of the line.

NF 823 Mr. B.S.H.Williams has been appointed Divisional Engineer "B" in the department of the Chief Mechanical Engineer (Railways). He is responsible to the Mechanical

94 Engineer (Running) for the rolling stock on the Northern, Central and Victoria Lines.

NF 824 On Monday 14-4-1969 the 13.04 ex Watford to Baker Street suffered a door failure at Finchley Road, and was responsible for a delay of about 8 minutes. Doors on one car failed, and passengers used emergency doors between cars to get out.

NF 825 Plans have been made public of a proposed new 800-bedroom hotel over South Kensington station, with its main entrance in Pelham Street. Considerable opposition to the plan has come from local residents and traders, and the plan has yet to be considered by the Kensington and Chelsea Council.

NF 826 In connection with the building work in progress at Gloucester Road, over the LT tracks, a temporary shunt signal was installed at the east end of No 2 platform for use on Sunday 18-5-1969 only, while certain work was carried out above.

NF 827 From 30-3-1969 westbound District Line trains have shared the island platform at South Kensington with Circle Line trains, but diverge to their own tracks before reaching Gloucester Road. This latest alteration must surely create a record for the number of policy changes which have taken place in this area in recent years - and it also reduces the seven platform faces that were once provided at South Kensington to two in use - which is probably another record.

NF 828 Delays in bringing ticket machines into use at Blackhorse Road have been caused by parts of the machines not fitting properly when received from the makers.

LETTER TO THE EDITOR

4th May 1969

Dear Mr Davis,

Some thoughts about two letters published in the May issue of the Journal.

I agree with Mr. Pickett's ideas about extending the Northern City Line and I think that this is an ideal way of bringing it back to life. However, I suggest a short diversion of the Waterloo and City part of the line to Cannon Street, thus providing interchange with the District (and Fleet) Line(s) which it could not otherwise have.

Renaming the new Strand/Trafalgar Square station is a good idea on the face of it, but has Mr Pryer realised the 'tourist value' of the first two names? People coming from John O'Groats to demonstrate against whatever they're demonstrating against would no longer be able to get to Trafalgar Square without having to ask the way. In my opinion the best thing to do would be to close down Charing Cross main line station completely (all trains then terminating at Waterloo) as was suggested about two years ago, in an attempt to site all the main termini (with the exception of Paddington) on or within easy reach of the Ring Road.

Re the Fleet Line - what about another station in the redeveloped St Katherine's Docks area?

Wivelsgate, Hale Road,
Wendover, Bucks.

Yours faithfully,
J.M.How

SOCIETY NOTICES

OFFICERS There have been further changes in office holders recently, and these latest alterations are detailed below;

Registrar Malcolm Connell had resigned and his place taken by Sam Jones, to whom all correspondence on membership matters should be addressed in future. His address is S.E.Jones, 113 Wandle Road, Morden, Surrey.

Modelling Secretary As predicted recently, Joe Brook Smith has resigned from this post and Bob Greenaway has been appointed to take over. Bob should be contacted on all modelling matters in future as Malcolm Connell has also resigned as Assistant Modelling Secretary - a post which will not be filled for the present. Bob should be contacted as follows - R.J. Greenaway, 203 Gunnersbury Park, Popes Lane, Ealing, London W.5.

Curator of Tickets This post, vacant recently, has been taken over by Ken Harris - K.G. Harris, 19 Bloomfield Road, Harpenden, Herts.

Stamps about Railways Notice has been received that Eileen Regan, 18 Richland House, Marmont Road, London, S.E.15 is a Dealer who specialises in Stamps other than Postage issues, and who has a large selection of stamps showing railway scenes and equipment.

96 Johnson Riddle Visit Photos The Committee are pleased to advise those members who visited the works of Johnson Riddle with the Society party recently, that thanks to the Directors of the Company a number of photographs taken at the time of the visit have been presented to the Society, and copies of any wanted by members may be ordered at 5/- each. The Society's prints will be on show at the June meeting, and orders will be taken then.

THE TIMETABLE

NOTE No Library Evenings in June, July or August.

19.00 for 19.15 Friday 13th June Display of a Selection of material from the Thompson Collection at Hammersmith Town Hall; it is hoped that Mr. Thompson will be present himself to discuss the assembling of the collection and to talk about the items on display. Also Auction of Timetable

Saturday 14th June Visit to the Victoria Line Control Room in Coburg Street. This visit is very much restricted in numbers, and may well be fully booked by the time this notice appears. Anyone wishing to attend who has not yet applied should write at once to the Assistant Secretary, S.E.Jones, 113 Wandle Road, Morden, Surrey. sending a stamped addressed envelope with their application. Full members only are eligible for this visit.

Friday 11th July Usual monthly meeting at Hammersmith - programme to be announced next month.

THE TAIL LAMP

A Czech student preparing to visit London for the first time sent an English friend the following panegyric :

A smackhost malleable city
with every colour dress in front peck
the mulberries for Bakerloo Line
plane-trees kiss Trafalgar Wine
and many parts in brownish cherry.
What a plantation fine
what a wold on
that's London, that's London

from The Daily Telegraph, 12-12-1966