

JOLLY BOYS SOUTH LONDON LINE TOUR 7 FEBRUARY 2013

Our trip is not designed to find pretty little pubs, or obscure and rare brews, but to celebrate the completion of the last of Ken Livingstone's grand aspirations. This is the rail ring around London – the second in 2012, following the Olympic Games. London Mayor, Boris Johnson, is seen here milking the opportunity, for it was he who did not cut the budget. Surprisingly, this part of London is being gentrified, and good, basic, wholesome pub food does not appear to exist.



We start in the 'spoons "The Surrey Docks". Turn immediately right as you leave **SURREY QUAYS** station, and you will see the pub about 100 yards away on the other side of the road. If you have a moment, look at the photo of the Victoria JDW just outside the gents upstairs, and see if you can see Mike Green checking his trains home.

We will leave there in time to catch the 10.54 Southbound train to Peckham Rye. The 1.8km of new railway passes beneath the main lines from London Bridge, then behind the south stand of The New Den, home of Millwall F.C. and the proposed site of another new station "Surrey Canal Road". We join the "real" South London Line at the new Old Kent Road Junction, and on the right hand side we see the tower blocks upon which Nelson Mandela House, home of Del Boy and Rodney, is based. Peckham, of course, needs no introduction, being the spiritual home of the Jolly Boys.

We alight at **PECKHAM RYE** at 11.02, leave the station, turn right into Rye Lane, and take the second on the right into Choumert Road. Half way down on the left, we visit our first pub, The Montpelier. On my recce, they had Tribute, Butcombe and Deuchars IPA. I have requested Meantime for our visit, and Neil, the manager, has agreed to open an hour early just for us. We leave in time to catch the 12.02 from Platform 1 to **DENMARK HILL**, the next station, arriving at 12.06. Following a fire in 1980, the rebuilt Italianate station incorporated a Bruce's brew pub called The Phoenix and Firkin. Now just The Phoenix, Doom Bar and London Pride are regulars, but there are always two guest ales – on my visit, Sambrooks (Locale) and Horizon. Food is "twee" and pricey.



We catch the 12.51 to **CLAPHAM HIGH STREET**, arriving at 12.55. Turn left outside the station, and cross the main road (probably at the crossing) and walk back under the railway bridge. Turn immediately right alongside the viaduct and The Falcon (pictured below) is ahead of you. There is a modest selection of well-kept beers, and is the best bet of our pubs for food. There is a fairly extensive menu, and they are prepared to be flexible regarding picking out only one course from their two or three course fixed price menu. There is also a snacks and sandwich menu, but some can be a bit "fancy".



I suggest that we leave to catch the 13.55 on to **CLAPHAM JUNCTION**, but as this new line has a regular 15 minute interval service throughout the day, if anyone wishes to stay on, or hasn't finished lunch, don't worry. We arrive at Platform 2 at Clapham Junction at 14.08

We can exit the station beyond Platform 17, so the subway is the shortest route, but for those not familiar with this station, the views from the footbridge and the platform 17 exit offer some interest. Once through the mini shopping mall leading to the street, turn left, and our final pub, The Falcon (again) is about 100 yards down the hill on the left.

Alternatively, we can take the exit beneath Platform 1, turn right, and right again into Falcon Road underneath the railway bridge, and The Falcon is on the right by the traffic lights ahead of you. A Nicholson's pub, well known to railwaymen, always has a fine selection of 12 real ales.

THE FUTURE

The opening of this route has enabled the closure of the line between Factory Junction and Battersea Park, and the withdrawal of the famous "parly" service between Kensington Olympia and Wandsworth Road.



Following the withdrawal of CrossCountry's services from Reading to Brighton via Kensington Olympia in December 2008 the Department for Transport was required to operate a weekly parliamentary train over parts of the network no longer served by other services. Hence it arranged for Southern to operate a morning weekday service from Kensington Olympia to Wandsworth Road with a corresponding service in the afternoon.¹

The route to Battersea Park will remain as a diversion in the event of any problems at Clapham Junction, and London Overground drivers will retain route knowledge. The junction with the Brighton Lines will be removed to enable the lengthening of the platforms at the London end for 10 car trains on the Southern Metro services.

HOW DO I GET TO SURREY QUAYS?



Surrey Quays is on the London Overground East London Line, the core route from Dalston Junction to Surrey Quays, having a regular 3-5 minutes service throughout the day.

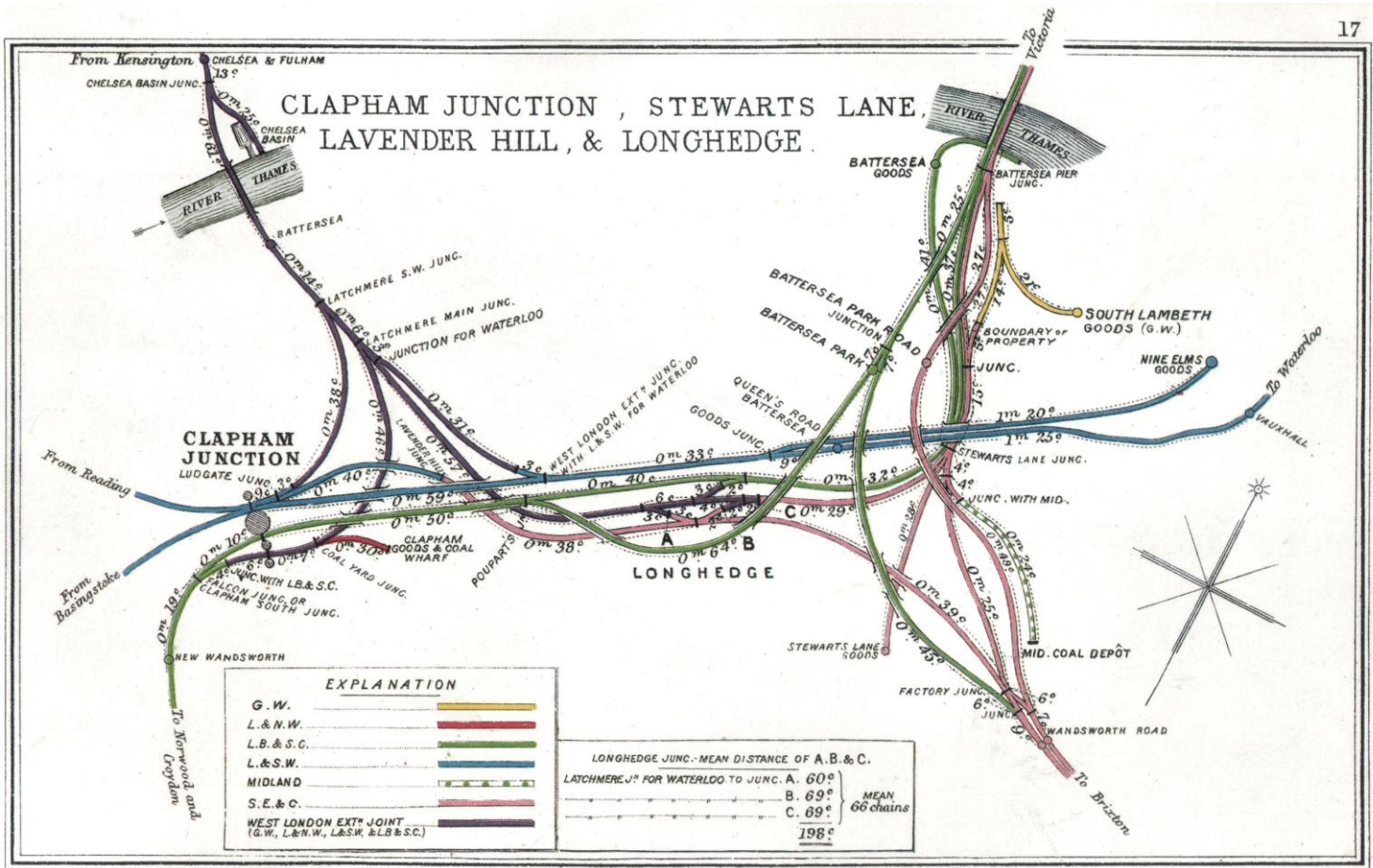
From the northern end, Whitechapel (9 minutes) is served by The District Line and the Hammersmith & City Line, with connections from Paddington, Euston Square, Kings Cross and Liverpool Street.

Canada Water (1 minute) is served by the Jubilee Line from Waterloo, London Bridge and Stratford.

The use of this trip "in reverse" should not be precluded for those coming off trains from the west or the south, calling at Clapham Junction (25 minutes), departing at 13, 29, 43, and 59 past the hour. (a minute or so earlier before 09.00)

Trains home? Every few minutes to Waterloo or Victoria, and an hourly service at 39 mins past the hour to Watford Junction (41 mins) and all stations to Milton Keynes (1hr 22 mins). 28 and 58 mins past the hour to Reading (1hr 12mins)

¹ Wikipedia



Railway Clearing House Map, 1912

Surrey Quays	dep	10.54
Peckham Rye	arr	11.02
Peckham Rye	dep	12.02
Denmark Hill	arr	12.06
Denmark Hill	dep	12.51
Clapham High Street	arr	12.55
Clapham High Street	dep	13.55
Clapham Junction	arr	14.08



Route Schematic