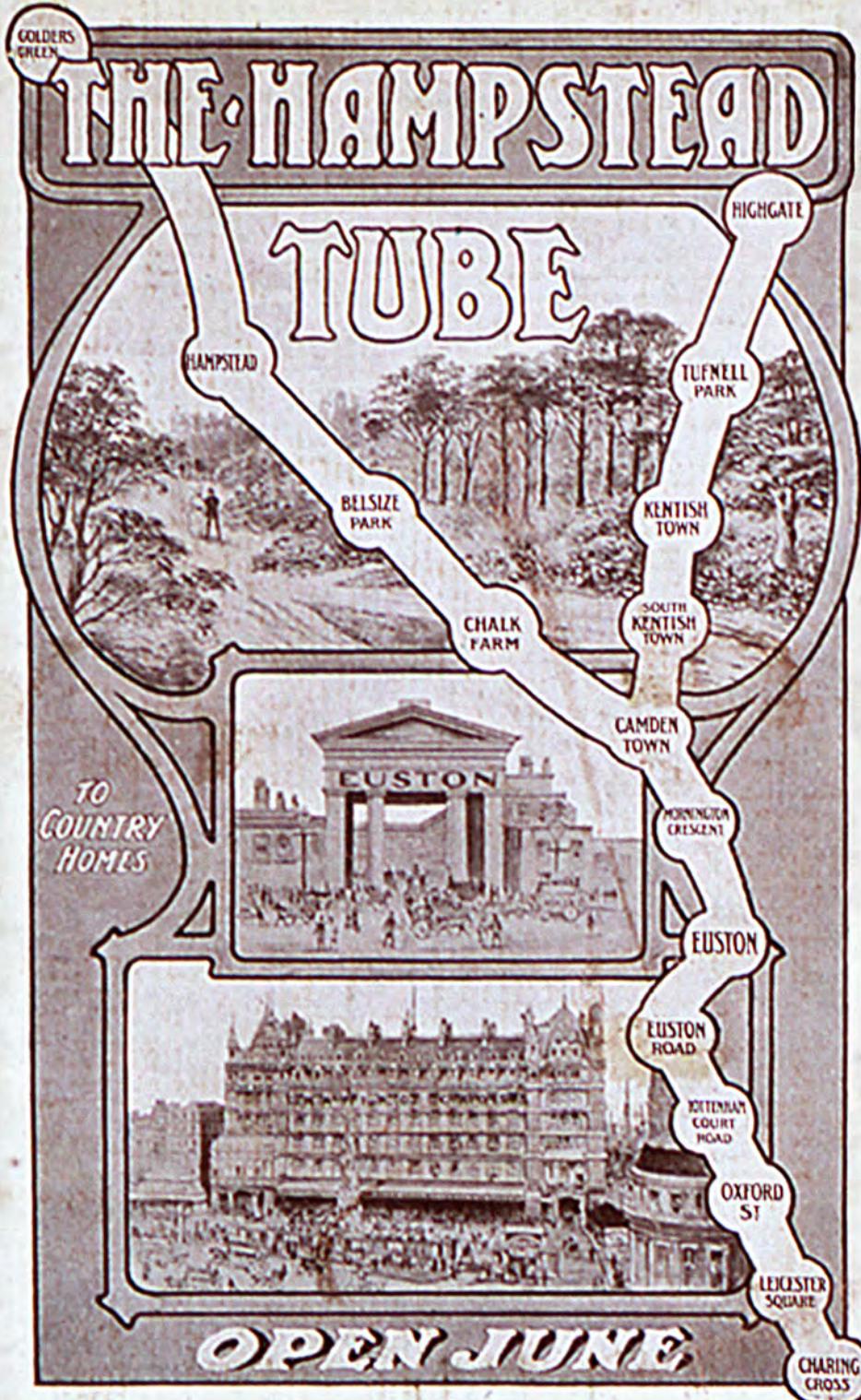




HIDDEN LONDON

EUSTON THE LOST TUNNELS





EUSTON: THE LOST TUNNELS

Few of the more than 27 million customers who use Euston Underground station every year would guess that they pass within metres of the remnants of two disused stations as they make their way through the modern passageways. Some of the tunnels in the complex network below ground

have not been used by passengers for over a hundred years, but they continue to be utilised, principally for ventilation, providing vital services to this day. Above ground one of the original station buildings also survives, almost unnoticed at the corner of Drummond Street and Melton Street.



Euston mainline station entrance, c1838.
2004/15161

Poster advertising the opening of the Hampstead Tube, 1907.
2002/9758

EUSTON MAINLINE STATION

Euston station opened on 20 July 1837 as the terminus of the London & Birmingham Railway (L&BR). When the line to Birmingham was completed on 7 September 1838 it became the first railway to connect London with the Midlands.

The station site at Euston Grove on the northern edge of the expanding city, was chosen by George and Robert Stephenson, who were the engineers for the L&BR. Euston Grove was one of several sites considered by the company.

Approved by the board in 1834 it was the closest they could get to the centre of the city, but with its steep gradient it proved a difficult engineering choice.

The station building was designed by architect Philip Hardwick and included a grand classical propylaeum known as the Doric arch, 70 feet (21 metres) high, erected at the entrance to the station.

The station itself had only two platforms, one for arrivals and one for departures. It was operated by L&BR until 1846 when the company united with The Liverpool & Manchester Railway and Grand Junction Railway to form the London & North Western Railway (L&NWR). By February 1848 it was possible to travel from Euston to Manchester, Liverpool, Glasgow and Edinburgh, via Birmingham.



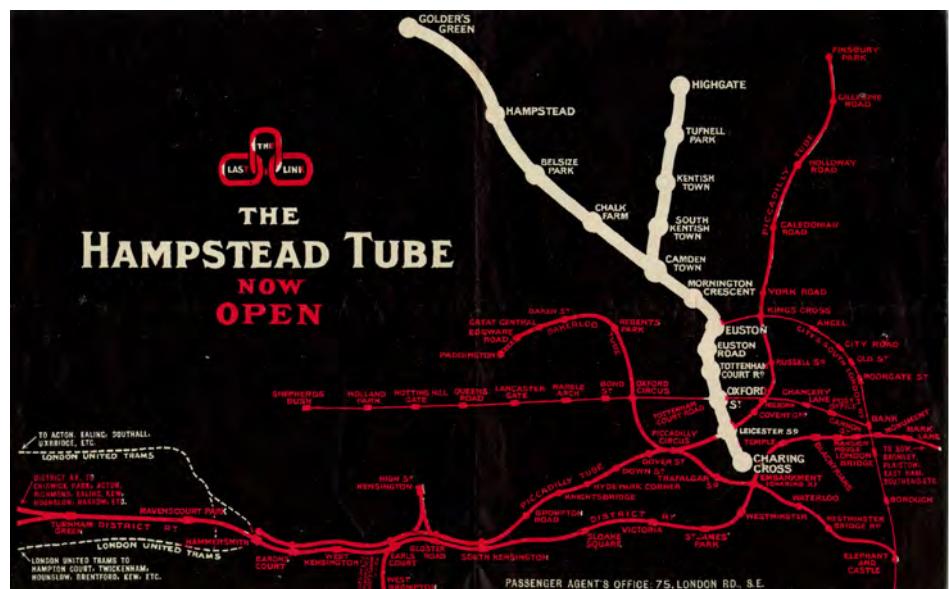
ENTRANCE TO EUSTON STATION, 1904.

The Doric Arch in 1904.
2002/9818

UNDERGROUND RIVALS UNITE

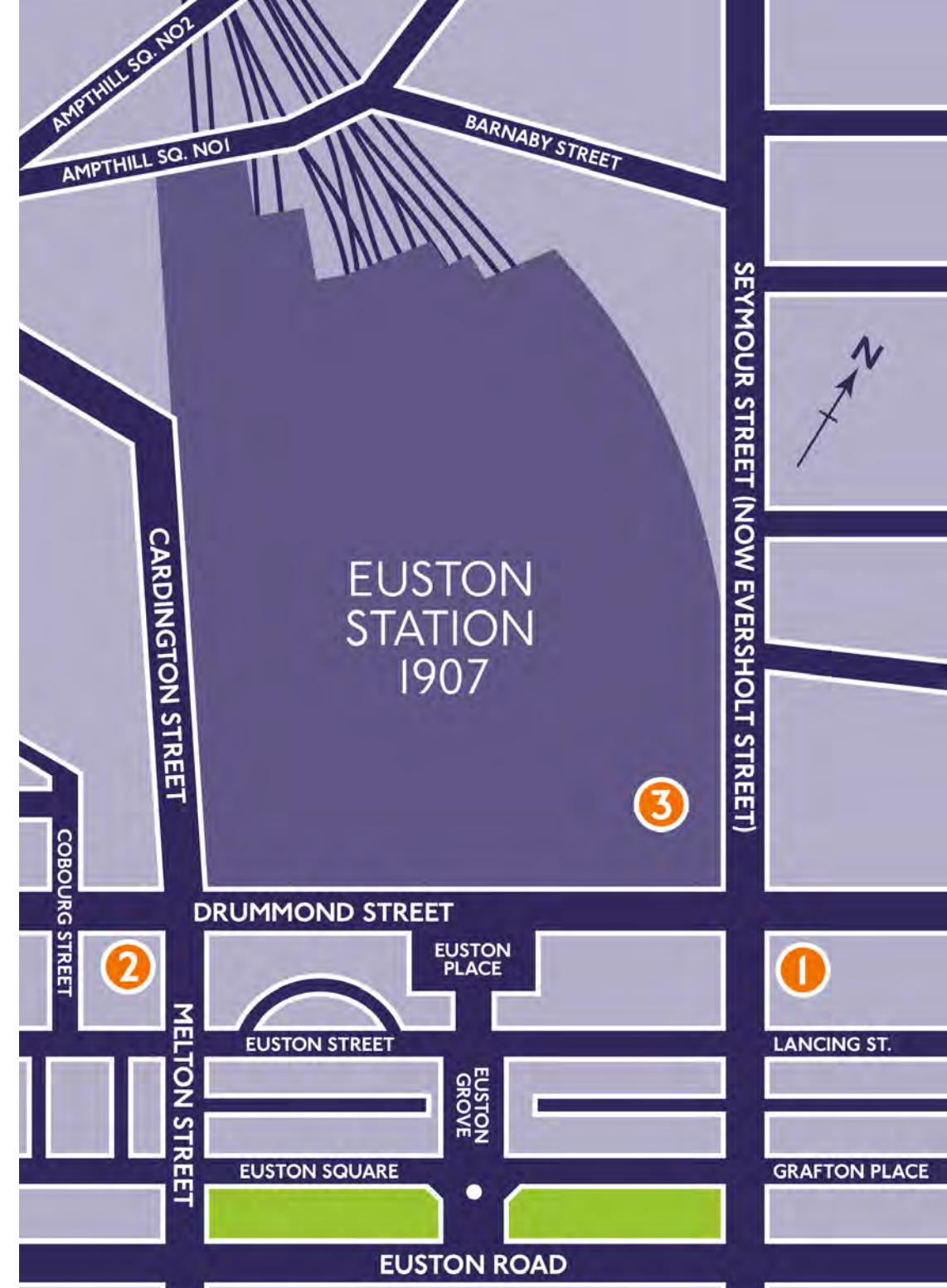
By 1903 two competing companies, the Charing Cross, Euston & Hampstead Railway (CCE&HR) and the City & South London Railway (C&SLR), had gained Parliamentary approval for stations near the L&NWR's Euston terminus. This allowed them both to take advantage of the lucrative passenger traffic travelling into London from

the Midlands and the North, but initially neither were permitted to have entrances on the mainline station site itself. Instead the L&NWR allowed them to build a shared underground ticket hall below their concourse, connected to tunnels linked to the two tube stations on opposite sides of the main railway station.



CCE&HR map promoting the new Hampstead Tube and connections with the C&SLR; along with other Underground and tram services, 1907.
1981/198

Map showing the location of the new station buildings,
1: C&SLR station building,
2: CCE&HR station building,
3: L&NWR underground ticket hall, 1907
2016/1255



The City & South London Railway was London's first deep level tube line. Opened in 1890 it connected King William Street station in the City of London (close to Monument) and Stockwell in the south. Later the company extended its line north to Euston, opening on 12 May 1907. The C&SLR later became the Bank branch of the Northern line. The station building was designed by architect Sidney Smith and featured an ornate green and white façade of Doulton's glazed Carraraware. Passenger tunnels were finished in tiles made of white glass. This highly reflective surface gave the station a bright and clean appearance.

The entrance was located on the corner of Seymour Street (later Eversholt Street) and Drummond Street (later Doric Way). From the ticket hall and booking office at street level, passengers were conveyed by lift to an island platform, a design found at many C&SLR stations. Stations on the present day Northern line which originally had the island platform design have now largely been modified to a conventional single track and platform. However, the original design can still be seen at Clapham North and Clapham Common.

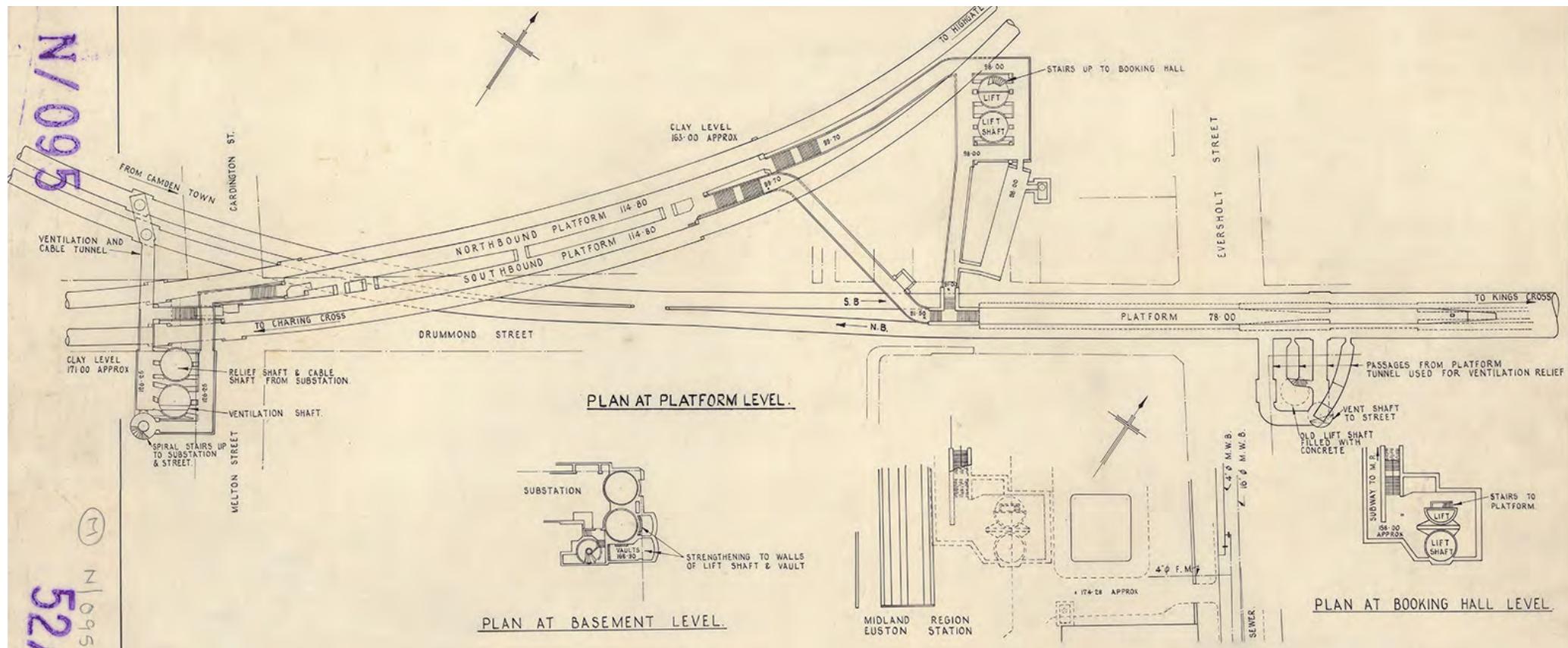


C&SLR station at Euston, designed by architect Sidney Smith. Entrance on Seymour Street, 1907.
1998/84528

C&SLR island platform at Euston in 1908. Now the City branch of the Northern line.
1998/48312

Leslie Green's CCE&HR station building on the corner of Drummond Street and Melton Street, 1907.
2000/22998

The Charing Cross, Euston & Hampstead Railway (CCE&HR) opened its station on 22 June 1907, shortly after the C&SLR station. The CCE&HR building was constructed on the corner of Drummond Street and Melton Street. It was designed by architect Leslie Green, whose distinctive style was characterised by oxblood-red external tiling, with ornate green and cream tiling inside the ticket hall. The station entrance was on Drummond Street; the exit was on Melton Street.



Though the stations had been planned separately, the C&SLR and the CCE&HR companies agreed to build a passageway to join their platforms and connect with a third set of lifts and ticket office now underneath platforms two and three of the mainline station. From the time of opening the joint ticket office was preferred by passengers and the two station buildings at street level were lightly used by comparison.



Station plan showing the joint ticket hall between the CCE&HR and C&SLR stations, 1907.
2016/1257

London Electric Railways map, showing C&SLR and Hampstead Tube connections with Euston in 1909.
1999/9481

Entrance to the C&SLR and CCE&HR via Euston mainline station platform, 1932.
1998/81719



Combined ticket hall for C&SLR and CCE&HR at Euston, 1927.
IMS 1998/69232

By 1914 both companies were united under the Underground Electric Railways of London (UERL), also known as the Underground Group. A decision was made to save money by closing the two separate station buildings whilst retaining the combined ticket hall. On 30 September 1914 the CCE&HR and C&SLR station buildings closed.

To form what would become the Bank branch of the Northern line, capable of inter-running with the

CCE&HR, enlargement of the smaller diameter C&SLR tube tunnels was required, as well as the lengthening of the platforms. On 9 August 1922 the C&SLR closed from Euston to Moorgate while the tunnels were enlarged. The upgraded tunnels between Moorgate and Euston and the extension through the new junctions at Camden Town opened to passenger service on 20 April 1924. Euston was chosen as the setting for the poster advertising the modernised line.

The disused C&SLR building on Eversholt Street was eventually demolished in 1934 to make way for the construction of a London Midland & Scottish Railway office building. The CCE&HR building on Melton Street survived as it contained an essential ventilation shaft for the Northern line.



Poster promoting the transformation of the C&SLR, 1924.
1983/4/1772

THE VICTORIA LINE BRINGS A BREATH OF FRESH AIR

The original Euston mainline station was demolished in the early 1960s along with the Doric entrance arch, causing great controversy. The site was completely rebuilt and modernised, allowing the Underground station ticket hall to be redesigned and expanded.

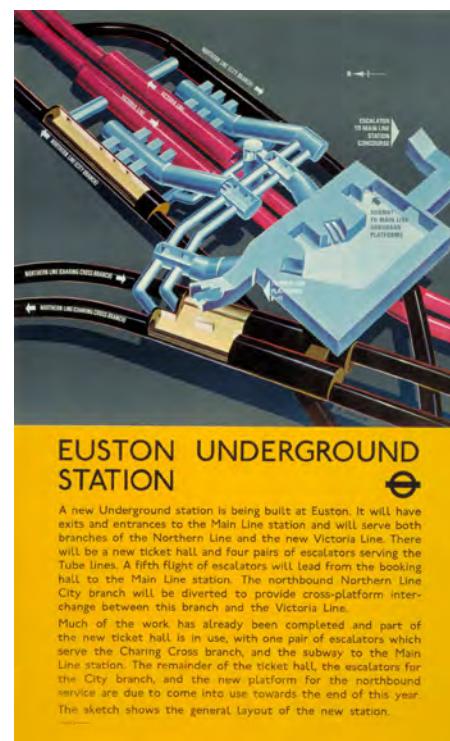
The construction of the Victoria line in the 1960s brought two more platforms to Euston and a much needed opportunity was taken to rationalise the configuration of

the station and upgrade the ventilation system. The narrow centre island platform of the Northern line City branch did not lend itself to direct cross-platform interchange with the Victoria line. The solution was to cross the two Victoria line tunnels north of King's Cross and divert the northbound City branch of the Northern line, using the old track bed to widen the southbound platform.



A larger ticket hall with a clean, modern design was constructed under the concourse of the mainline station and new escalators were installed to replace the old lifts.

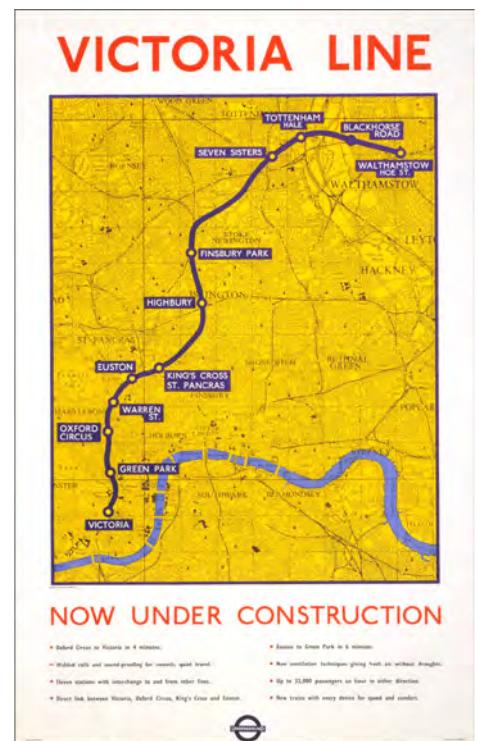
To facilitate these works the transfer passage closed to passengers in April 1962 and the L&NWR lifts were closed in October 1967, their shafts being converted to serve as ventilation ducts. With these works completed, the Victoria line began operating at Euston on 1 December 1968.



Temporary ticket hall at Euston Underground station, 1965.
1998/61948

Poster describing arrangements at the new Euston Underground station, February 1967.
2010/1949

Progress report on construction of the Victoria line, 1962.
1983/4/7343



THE FUTURE OF EUSTON

The platform walls at Euston Underground station are decorated with images commemorating its origins. The Doric arch of the mainline station features in the tiling on the Victoria line platforms and the heraldic crest and history of the Duke of Grafton and his family, who owned the land on which Euston sits, is depicted on panels on the platforms of the Charing Cross branch of the Northern line. Behind the scenes the disused passageways stand as a hidden monument to the pioneers of the deep Tube.

The planned construction of the second national high speed rail line (HS2) will act as a catalyst for redevelopment at Euston and will bring further changes to Euston Underground station. The site of the former CCE&HR station building at Melton Street is required for construction access so its ventilation equipment will be relocated and the surface building will be demolished. However despite this and the many changes to the station over the last century the lost tunnels of Euston will continue to serve customers, keeping them cool and comfortable as they make their journeys.



Newly opened Victoria line at Euston with Doric Arch motif designed by Tom Eckersley, 1968.
I998/86912

For more information about the history of the site, the context in which it was built, and other underground structures, the following publications are recommended:

Antony Badsey-Ellis,
The Hampstead Tube
Capital Transport, 2007

David Bownes, Oliver Green and Sam Mullins
Underground: how the Tube shaped London
Penguin, 2012

J E Connor
London's disused Underground stations
Capital Transport, 2001

Mike Horne and Bob Bayman
The Northern line
Capital Transport, 1999

David Leboff
The Underground stations of Leslie Green
Capital Transport, 2002

Douglas Rose,
Tiles of the unexpected; a study of six miles of geometric tile patterns on the London Underground
Douglas Rose, 2007

Titles still in print are available in the London Transport Museum shop or can be ordered from the Museum's online shop. All the publications and further information can be consulted in the Museum library by appointment. See the Museum website for details.

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