



DAVID BOWNES, CHRIS NIX, AND SIDDY HOLLOWAY, WITH SAM MULLINS  
LONDON TRANSPORT MUSEUM IN ASSOCIATION WITH YALE UNIVERSITY PRESS

# HIDDEN LONDON

REDISCOVERING  
THE FORGOTTEN UNDERGROUND



# DOWN STREET

THE SAFEST PLACE IN LONDON

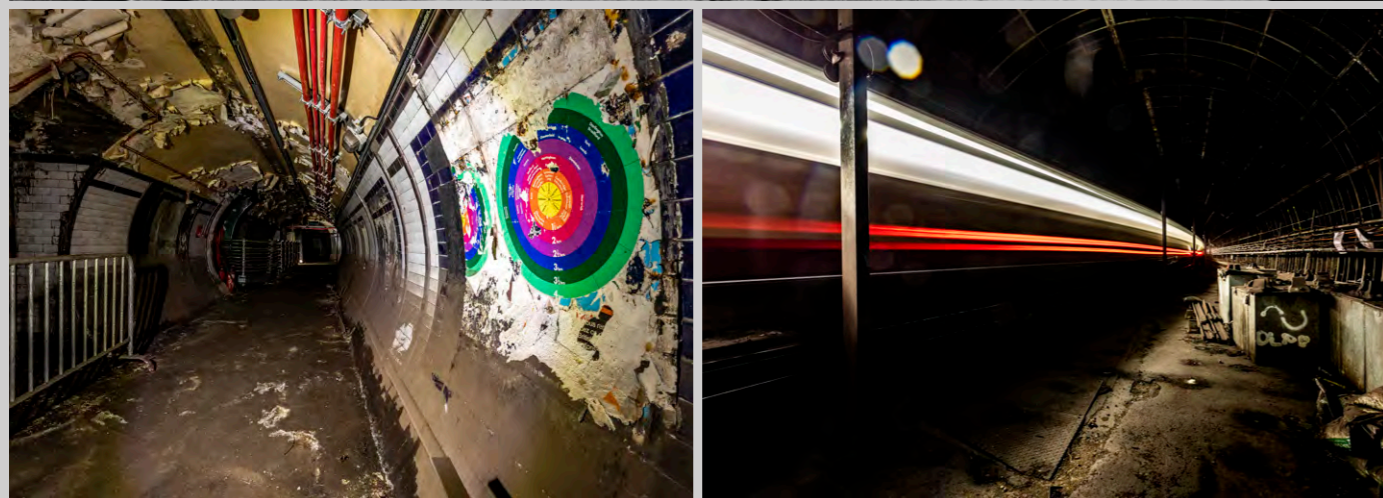
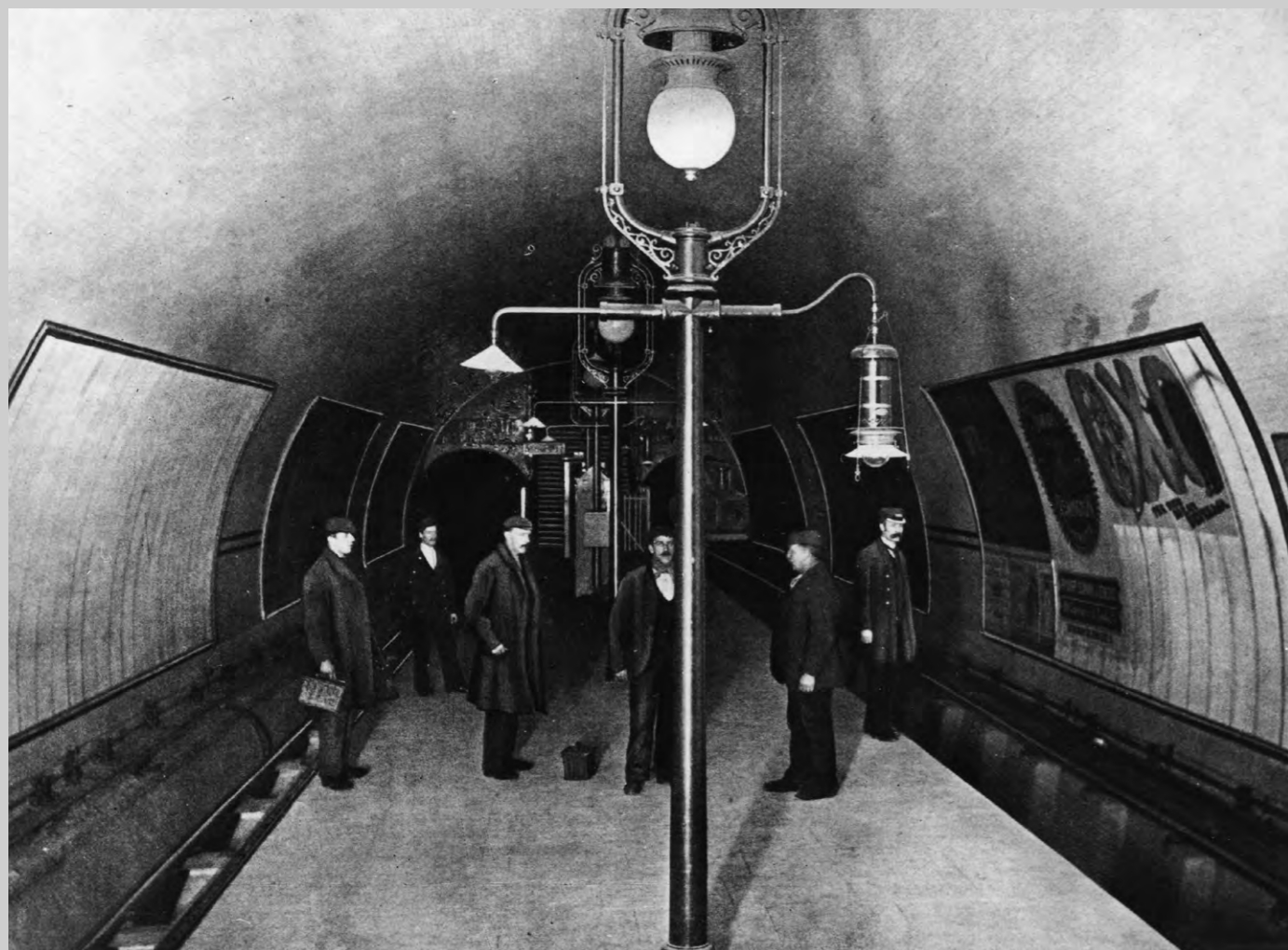


FIG.34—The narrow C&SLR island platform at Angel around 1901 (top image). It was not until Angel station was fitted with escalators in 1993 to accommodate increased passenger numbers that the opportunity was also taken to replace the dangerous platform layout. A new northbound platform tunnel was constructed, and the island platform filled in on one side to make the wide southbound platform we see today (bottom image).

FIG.36—The abandoned lift shafts (just seen on the left) and passageways at Angel, closed to the public in 1993. On the walls, some advertising and original tile features remain in place.

FIG.37—A Northern line train rejoins the original northbound tunnel at Angel. The line originally travelled through the position of the photographer.





[PREVIOUS] FIGS 4.IIA, 4.IIB, 4.XIIC—Working for London Transport was more than just a day job. Staff were actively encouraged to socialise together, with 55 Broadway providing facilities for a range of after-work activities; these included art classes(directional), a music society and clubs for photography, sports and industrial archaeology. In keeping with the progressive views of senior management, Broadway also boasted a well-stocked library, for the educational welfare of the staff (directional). Eating together was, similarly, regarded as an important way of encouraging *esprit de corps*, although the first staff dining rooms introduced in the 1950s (directional) separated middle managers from lower ranking workers, who had their own canteen on the ground floor. These distinctions were finally abolished in the 1980s with the creation of a single, shared, staff restaurant.

FIG. 4.12—As the strategic headquarters of the capital's transport network, 55 Broadway took precautions against air raids as the likelihood of conflict increased in the years leading up to the Second World War. These included relocating the telephone exchange to the newly bombproofed basement to secure communications. Broadway was hit by a high explosive bomb on 14 October 1940, damaging several floors of the west wing.<sup>8</sup> Although quickly repaired internally, the exterior cladding was not replaced until 1963 due to shortages of Portland stone.



# KING WILLIAM STREET

THE FIRST ABANDONED TUBE STATION

G.N.P. & B.RLY.

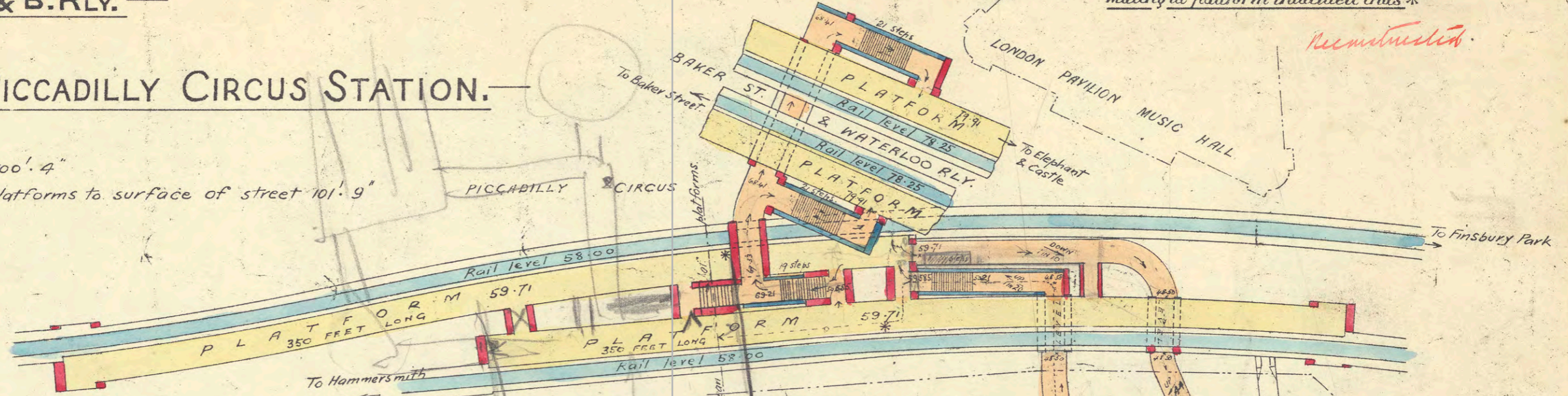
# PICCADILLY CIRCUS STATION.

Rise of Lifts 100' 4"

Distance from platforms to surface of street 101' 9"

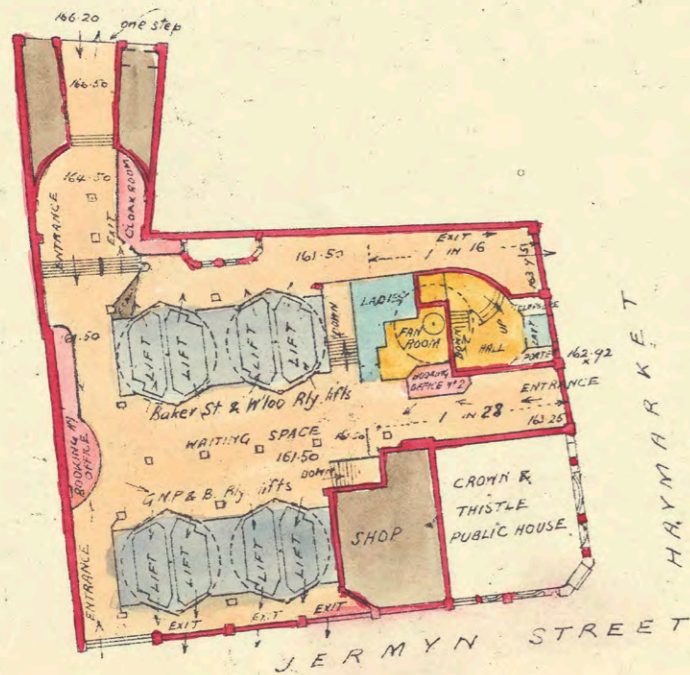
Note:- Position of centre of 3 car train when waiting at platform indicated thus\*

*Revised*

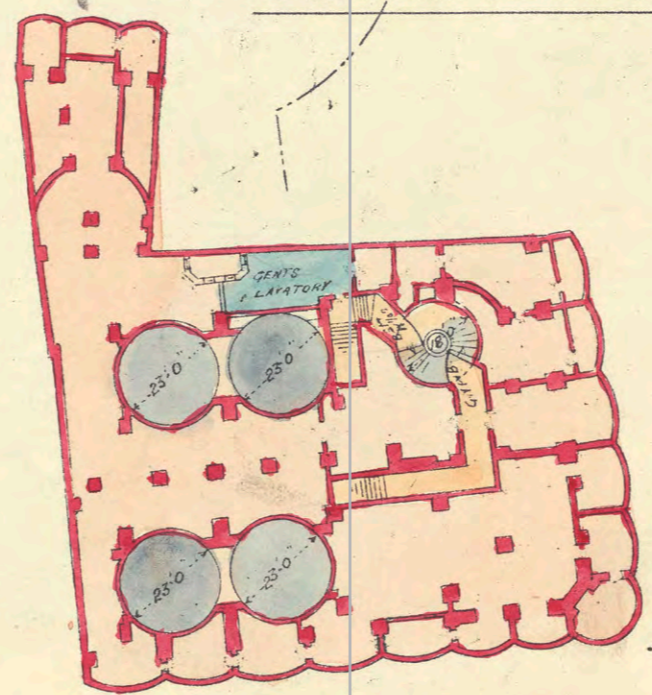


PLAN AT PLATFORM LEVEL.

PICCADILLY CIRCUS

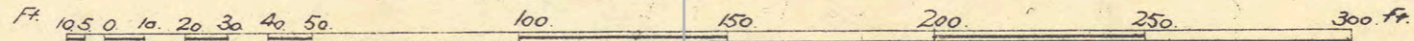


GROUND FLOOR PLAN.



BASEMENT PLAN.

SCALE 44 FEET TO AN INCH



Note:- The Datum to which all levels on this plan refer is 100 feet below Ordnance datum.

