

# London Underground Station Oddities

## ALDGATE EAST

If you look out of the right-hand side as you travel from Aldgate East to Tower Hill, you can see Aldgate Station.

## ANGEL

Has the longest escalator on the Underground. The southbound platform is extra wide because it used to be an island platform, but now covers the old northbound tracks. There's a new separate northbound platform.

## ARSENAL

Has Edwardian tiling spelling out Gillespie Road - An alternative proposed name for the station.

## BAKER STREET

Baker Street has the most platforms of any station on the London Underground network.

## BANK

The central line platforms are so curved that you can't see one end of the platform from the other. A new link between the Waterloo & City and the Central line was excavated which uncovered part of one of the Greathead tunnelling shields used for the Waterloo and City line. This shield forms part of the new passageway, and passengers pass through when transferring between the two lines.

## BARKING

The doors open on both sides of the train on the eastbound District line platforms. One of only two non-terminus stations where this happens.

## BOUNDS GREEN

A memorial plaque at the north end of the westbound platform commemorates the people who died when the station was hit by a bomb on 13 October 1940.

## BUCKHURST HILL

Had secondary exits at the southern ends of the platforms which it was cheaper to block off in the 1980s than install automatic ticket barriers. It is the only through station in zones 1 to 6 on the London Underground to be in a zone on its own. The original 1856 station building still stands on Queen's Road to the south.

## CAMDEN TOWN

The southern end of all platforms lead to the original, much less busy, interchange corridors.

## CHANCERY LANE

Has a deep-level air-raid shelter underneath it, which was turned into Kingsway telephone exchange. Access to the shelter was via the original station building, on the north side of High Holborn at nos. 31-33, as well as subsidiary entrances in Furnival Street and Took's Court.

## CHARING CROSS

The Jubilee Line used to terminate here. There are doors at the bottom of the Northern Line escalators, and along the corridor from the top of the Bakerloo Line platforms, which lead to the now disused Jubilee Line platforms.

## CLAPHAM COMMON

This and Clapham North are the only stations underground which still have narrow island platforms.

## CLAPHAM NORTH

This and Clapham Common are the only stations underground which still have narrow island platforms.

## EALING BROADWAY

Has a mystery door marked "Private Rod"

## EAST HAM

There's a sign advertising a cup of tea for 2d

## EASTCOTE

Has a fake plastic owl, to try and scare away pigeons.

## KENNINGTON

Southbound trains which terminate here actually travel round a small loop and arrive back at the northbound platform, which means you can leave Kennington travelling south, and arrive back at Kennington travelling north.

The northbound platform and tracks were originally transposed, so the tunnel mouth is now unusually wide, and there's a door opposite the platform where the original platform entrance was. The original entrance tunnels still survive.

Originally the northbound platform was level with the lifts, with the southbound platform down some stairs, but in order to cross over the new track, there are now stairs upwards and the lift stops higher up than it used to.

There's a building to the north of the station building, on the opposite side of the road next to a pub, which is a staff entrance to the station - it looks like it's had its windows bricked up, but was in fact built in 2010.

## LEYTONSTONE

Has 17 mosaics depicting scenes from Hitchcock movies.

## LIVERPOOL STREET

A disused west-facing bay platform once used by terminating Metropolitan and occasional District line trains running via Edgware Road is still visible.

## LONDON BRIDGE

Looking up on the northbound Northern Line platform, there are ventilation grilles which lead into the tunnels of the abandoned King William Street station - the first electric underground railway.

The passageway leading from the Northern Line escalators to the Northern Line platforms has a doorway which leads to the abandoned King William Street station.

Platform 6 of the national rail station is the busiest railway platform in Europe.

In 1996 the old Northern line southbound platform was filled in and became a central concourse.

## MANOR HOUSE

Opposite the northern entrance, next to a CostCutter, is a gated entrance into the rear of the former Metropolitan Electric Tramways Headquarters, which still has tram tracks visible.

## MARYLEBONE

Has original tiles which show that it was once going to be called "Great Central"

## MILE END

Mile End is the only subterranean station on the network that offers cross-platform interchange between 'tube' (Central Line) and 'sub-surface' (District and Hammersmith & City Line) trains.

## MILL HILL EAST

Line passes over the Dollis Brook Viaduct - it's the highest point on the London Underground above ground level.

## MORDERN

Has a fake plastic owl, to try and scare away pigeons. The tunnel from here to East Finchley is the longest railway tunnel in the UK.

## PADDINGTON

The Circle and District line platforms are partly open air and partly covered.

## PICCADILLY CIRCUS

There's a bit at the end of the Bakerloo line platforms (back of southbound platform, or front of northbound platform), where you can see through to the opposite platform.

## RODING VALLEY

The least used tube station.

## ST. JAMES'S PARK

The roundel on one side of the tracks says "St. James's Park" and the one on the other side says "St. James' Park"

#### EMBANKMENT

Has a mystery door marked "Private Rod"  
District Line - Enclosed escalators you can see into.  
Northern Line - Has the original 'Mind The Gap' announcement, which was reinstated at the request of the widow of the voice artist, Oswald Laurence, who missed hearing his voice.

#### EPPING

Before 30 Sept 1994 the Central line continued beyond Epping, but the line has now been sold and is the privately owned Epping Ongar Railway.  
Epping has the largest public London Underground station car park with 519 spaces.

#### EUSTON

A passenger changing from the Victoria Line to Northern Line (Bank branch) or vice versa will find that trains on adjacent platforms travel in opposite directions even though both are either northbound or southbound.  
The Northern Line (Bank Branch) southbound platform is very wide because it was originally an island platform before the northbound track was removed and a new northbound platform built.

#### FINSBURY PARK

The southbound Piccadilly platform has a noticeable 'hump'.

#### GANTS HILL

Surprisingly nice inside!

#### GREENFORD

Used to have the last remaining escalator with wooden treads, has now been replaced by an 'incline lift' which travels at 45 degrees.

#### GREEN PARK

Travelling south from Green Park on the Jubilee Line, Green Park Junction, where the new line diverges from the old, is visible.

#### HAINAULT

Has a lift which has a descent of 0.67 metres. It is the shallowest lift on the London Underground network.

#### HAMPSTEAD

The old tiles show that this station was once called Heath Street.  
This is the deepest station below ground level.

#### HIGHGATE

The platform is longer than the trains, leaving a large gap at one end.  
At the top of the exit-only escalator is a window from which you can see the abandoned platforms of a disused exchange station which would have connected Highgate to Finsbury Park, had it not been for WWII.

#### HOLBORN

There used to be two platforms serving the now-closed ALDWYCH branch station. The bay platform, accessed from the southern end of the Northbound Piccadilly platform, closed in 1917 and was converted into rooms/offices/storerooms. The through platform, accessed from further down the northbound Piccadilly platform through steel doors, closed in 1994 and is now used for testing signage and advertising. The ALDWYCH branch joins the network to the north of the northbound Piccadilly platform. See: [http://u2a.uk/holborn\\_aldwich](http://u2a.uk/holborn_aldwich)

#### WILLEDEN GREEN

Used to serve the Metropolitan Line but no longer does. The platforms still exist so Metropolitan line trains can stop here under unusual circumstances, such as building work on the Jubilee Line platforms.

#### ST. JOHN'S WOOD

Has quite cool "way out" roundels at the bottom of the escalators.

#### ST. PAUL'S

Take the escalator down to the lower platform - you will be able to look up and see some passageways leading off to your right, accessed by a ladder and a shut gateway. In times gone by, these would have been the tunnels that took you to the station's lift. There are also access points to these passageways on the platforms themselves hidden behind black locked grilles.  
SHEPHERD'S BUSH  
Go to the eastern end of the station for a great view of both platforms.  
From the foot of the escalator turn right, then right again and walk up past the emergency staircase. Before the end of this passageway a grilled entrance can be seen - through the gateway a large dark empty space can be seen - the old lift shaft, now empty.

#### SLOANE SQUARE

The metal ducting running across the tracks above head height contains the 'lost' river Westbourne.

#### SOUTHGATE

Although the station is underground, the line enters the open air in both directions, meaning that daylight can be seen through the tunnels on both platforms in both directions - the only place this happens on the tube network.  
Has an odd Tesla Coil style decorative feature on the roof of the building.  
The well preserved period features, such as the escalators, make this a popular station for period films/TV.

#### SOUTH KENSINGTON

Look through the black grilles at platform level (and interconnecting tunnels, which used to house the lift doors) on the Piccadilly Line platforms to see an old lift shaft. Look through the Westbound platform's grilles to see a door on the opposite side which leads to the deep level platform area intended for the never built District Line extension.  
A disused former Metropolitan Line eastbound platform still exists, without track.

#### STRATFORD

Has the shortest escalator on the underground.  
The doors open on both sides of the train on the westbound Central line platforms. One of only two non-terminus stations where this happens.

#### TOWER GATEWAY

Has a secret back entrance onto Mansell Street

#### UPMINSTER

Has a fake plastic owl, to try and scare away pigeons.

#### WARREN STREET

The Northern Line platform tiling shows that this station was originally called Euston Road.

#### WARWICK AVENUE

Has no surface building. The traffic island between the two entrances has a ventilation shaft on it (There's also a cabman's hut).

#### WEMBLEY PARK

Has a fake plastic owl, to try and scare away pigeons.

#### WEST RUISLIP

The Central Line tracks continue for a short distance beyond the station before ending at buffers due to the original plan to continue the line to Denham.

#### WESTMINSTER

Follow the signs to Exit 3, and on the right at the top of a set of stairs is a secret revolving door which leads into Portcullis House, which has an underground tunnel into the Houses of Parliament.