

THE GLEN FAIRWEATHER COLLECTION SCENES FROM THE 1950s TO THE 1980s LONDON UNDERGROUND

Captions by Kim Rennie

Here is a selection of colour images of the Underground from the Flickr photo-sharing site of photographer Glen Fairweather and reproduced with permission. Mr. Fairweather collects second-hand 35mm transparency slides of British urban scenes taken from the 1950s to the 1980s and has posted many of these online. A certain amount of detective work has been necessary to identify some locations, and the year quoted may have been determined solely from any date printed on the slide mount. Nevertheless, they show many aspects of the Underground that were often rarely photographed in the past, and which have now mostly been consigned to history.



Above: One of the District & Circle Line platforms at Notting Hill Gate in 1958. Despite the rationalisation work carried out as far back as the 1900s, commercial advertising still dominates and covers up much of the brickwork. Note the 'panel' roundel signs with the line names upon them, and also one of the last H.C. Beck poster maps. The new facilities linking with the Central Line would not open until the following year. Left of centre are a confectionary machine, fire buckets, and a stretcher box, all once common features on railway platforms. The wooden wall-panelling would remain until the station was refurbished in the late-1980s.

Opposite: (Top) The 1965 heyday of South Kensington, with four surface platforms in use by electric trains. This is a section of platforms 2 and 3, which at that time served the outer rail Circle Line and eastbound District Line respectively. Between these, the station garden is being tended. The flower bed area was occupied by a west-facing bay road for Circle Line trains until 17 June 1957. Classic LT posters are displayed either side of the nearest station roundel. Other platform furniture includes a weighing machine, and an integrated four-sided chocolate machine and litter bins. Meanwhile, an R Stock train in mixed red and silver liveries calls at westbound District Line platform 4, with NDM car 23447 identifiable on the right. As well as the Circle Line double-sided bay platform, there was also an east-facing bay platform on the westbound District Line side.

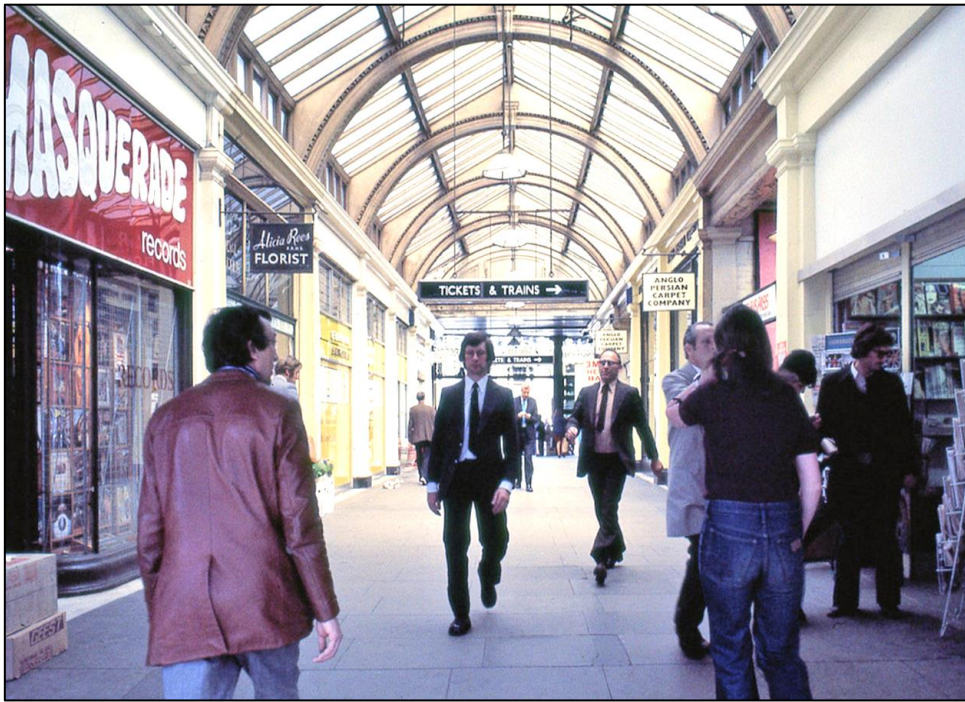


Above: South Kensington in 1973 looking east along eastbound District Line platform 2. On the left, the disused inner rail Circle Line (ex-Metropolitan Railway) platform 1, which had closed on 8 January 1967, with its 1906-07 canopy and valancing and 'panel' roundel signs remaining. Above the canopy is part of the original 1868 brickwork. To the right, the former bay road area and later the station garden is screened off to allow work on providing stairs and a subway to new escalators 1, 2 & 3. Platform 2 had originally been the outer rail Circle Line (ex-Metropolitan Railway) prior to the current arrangements being introduced. The platform area nearest the white line has now been given an early form of non-slip surface.

Below: Another view of South Kensington the same year, now looking east on westbound District Line platform 3 (today's platform 1). This had been the eastbound District Line platform until 28 July 1957. Behind the corrugated fence construction work is underway on escalators 4 & 5 linking the ticket hall and intermediate concourse. This area was previously the site of westbound District Line platform 4 and an east-facing terminal platform 5. Above are surviving support columns for the central span of John Fowler's 1868 overall roof. This was one of the south-side Circle Line stations equipped with modern 'light box' '1, 2, 3' platform indicators instead of the traditional District Railway-type using blue enamel plates. The suspended platform number sign, just visible behind the indicator, confirms that the platform has yet to be renumbered as platform 1.



Left: South Kensington in 1976, with the entrance and shopping arcade linking Thurloe Street and Pelham Street. This dates from the 1906-07 rebuild by George Sherrin. The suspended 'Tickets & Trains' sign points to one of the two staircases that descend to ticket hall level. Above the Bostwick gates, decorative wrought ironwork carries the station name and original operating companies. Passing in the street is a RM bus on route 30, which like many at that time provided links right across the capital, in this case from Hackney Wick Eastway to Roehampton Earl Spencer.



Left: A second view of the South Kensington arcade from further south, showing the glazed lantern roof and its arched supports. From this hang the standard 6-sided lampshades used on the Underground for many years. Another aspect of this period was the often low-end retail units found on the LT property estate.

Below: Aldgate in 1971 was essentially unchanged from its 1926 reconstruction by C.W. Clark. The ticket hall and platforms are linked by open balustraded staircases with a wide circulating area at mid-point.

Judging by the lack of passengers, the A Stock reversing in platform 3 is on an AM or PM peak hour 'shoulder' working. Features lost since are the characteristic Metropolitan Railway green mosaic wall tiles, and a tobacconist's kiosk seemingly precariously cantilevered-out over the tracks of platforms 2 & 3. The 'PO' sign above the exit appears to be giving directions to a nearby office of the Peninsular & Oriental Steam Navigation Company (P&O).



Overleaf: (Top) The 1906 Leslie Green station building at Piccadilly Circus survived until the redevelopment of the land surrounding the Criterion Theatre in 1990. This is the entrance on Piccadilly in 1969. A 1920s-30s roundel sign remains above the curved display window of Finlay's tobacconists, whilst from the canopy hangs a 1960s internally illuminated 'box roundel'. Above the Bostwick gates are adverts for Green, Twin, and Red Rover tickets; all of which gave various forms of unlimited daily travel on bus and train services. Further up is a representation of the roundel fashioned in open metalwork. The red and white posters are local 'where to board your bus' information.



Above: Piccadilly Circus, this time in 1974. The range of unlimited travel options has been reduced and there is now just a single advert for Red Bus Rover tickets above the entrance. The 1920s-30s roundel has been replaced by an unpainted metal panel. Finlay's tobacconists store has closed, and the premises are used to advertise the LT Round London Sightseeing Tour, which had a starting point nearby. The entrance is flanked by two pubs – Snow's (formerly the Royal Standard), and the Cockney Pride Tavern, neither of which survive today. The distinctive railings in the foreground, with their combined roundel and lighting features, were part of the 1920s station rebuilding scheme but provided by Westminster Council.



Above: Harry B. Measures' 1900 Central London Railway station at Oxford Circus in 1970. This entrance became exit-only after the new sub-surface ticket hall opened on 29 September 1968, as evidenced by the lack of lettering on the blue glass of the canopy. Both the canopy and the roundel above have since been removed. On the corner of the building is a J. Leon & Co. tobacconist's kiosk, a firm which, like Finlay & Co., had retail concessions all over the Underground network. Above, a sign points to the Western House LT offices that contained Green Line Coaches Control and a public enquiry desk. This sign, with its green and black roundel, had replaced an earlier version bearing a lined-out roundel and 3-'flight' direction arrow only a few years' before. It would soon be changed again to a green panel lettered in white to reflect the transfer of Green Line to London Country Bus Services which had occurred on 1 January of 1970. The Green Line Controllers would occupy Western House until the 1980s. The station's first floor is let to a hairdresser's salon accessed by an entrance in Argyll Street. To the left is a large Wimpy Bar restaurant, a brand much diminished nowadays. Further left is the 1952 neon signage of the Studio 1 & 2 cinema, which was then a night-time landmark in its own right. Note the road marking arrows, showing that all vehicular traffic is westbound, and part of a short-lived one-way road system here.



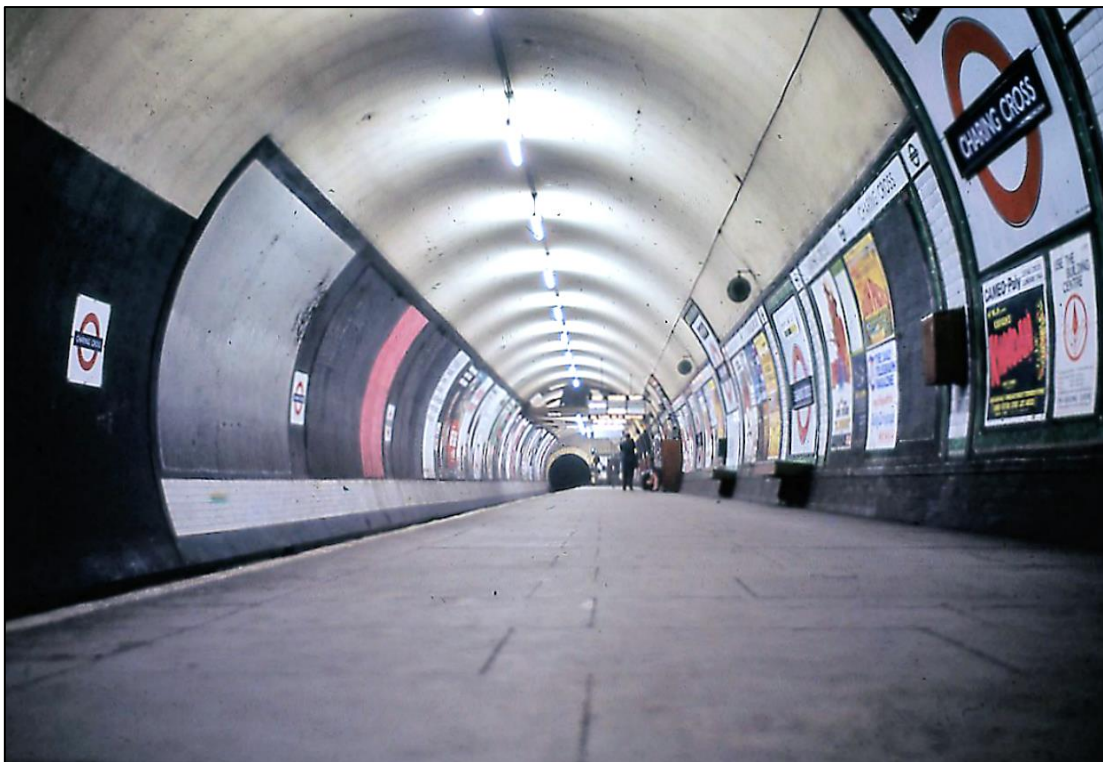
Left: Bond Street was modernised in the early-1980s, with similar treatment as carried out at Oxford Circus and Tottenham Court Road. This is westbound Central Line platform 1 looking east in 1982. Just visible on the left is the new red platform name frieze and cable management system, whilst the flooring and platform-side wall are now faced with small rectangular cream tiles. These replaced the previous 1920s green, white and black 'Morden Extension' tiling, which had itself supplanted the 1900 white CLR design. The only decorative feature of note is

occasional tiled bands on the walls that repeat the station name diagonally in red. Also present is a 1970s/1980s-era line diagram, and behind the second overbridge, one of the distinctive 1940s 'tombstone' 'FIRST' and 'SECOND' train platform indicators used on the Central Line. The bridges are TSB13A and TSB13B, which provided access to the three lifts until these were replaced by L-type escalators 1 & 2 in 1926.



Left: Looking east on westbound Piccadilly Line platform 1 at Green Park in 1972. Features include the original 1906 light blue Leslie Green tiling, enamel 1950s/60s name frieze, a dark blue litter bin, and the traditional asphalt platform surface. There is no tactile paving strip to indicate the platform edge and a simple white line suffices. The fluorescent tube lighting is again of an early type using individual lamp

holders. Left of the clock are confectionary and weighing machines, whilst in the foreground a modern 'light box' platform indicator shows a short-working train terminating at Acton Town. Below the indicator is a sign advising passengers to change at Rayners Lane "when no through train is shown". Such information was important then as certain sections of lines operated in peak-hours only (e.g. the Piccadilly Line from Rayners Lane to Uxbridge).

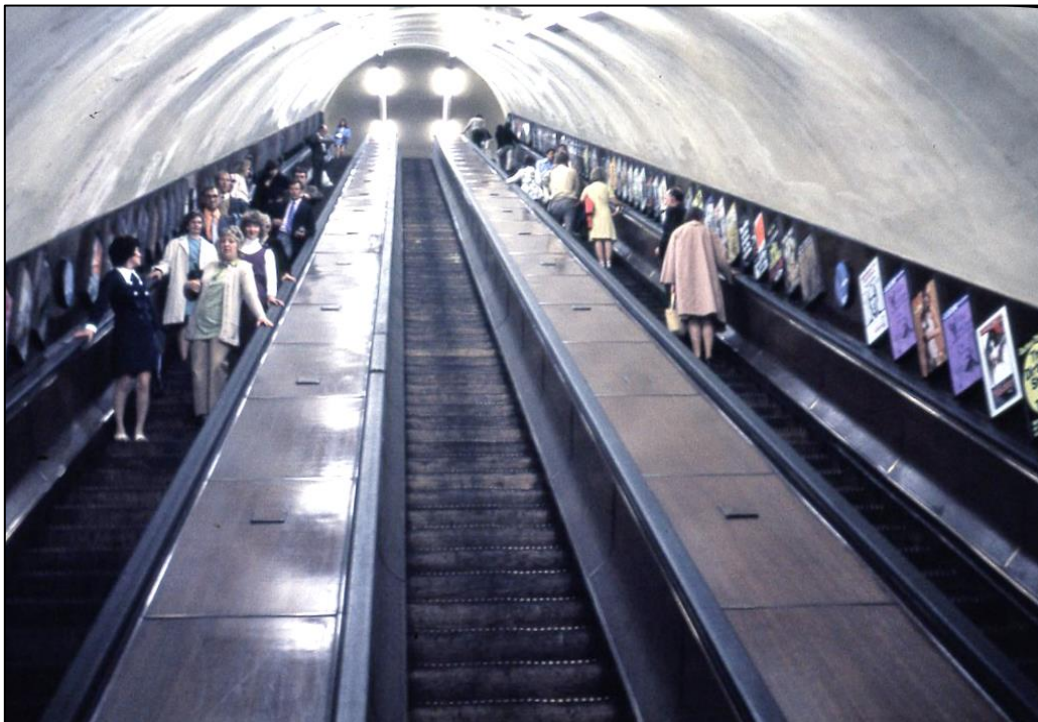


Left: Charing Cross (now Embankment) in 1967 looking south along southbound Northern Line platform 4. This was opened in 1926 as part of the extension of Hampstead Line services from Charing Cross to Kennington (and from Clapham Common to Morden) on 13 September. Northbound trains continued to use the curved platform (now platform 3) that had been on the reversing loop. The

platform finishes are in the 1920s Holden 'house style' of green, white, and black glazed tiles, with the later addition of post-war enamel name friezes above. The platform roundels are placed at alternate high- and low-level height to aid visibility, and this was a feature also used on the Morden line. Charing Cross was one of the earliest LT stations to be fitted with fluorescent lighting, possibly in relation to the Festival of Britain held in 1951. In the distance is a 'FIRST | SECOND | THIRD' train platform indicator dating from 1926.



Above: Westbound Piccadilly Line platform 3 at South Kensington in 1982 with changes to platform furniture apparent. Though the dark blue Leslie Green tiling and original enamel name friezes remain, the standard litter bin colour has now changed from blue to orange. Also coloured orange is a new wall-mounted key-operated public address microphone box, and above this, one of the associated loudspeakers now fitted along the platform. The lighting is of the more modern type, first developed for the Victoria Line, where individual light tubes are carried in a continuous strip along the length of the ceiling.



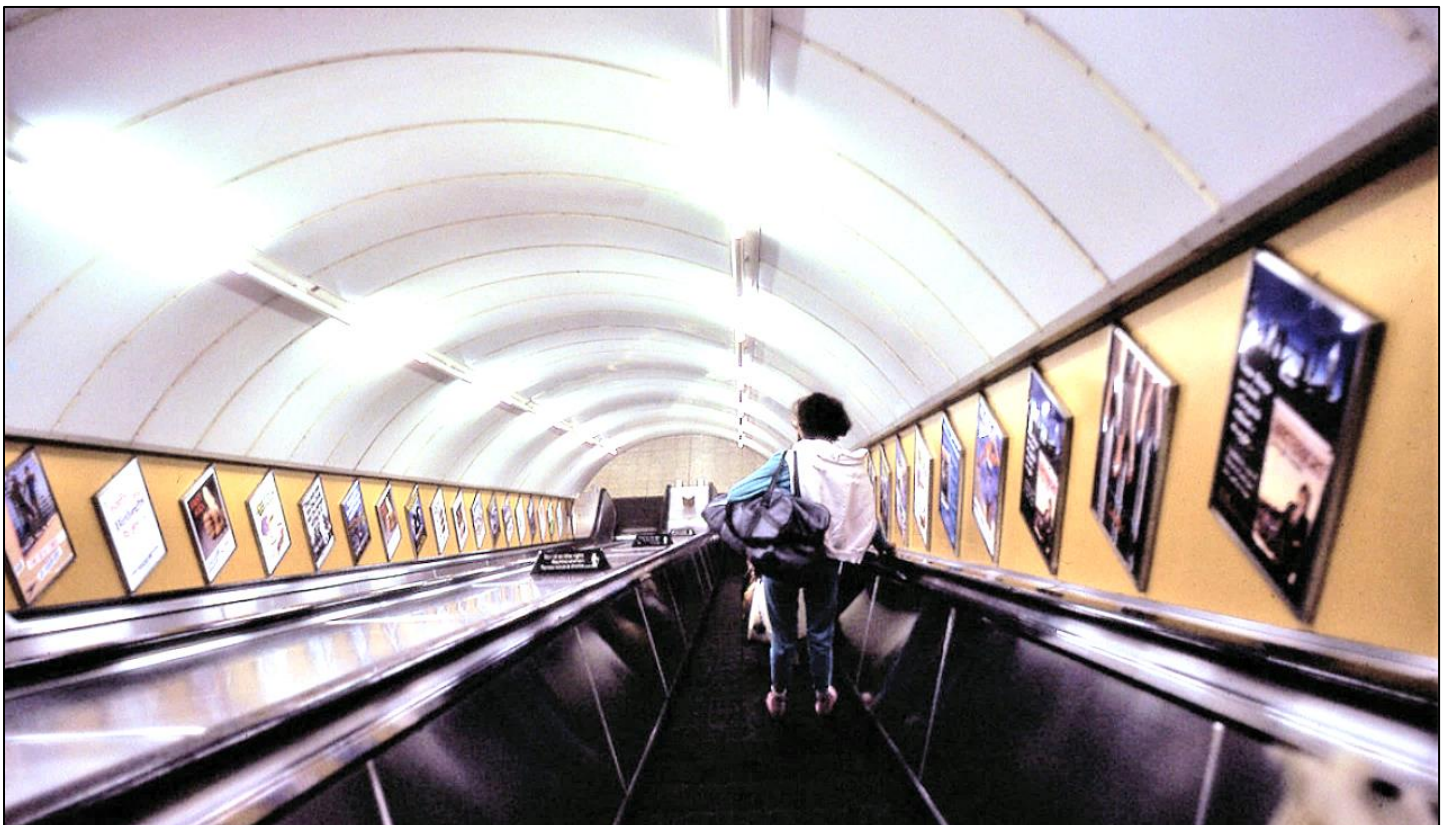
Left: Green Park's MH-type escalators 1, 2 & 3 in 1979 with traditional wooden steps and sides. The site of the former bronze uprighters is still discernible by small square blanking plates fitted on the casing. As well as the usual rectangular advert frames, a few are in a circular shape, an idiosyncrasy later phased out for standardisation. Escalators 1 & 3 entered service on 18 September 1933 when Dover Street station was renamed as Green Park. The fixed staircase in-between was superseded on 5 September 1955 by an MH escalator displaced from the Shell entrance at Waterloo. All three were replaced by APV-PH machines between 1992 and 1994.

The fixed staircase in-between was superseded on 5 September 1955 by an MH escalator displaced from the Shell entrance at Waterloo. All three were replaced by APV-PH machines between 1992 and 1994.



Above: A 1972 view of Green Park's MH.A-type escalators 4, 5 & 6 between the ticket hall and Victoria Line platforms 3 & 4. The unpainted aluminium finish and suspended ceiling made of curved white laminate panels is characteristic of the original Victoria Line design idiom. At the bottom is one of the suspended 24-hour clock and illuminated commercial advertising display units then found at central area stations.

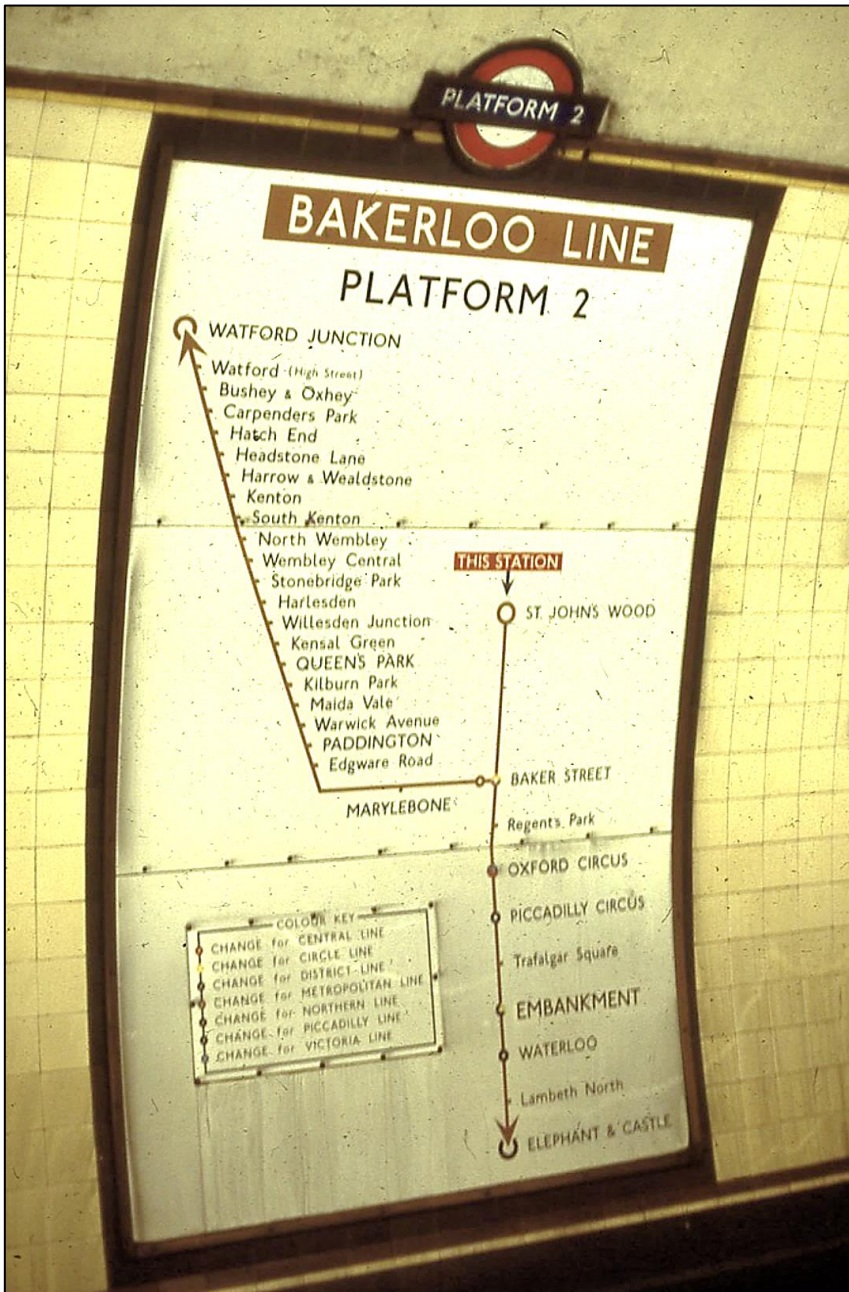
Below: LHD.M escalators 1 & 2 entered service at Bond Street on 25 May 1980 to link the ticket hall and Jubilee Line middle concourse. The mustard-yellow laminate advertising panel finish is typical of the more vibrant colours used on the new line. This followed criticism of the original Victoria Line décor, which in retrospect was now seen to be too cold and clinical. The wheel has since turned full circle however, and the coloured laminate has now been replaced by unpainted aluminium.





Left: Pimlico ticket hall in 1979 with fares to common destinations available from free-standing automatic 'slot ticket machines'. These were serviced by booking office staff during the day, with replacement yellow ticket rolls fitted and cash emptied as required. Beyond the machines are reversible Automatic Fare Collection (AFC) 'two-door' gates here set to allow entry for 'yellow ticket holders' only. Access for those with other forms of ticket is via a conventional staff ticket collector's box (obscured by the self-service machines). By this time, the attempt to implement a

totally automatic system of station access and egress had stalled, in part due to the unreliability of the equipment, but also the number of passengers still using incompatible tickets, seasons and passes, which could not be used in the gates. On the right, an illuminated sign indicates the ticket office 'Excess Tickets' window, a reminder that prior to the London Regional Transport (Penalty Fares) Act 1992, ticketless travel was not a specific offence in itself, and 'paying at destination' remained a legitimate (and popular) option.



Left: St. John's Wood's southbound platform 2 in 1977 with a trackside line diagram from the time when the Bakerloo Line was at its fullest extent. The Watford branch is included, despite the need to change platforms at Baker Street and head back in the opposite direction. There is no indication that the service north of Queen's Park was limited to a few peak hour journeys only. The presence of possessive apostrophes and part-use of lower-case lettering suggests it dates from the mid-1950s, though there is no mention of British Railways. The subsequent opening of the Victoria Line has led to an amended interchange circle being fitted at Oxford Circus and an expanded 'colour key' plate, but the renaming of Bushey & Oxhey as plain 'Bushey' on 6 May 1974 is not shown. In contrast, Charing Cross is covered by an 'Embankment' sticker in response to that station's renaming from 12 September 1976. Along with many others, this sign would be replaced in connection with the opening of the Jubilee Line in 1979.