

## TfL Corporate Archives Research Guides

### Research Guide No 36: Kennington Station

Kennington Station was opened as part of the new City & South London Railway (C&SLR), which originally ran from King William Street to Stockwell, on 18 December 1890. The line was formally opened by HRH The Prince of Wales (later King Edward VII).

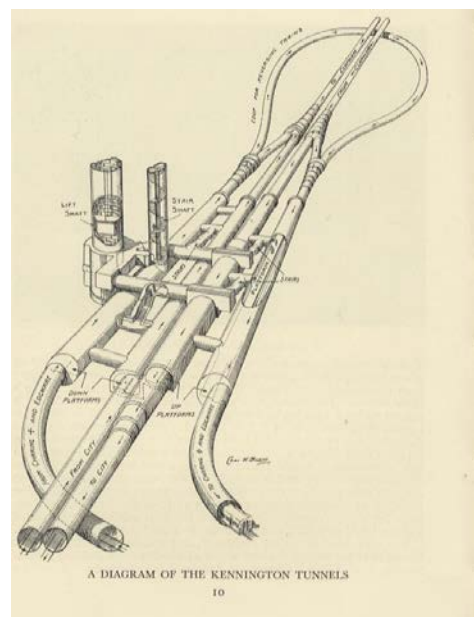
The original station was equipped with a hydraulically-powered lift but was converted to electric operation in 1897. The hydraulic power was produced at Stockwell and piped through the tunnels at 1240lb per square inch. Lifts at other C&SLR stations were converted or electrically-operated from anew.

The platforms at Kennington were built on different levels, the northbound platform being level with the lower lift-landing and the southbound one being lower down and reached by extra stairs. The station had surface buildings (which survive) surmounted by a large dome, built to house the lift winding-gear.

The C&SLR was extended northwards to Moorgate Street (and the original King William Street terminus was closed) in February 1900, and from Stockwell southwards to Clapham Common the following June. Further extensions were made, to Angel in November 1901 and to Euston in May 1907.

Two extra platforms were added at Kennington when the Hampstead Line was extended from Charing Cross (now Embankment) via Waterloo to Kennington, with the extension southwards through to Morden, which opened in September 1926.

The new tube burrowed under the C&SLR tunnel just north of Kennington before running into a new platform beside the southbound one. A connection was then made with the existing southbound tunnel, enabling trains to run via Waterloo towards Morden. This new line then



formed a U-shaped loop with a new northbound platform similarly built alongside the existing northbound C&SLR platform, thus enabling trains to terminate at Kennington without the need for reversing facilities. Trains could now run from the Morden direction either via the West End or City branches - although the loop could only be used by trains terminating off the West End branch, which remains the situation at the time of writing.

The C&SLR and Hampstead & Highgate Line combined as the Edgware, Highgate & Morden Line in July 1933, became the Morden-Edgware Line in 1934 and then the whole was renamed the Northern Line in August 1937.

Many of London's tube stations (as opposed to the shallower 'surface' stations) were used by shelterers during the two World Wars and Kennington was amongst these.

With the introduction of Travelcards in 1983, Kennington was placed into Zone 2. The building remains as the only surviving C&SLR station in close to its original condition with a dome, and is now listed.

A new branch is to be built from Kennington to Battersea Power Station, with an intermediate station at Nine Elms, in order to open up this developing area of south London, with a possible future westward extension to Clapham Junction. The new tube tunnels will run off the Kennington loop. Preparatory works commenced during Spring 2015, and the line is targeted for completion in 2020.

Files of interest to be found in the Archive:

ArchiveRefNum	Content
LT002009/212 & LT002009/221	Indentures relating to Grants of Easement for the construction of Kennington loop, 1925-29
LT000341/087/015	Air Raid Precautions and facilities for shelterers: Kennington and other Northern line stations, 1940-1941
LT000663/019	Details of WW2 damage to station and others on Northern Line
LT002009/442	Grant of Easement relating to tunnel enlargement, 1954
LT000634/074	Plans and reports on installation of Kennington Park interstation tunnel ventilation fan, 1949-56
LT000814/147	Correspondence and diagrams relating to modernisation of signalling equipment at Kennington, 1955-59
LT002047/035	Correspondence and plans relating to staff accommodation including catering and toilet facilities at Kennington and modernisation, 1955-80

ArchiveRefNum	Content
LT000137/054	Reports relating to lift replacements at various stations including Kennington, 1962-79
LT000111/014/003	Contracts for draught relief shaft and tunnels at Kennington, 1971
LT001455/422	Memoranda, correspondence, reports and minutes of meetings concerning alterations and refurbishment of staff accommodation and amenities at Kennington. Includes costs estimates and drawings, 1973-90