

= Euston tube station =

Euston is a London Underground station served by the Victoria line and both branches of the Northern line . It directly connects with Euston main line station above it . The station is in Travelcard Zone 1 .

Euston was constructed as two separate underground stations . Three of the four Northern line platforms date from the station 's opening in 1907 . The fourth Northern line platform and the two Victoria line platforms were constructed in the 1960s when the station was significantly altered to accommodate the Victoria line . Plans for High Speed 2 and Crossrail 2 both include proposals to modify the station to provide interchanges with the new services .

On the Northern line 's Bank branch the station is between Camden Town and King 's Cross St Pancras . On the Charing Cross branch it is between Mornington Crescent and Warren Street . On the Victoria line it is between Warren Street and King 's Cross St. Pancras . The station is near Euston Square station allowing connections at street level to the Circle , Hammersmith and City and Metropolitan lines .

= = History = =

= = = Northern line = = =

= = = = Planning = = = =

An underground station to serve Euston station was first proposed by the Hampstead , St Pancras & Charing Cross Railway in 1891 . The company planned a route to run from Heath Street in Hampstead to Strand in Charing Cross with a branch diverging from the main route to run under Drummond Street to serve Euston , St Pancras and King 's Cross stations . Following parliamentary review of the proposals and a change in name to the Charing Cross , Euston and Hampstead Railway (CCE & HR) , permission was granted for the route in 1893 , although the branch line was only permitted as far as Euston .

For the remainder of the 1890s , the CCE & HR struggled unsuccessfully to raise the capital it needed to fund the construction . Whilst it did so it continued to develop its route proposals . In 1899 , parliamentary permission was obtained to modify the route so that the Euston branch was extended northwards to connect to the main route at the south end of Camden High Street . The section of the main route between the two ends of the loop was omitted . In 1900 , the CCE & HR was taken over by a consortium led by American financier Charles Yerkes which raised the necessary money .

Also in 1900 , a proposal was presented to parliament by the Islington and Euston Railway (I & ER) for an extension of the City and South London Railway (C & SLR) from Angel to Euston . At the time , the C & SLR was in the process of constructing an extension to Angel from its recently opened terminus at Moorgate Street . The extension plan was initially permitted in 1901 , but delays in the parliamentary process meant that it had to be re @-@ submitted the following year . The second submission was opposed by the Metropolitan Railway , which saw the extension as competition to its service between King 's Cross and Moorgate , and the plan was rejected . A third attempt , presented to parliament in November 1902 by the C & SLR itself , was successful and approved in 1903 .

= = = = Construction and opening = = = =

With funding obtained , tunnelling for the CCE & HR was carried out between September 1903 and December 1905 , after which the station buildings and fitting @-@ out of the tunnels commenced . The C & SLR 's Euston extension was constructed at the same time from the newly opened Angel

station and opened on 12 May 1907 , with the station building designed by Sidney Smith located on the east side of Eversholt Street . The CCE & HR opened on 22 June 1907 , its building , designed by Leslie Green , is located at the corner of Drummond Street and Melton Street .

Although built and initially operated as two separate stations by the two companies , the C & SLR and the CCE & HR platforms were sufficiently close together that a deep level interchange was constructed between the passages of the two stations with a small ticket office for passengers changing between the lines . Another passage led to lifts that surfaced within the main line station itself . With the entrance within the main line station able to serve both sets of platforms satisfactorily , the separate station buildings were unneeded and they both closed on 30 September 1914 . The CCE & HR building remains (converted for use as an electrical substation) , but the C & SLR 's building was demolished in 1934 to enable the construction of Euston House for the London , Midland and Scottish Railway .

== = Reconstruction and extension == =

Most of the C & SLR 's route had been constructed with tunnels 10 feet 2 inches (3 @. @ 10 m) or 10 feet 6 inches (3 @. @ 20 m) in diameter , smaller than the 11 feet 6 inches (3 @. @ 51 m) diameter that had been adopted as the standard for the CC & EHR and other deep level tube lines . The smaller tunnel size restricted the capacity of the C & SLR 's trains and , in 1912 , the C & SLR published a bill for their enlargement . A separate bill was published at the same time by the London Electric Railway (LER) , that included plans to construct tunnels to connect the C & SLR at Euston to the CCE & HR 's station at Camden Town . Together , the works proposed in these bills would enable trains of each company to run over the route of the other , effectively combining the two separate railways . The reconstruction and extension works were postponed during World War I and did not begin until 1922 . The C & SLR platforms and the tunnels between Euston and Moorgate were closed for the reconstruction on 8 August 1922 . They reopened on 20 April 1924 along with the new link to Camden Town .

== = London & North Western Railway == =

In 1906 , the London and North Western Railway (LNWR) , operator of the main line station , announced proposals to construct an underground station of its own . The company planned to construct new tracks parallel with its line to Watford , the first section of which would have been constructed as a single @-@ track loop 1 @, @ 588 yards (1 @, @ 452 m) long and 55 feet 6 inches (16 @. @ 92 m) deep beneath the surface station . The single platform underground station would have been close to the CCE & HR 's platforms . The proposal was presented to parliament in November 1906 and received royal assent on 26 July 1907 . The LNWR did not proceed with the loop plan and the underground station , which were dropped in 1911 .

== = Victoria line == =

Plans for the route that eventually became the Victoria line date from the 1940s . A proposal for a new underground railway line linking north @-@ east London with the centre was included in the County of London Plan in 1943 . Between 1946 and 1954 , a series of routes were proposed by different transport authorities to connect various places in south and north or north @-@ east London . Each of these connected the three main line termini at King 's Cross , Euston and Victoria . A route was approved in 1955 with future extensions to be decided later , though funding for the construction was not approved by the government until 1962 .

At Euston , major reconstruction works were undertaken to incorporate the new Victoria line platforms so that cross @-@ platform interchanges could be provided with the Northern line 's Bank branch ? the former C & SLR route to King 's Cross and Bank . Unlike the former CCE & HR platforms , which were in separate tunnels with side platforms , the Bank branch tracks served an island platform in a single large tunnel . These platforms suffered from dangerous overcrowding at

peak times . To provide cross @-@ platform interchange , a new section of tunnel was constructed for northbound Bank branch trains , which were diverted to a new platform south of the original alignment . The redundant northbound track bed in the station tunnel was filled in to form a wider southbound platform . The new Victoria line platforms were excavated between and parallel to the original and the new Bank branch tunnels . Each pair of platforms was linked via a concourse served by escalators .

In conjunction with the reconstruction of the main line station above , a new ticket hall was excavated below the concourse with two sets of escalators replacing the lifts . The escalators provide access to and from an intermediate passenger circulation level , which , in turn , gives access to the Northern line Charing Cross branch platforms and two further sets of escalators ; one set each serving the northbound and southbound Victoria and Northern line Bank branch platforms . Interchanges between the northbound and southbound Victoria and Northern Bank Line platforms are made via a passageway at the lower level so as to avoid the need to use the escalators . An emergency stair to the intermediate interchange level is located midway along the passageway . The Victoria line platforms opened on 1 December 1968 when the second section of the line was opened between Highbury & Islington and Warren Street . Disused passages remain with tiling and posters from the 1960s .

= = Future proposals = =

Unlike the neighbouring main line termini , St Pancras and Kings Cross , Euston is not served by the Circle , Hammersmith & City and Metropolitan lines . Euston Square station , which is served by the Circle , Hammersmith & City and Metropolitan lines , is approximately 250 metres (270 yd) to the south @-@ west . Plans for the redevelopment of the main line station for High Speed 2 include the construction of a direct connection to Euston Square . Proposals for Crossrail 2 include an underground station serving Euston and St Pancras that will be integrated with the existing London Underground station .

= = Services = =

The station is in Travelcard Zone 1 . On the Northern line 's Bank branch the station is between Camden Town and King 's Cross St Pancras . On the Charing Cross branch it is between Mornington Crescent and Warren Street . On the Victoria line it is between Warren Street and King 's Cross St. Pancras . Train frequencies vary throughout the day , but generally , Northern line trains operate every 2 ? 6 minutes from approximately 05 : 49 to 00 : 45 northbound and 05 : 49 to 00 : 28 southbound . Victoria line trains operate every 2 ? 6 minutes from approximately 05 : 41 to 00 : 42 northbound and 05 : 31 to 00 : 26 southbound .

= = Connections = =

London Bus routes 18 , 59 , 68 , 91 , 168 , 253 and 476 and night routes N5 , N20 , N91 and N253 serve Euston bus station outside the main line station .