

= Elephant & Castle tube station =

Elephant & Castle is a London Underground station in the London Borough of Southwark in central London . It is on the Bank branch of the Northern line between Kennington and Borough stations , and is the southern terminus of the Bakerloo line , the next station being Lambeth North . The station is in both Travelcard Zones 1 and 2 . The Northern line station was opened in 1890 by the City and South London Railway (C & SLR) while the Bakerloo line station was opened sixteen years later by the Baker Street and Waterloo Railway (BS & WR) . There is out @-@ of @-@ station interchange with the nearby Elephant & Castle National Rail station .

A girl born at the station in 1924 was the first baby to be born on the Underground network . The Bakerloo line building remains much as originally constructed and is a typical Leslie Green structure . The Northern line building was designed by Thomas Phillips Figgis , and was rebuilt several times until the current structure opened in 2003 . Transport for London (TfL) is currently planning a major upgrade to the station . A Bakerloo line extension south to Camberwell was planned and approved in 1931 but construction never started . Similar proposals have been revived on several occasions ; in 2014 TfL ran a consultation on an extension to Hayes and Beckenham Junction , which is still under consideration .

= = The station today = =

= = = Geography = = =

Elephant & Castle is located in the Elephant and Castle area of Newington in the London Borough of Southwark in Central London . The station is in both Travelcard Zones 1 and 2 and is on the Bank branch of the Northern line between Kennington and Borough stations , and is the southern terminus of the Bakerloo line , the next station being Lambeth North . The station has two surface buildings , separated by a large traffic intersection . The northern building provides the most direct access to the Bakerloo line , while the southern one is linked more directly to the Northern line .

= = = Station building = = =

Access to the more northerly (Bakerloo) part of the station is via the original building , while the exit is via a new extension next to Skipton House . Between the entrance and two shops is the entrance to South London House , an office block above the station . The BS & WR station building remains much as originally constructed and is a typical Leslie Green structure . The main alteration is a modern glass @-@ sided and glass @-@ topped flat @-@ roofed extension abutting the original western elevation , giving access to three of the six arches . These arches , in a classic deep @-@ red faience style , formed the original perimeter : two are infilled with street @-@ facing shops . As the station also functions as a drivers ' depot , London Underground uses the offices above the station for administration and drivers ' accommodation .

The C & SLR station was designed by Thomas Phillips Figgis in a similar style to Kennington station . It was partially rebuilt in the 1920s when the C & SLR tunnels were modernised , and was rebuilt during the construction of the Elephant & Castle shopping centre and roundabout in the 1960s . It was rebuilt at the start of the 21st century , reopening on 12 December 2003 . Neither building has escalators . To get from either ticket hall to the platforms it is necessary to use the lifts or spiral stairs . The southern building has lifts from street level down to the level of the southbound Northern line platform , the only step @-@ free platform at the station . From inside the station , the northern exit is labelled " London South Bank University " and emerges at the southern tip of the triangular campus . The southern exit is labelled " Shopping Centre " and also leads to the National Rail station where there is an out @-@ of @-@ station interchange , allowing Oyster card and contactless payment card users to interchange while paying a single fare for their journey .

== Heritage feature and refurbishment ==

The multi @-@ coloured platform tiles on the Northern line were reconstructed in the 1920s in conjunction with an extension to Morden station . The tiles were carefully replicated in 2006 to replace the originals , which were in poor condition . The original C & SLR tiles dating from 1890 remain on the tunnel roofs of the Northern line platforms , albeit now covered over by the new cable @-@ management system . The station was refurbished in 2007 . The original maroon and cream tiling on the Bakerloo line platforms has been covered over . Because of the arrangement of the lighting , cabling and public address loudspeakers , it was not possible to arrange the new roundels at alternate ? low ? and ? high ? positions , all being at the lower level .

== Services and connections ==

== Bakerloo line ==

The station is currently the southern terminus of the Bakerloo line , running north via Lambeth North and Waterloo towards Queen 's Park , Stonebridge Park or Harrow & Wealdstone . Train frequencies vary throughout the day , but generally trains operate every 4 ? 9 minutes between 05 : 37 and 00 : 06 northbound (as of 2015) , a little less frequently than the Northern line .

== Northern line ==

On this line , the station is on the Bank branch ; the next stations are Borough to the north and Kennington to the south . The typical off @-@ peak service (as of January 2015) in trains per hour (tph) is 10tph northbound to each of High Barnet and Edgware and 20tph southbound to Morden .

== Connections ==

London Bus routes 1 , 12 , 35 , 40 , 45 , 53 , 63 , 68 , 100 , 133 , 136 , 148 , 155 , 168 , 171 , 172 , 176 , 188 , 196 , 333 , 343 , 344 , 360 , 363 , 415 , 453 , 468 , C10 and P5 , and night routes N1 , N35 , N63 , N68 , N89 , N133 , N155 , N171 and N343 serve the station . In addition , bus routes 12 , 53 , 148 , 176 , 188 , 344 and 453 provide a 24 @-@ hour bus service .

== History ==

== Northern line ==

Between 1883 ? 86 , a route was planned by the City and South London Railway (C & SLR) , then known as the City of London & Southwark Subway (CL & SS) , from King William Street via Elephant & Castle to Stockwell and Clapham Common . The entire route was approved on 25 July 1890 and the station opened on 18 December 1890 as part of the first deep @-@ level tube between King William Street and Stockwell .

In November 1891 , the C & SLR recognised the deficiencies of the section between Borough station and King William Street . A new route was chosen with a different pair of tunnels , avoiding this section . Near Borough , the new tunnels would branch off to London Bridge to form an interchange with the mainline station and then north through the City of London to Angel . The plan was approved on 24 August 1893 following a delay . The Act also incorporated another bill of 1893 to grant more time to build the southern extension to Clapham . The new route and the first section of the northern extension from Borough to Moorgate opened on 25 February 1900 , and the King William Street diversion was closed . The southern extension to Clapham Common opened on 3 June 1900 . Work continued on the rest of the northern extension and it opened on 17 November

1901 .

In 1912 , the C & SLR submitted another bill to increase its capacity by enlarging its tunnels to the larger diameter used for the tunnels of the more recently built railways to allow larger , more modern rolling stock to be used . Together , the works proposed in these bills would enable the Charing Cross , Euston and Hampstead Railway (CCE & HR) ' s trains to run over the C & SLR ' s route and vice versa , effectively combining the two separate railways . Tunnel enlargement works only restarted after World War I when an extension of time was granted in February 1919 . The Moorgate to Clapham Common section reopened on 1 December 1924 , approximately eight months after the rest of the line .

= = = Bakerloo line = = =

In November 1891 , a private bill was presented to Parliament for the construction of the Baker Street and Waterloo Railway (BS & WR) . The railway was planned to run entirely underground from Marylebone to Elephant & Castle via Baker Street and Waterloo and was approved in 1900 . Construction commenced in August 1898 under the direction of Sir Benjamin Baker , W.R. Galbraith and R.F. Church with building work by Perry & Company of Tredegar Works , Bow . Test trains began running in 1905 . The first section of the BS & WR was between Baker Street and Lambeth North . The BS & WR station opened on 5 August 1906 , almost five months after the rest of the line .

= = = Incidents = = =

On the morning of 27 November 1923 , a slight misjudgement at the end of the tunnel enlargement work left the tunnel unstable near Borough . A collapse on the same day , caused when a train hit temporary shoring near Elephant & Castle , filled the tunnel with wet gravel . Later a gas main exploded , causing a water main to break and leaving a water @-@ filled crater in the middle of the street . The line was briefly split in two , but was completely closed on 28 November 1923 .

A girl born at the station on 13 May 1924 was the first baby to be born on the Underground network . According to initial press reports , she had been named Thelma Ursula Beatrice Eleanor (so that her initials would be T.U.B.E.) but this later proved false : her actual name was Mary Ashfield Eleanor Hammond . Her second name Ashfield was from Lord Ashfield , chairman of the railway , who agreed to be the baby ' s godfather , but said that , " it would not do to encourage this sort of thing as I am a busy man . "

= = Proposals for the future = =

= = = Station upgrade = = =

A major upgrade is being planned by Transport for London to bring improvements to the station ; these include a new Northern line ticket hall , three new escalators and additional lifts to provide step @-@ free access to the Northern line platforms . This will be done in conjunction with the major transformation in the Elephant & Castle area to create thousands of new homes and potential for new retail development to provide growth in the area .

= = = Bakerloo line extension to southeast London = = =

An extension to Camberwell from Elephant & Castle was planned and approved in 1931 . Elephant & Castle was also to be reconstructed with a third platform to provide the additional reversing capacity , along with a new ticket hall and escalators . Due to the need to prioritise the extension from Baker Street to Finchley Road , to relieve congestion on the Metropolitan line , as well as financial constraints and the outbreak of the Second World War , no work was carried out on the

extension . In the 1950s there was a brief revival of the plan , in which it was proposed that Elephant & Castle would not be altered and the additional turn @-@ round capacity would be provided by making Camberwell a three @-@ platform terminus . The project was ultimately unaffordable owing to post @-@ war austerity , reduced demand , and the disproportionately high cost of the project with a three @-@ platform deep @-@ level terminus and the requirement for new trains and a depot .

During 2005 ? 06 , a Bakerloo extension was proposed with three route options . The options were extensions to Hayes via Peckham Rye , Beckenham Junction via Camberwell , or Hayes via New Cross . In July 2011 , Network Rail recommended an extension of the Bakerloo line from Elephant & Castle to Lewisham , where it would take over the line to Hayes . In September 2014 , Transport for London ran a consultation on the Bakerloo extension to Hayes and Beckenham Junction with options via Lewisham and Camberwell or Old Kent Road , taking over Network Rail 's Hayes line . The cost of the extension is estimated at around £ 2 ? 3 billion with construction expected to take place between the mid @-@ 2020s and early 2030s .