

= Morden tube station =

Morden is a London Underground station in Morden in the London Borough of Merton . The station is the southern terminus for the Northern line and is the most southerly station on the Underground network . The next station north is South Wimbledon . The station is located on London Road ( A24 ) , and is in Travelcard Zone 4 . Nearby are Morden Hall Park , the Baitul Futuh Mosque and Morden Park .

The station was one of the first modernist designs produced for the London Underground by Charles Holden . Its opening in 1926 contributed to the rapid development of new suburbs in what was then a rural part of Surrey with the population of the parish increasing nine @-@ fold in the decade 1921 ? 1931 .

= = History = =

In the period following the end of First World War , the Underground Electric Railways Company of London ( UERL ) began reviving a series of prewar plans for line extensions and improvements that had been postponed during the hostilities . Finance for the works was made possible by the government 's Trade Facilities Act , 1921 , which , as a means of alleviating unemployment , provided for the Treasury to underwrite the value of loans raised by companies for public works .

One of the projects that had been postponed was the Wimbledon and Sutton Railway ( W & SR ) , a plan for a new surface line from Wimbledon to Sutton over which the UERL 's District Railway had control . The UERL wished to maximise its use of the government 's time @-@ limited financial backing , and , in November 1922 , presented bills to parliament to construct the W & SR in conjunction with an extension of the UERL 's City and South London Railway ( C & SLR ) south from Clapham Common through Balham , Tooting and Merton .

The C & SLR would connect to the W & SR route south of Morden station and run trains to Sutton and the District Railway would run trains between Wimbledon and Sutton . Under these proposals , the station on the C & SLR extension would have been named " North Morden " and the station on the W & SR route would have been called " South Morden " ( now Morden South ) . The proposals also included a depot at Morden for use by both District Railway and C & SLR trains .

The Southern Railway objected to this encroachment into its area of operation and the anticipated loss of its passenger traffic to the C & SLR 's more direct route to central London . The UERL and SR reached an agreement in July 1923 that enabled the C & SLR to extend as far as Morden in exchange for the UERL giving up its rights over the W & SR route .

Once the station was opened , the UERL established Morden , the southernmost on the system , as the hub for numerous bus routes heading further into suburban south London and northern Surrey . These routes had a significant impact on the Southern Railway 's main line operations in the area , with the SR estimating in 1928 that it had lost approximately four million passengers per year . The UERL though was able to demonstrate that its passenger numbers on its buses to Sutton station were actually more than double those for Morden . Across the road from the station , the UERL opened its own petrol station and garage where commuters with cars could leave their vehicles during the day . The opening of the C & SLR and the Wimbledon to Sutton line led to rapid construction of suburban housing throughout the area . The population of the parish of Morden , previously the most rural of the areas through which the lines passed , increased from 1 @,@ 355 in 1921 to 12 @,@ 618 in 1931 and 35 @,@ 417 in 1951 .

= = Station building = =

Construction of the C & SLR extension was rapidly carried out and Morden station was opened on 13 September 1926 . Morden in 1926 was a rural area and the station was built on open farmland , giving its architect , Charles Holden , more space than had been available for the majority of the stations on the new extension which were located in already built @-@ up areas . The stations on the Morden extension were Holden 's first major project for the Underground . He was selected by

Frank Pick , general manager of the UERL , to design the stations after he was dissatisfied with designs produced by the UERL 's own architect , Stanley Heaps .

In a letter to his friend Harry Peach , a fellow member of the Design and Industries Association ( DIA ) , Pick explained his choice of Holden : " I may say that we are going to build our stations upon the Morden extension railway to the most modern pattern . We are going to discard entirely all ornament . We are going to build in reinforced concrete . The station will be simply a hole in the wall , everything being sacrificed to the doorway and some notice above to tell you to what the doorway leads . We are going to represent the DIA gone mad , and in order that I may go mad in good company I have got Holden to see that we do it properly . "

Built with a range of shops to both sides , the modernist design of the entrance vestibule takes the form of a double @-@ height box clad in white Portland stone with a three @-@ part glazed screen on the front façade divided by columns of which the capitals are three @-@ dimensional versions of the Underground roundel . The central panel of the screen contains a large version of the roundel . The ticket hall beyond is octagonal with a central roof light of the same shape . The ticket hall originally had a pair of wooden ticket booths ( passimeters ) from which tickets were issued and collected , but these were removed when modern ticketing systems made them redundant .

The main structure of the station and the shops to each side was designed with the intention of taking upward development on its roof , though this did not come until around 1960 when three storeys of office building were added .

Unlike the other stations built for the extension , the station 's platforms are not in tunnels , but in a wide cutting with the tunnel portals a short distance to the north . Three tracks run through the station to the depot , and the station has three platforms , two of which are island platforms with tracks on each side . The platforms are accessed by steps down from the ticket hall and are numbered 1 to 5 from east to west ; the island platforms have different numbers for each face ( 2 / 3 and 4 / 5 ) . To indicate departures , the platforms are usually referred to as 2 , 3 and 5 . The tunnel portals are one end of the longest tunnel on the London Underground running 27 @. @ 8 kilometres ( 17 @. @ 3 mi ) to East Finchley via the Bank branch .

Refurbishment and improvement works completed in 2007 included new and reconstructed cross bridges between platforms and the installation of lifts for mobility impaired passengers . Cosmetic improvements carried out at the same time included the reinstatement of pole @-@ mounted roundels on the sides of the entrance vestibule . Other work in the 2000s at the station includes the construction of a substantial air rights building spanning across the cutting .

The station is locally listed by Merton Council as being of architectural interest , though not statutorily listed like the others on the Morden extension .

= = Services and connections = =

The station sits at the southern end of the Northern line in London fare zone 4 . It is the southernmost station on the whole London Underground network . The next station to the north is South Wimbledon . Train frequencies vary throughout the day , but generally operate every 2 ? 5 minutes between 05 : 15 and midnight .

London Bus routes 80 , 93 , 118 , 154 , 157 , 163 , 164 , 201 , 293 , 413 , 470 and K5 , and night route N155 serve the station .