

London's Transport Museum Station History: York Road (closed)

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Architect	Leslie W Green	1906	
Contractor	Ford & Walton Ltd	1906	Street level building
Contractor	Leeds Fireclay Company	1906	Glazed ruby-red tiling on exterior
Contractor	George Woolliscroft & Son Ltd, Hanley, Staffordshire,	1906	Makers of tiles on platform walls
Contractor	Otis Elevator Co	1906	Sub-contractor - lifts
Sub-contractor	St Pancras Ironworks Co Ltd	1906	Sub-contractor - emergency staircase

Brief history The station was opened by the Great Northern, Piccadilly & Brompton Railway (GNP&BR) on 15 December 1906, and was situated between King's Cross and Caledonian Road stations.

Sunday trains were withdrawn after 28 April 1918, and the station closed temporarily between 4 May and 4 October 1926.

Permanent closure came on 19 September 1932.

Current name York Road - closed

Original name York Road 15 December 1906

History of placename: The name is ultimately derived from the 'Grand Old Duke of York', HRH Prince Frederick, Duke of York and Albany, and Earl of Ulster, son of George III, who was born in 1763. York Road (now renamed York Way) follows the route of an ancient track to Hampstead, and received its name from two of the earliest rows of houses built along it, York Terrace and Albany Terrace

Station opened	GNP&BR	15 December 1906	
Station closed		17 September 1932	
Temporary closure	4 May - 4 October 1926		The station was closed at the commencement of the General Strike; services were not restored until some months after the strike ended

First served by	GNP&BR	15 December 1906
Last served by	London Electric Railway (LER)	17 September 1932
Station status	Closed	

Local authority Believed to be London Boroughs of Islington and Camden

Listed building No

Station history

York Road station was opened by the GNP&BR on 15 December 1906, situated between Kings Cross and Caledonian Road stations.

In common with most of the other stations on the original section of the Piccadilly line, the surface building was designed by Leslie Green in his 'Arts and Crafts Classical' style.

The booking hall was tiled in green to shoulder height, with white tiling above. The ticket windows had moulded tile surrounds in Art Nouveau (Ik) style. It was linked to the platforms by two electric lifts supplied by the Otis Elevator Company, which, as at Caledonian Road, descended directly to platform level. There was also a spiral iron emergency staircase.

The platforms were situated in separate station tunnels, the westbound platform being 351 ft 9 ins in length, whilst the eastbound was 350 ft. The geometric design of the tiling on the platform walls was similar to that adopted by Leslie Green for other stations on the GNP&BR, but with a combination of colour and pattern unique to this station; the basic colour was white with maroon red patterning. The station name was fired onto the tile surfaces in dark brown letters five tiles high, and appeared at three places on each platform.

Lighting was provided by Maxim arc lamps and incandescent bulbs.

The station was situated in one of the poorer districts of London, and the railway press seem to have regarded it as in some ways experimental. From the outset, it was not, in fact, particularly well patronised, and from October 1909, some trains ceased to call.

Station history

To save energy during World War 1 (WW1), the station was officially closed on Sundays from 5 May 1918 (although the last Sunday on which trains served the station was 28 April). Sunday services were never, in fact, restored.

The station was closed again on 4 May 1926, at the start of the General Strike, and it seems clear that the LER intended this to be permanent, as it did not reopen when the strike ended. The closure was raised, however, in the House of Commons, and the station reopened on 14 October 1926, although with restricted hours (06.00 to 23.00).

In the early 1930's, the LER was anxious to increase line capacity and speed-up services on the Piccadilly line, and one of the ways it chose to do this was by closing stations which were considered to be too close together. York Road was one of the three stations which were affected by this policy, and was accordingly closed from Monday 19 September 1932, although the last trains had called on the previous Saturday.

Following closure, the platforms were removed, and the surface building leased to the Victor Printing Company.

The platforms had been removed by 1959.

Station history: After lying derelict for some years, the surface building was restored in 1989.

Architectural style Art and Crafts Classical

Design features The two-storey surface building, designed by Leslie Green in his standard style, still stands at the corner of York Way and Bingfield Street. Since its restoration in 1989, the original gilt lettering above the entrance, including the station name, has been clearly visible. The arches have been bricked-up. There is no public access to the interior of the building.

At platform level, most of the original tiling, including the tiled name panels, has been painted over in matt grey; however, a small section of the original remains at the Finsbury Park end of the former eastbound platform and can be glimpsed by passengers in passing trains.

Station arrangement From a street-level building, two lifts descended directly to platform level.

Line served Piccadilly line 15 December 1906 - 17 September 1932 The service was suspended between 4 May and 3 October 1926

Operating company Great Northern Piccadilly & Brompton Railway (GNP&BR) 15 December 1906 - 30 June 1910

Operating company London Electric Railway (LER) 1 July 1910 - 19 September 1932

Event Staff at the station extinguished a fire on a westbound train, having first evacuated the passengers 8 May 1907

Info source London Street Names

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