



C257 ARCHAEOLOGY CENTRAL

Built Heritage Recording Report

Former Broad Street Ticket Hall and Queen Victoria Tunnel (XSM10)

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Contents

1	Introduction.....	3
1.1	Scope	5
1.2	Purpose.....	7
1.3	Fieldwork Objectives	7
2	Documentary sources for the history of the station	8
3	Analytical description and archaeology of the Broad Street Station Ticket Hall.....	12
3.1	Building description	12
3.2	Development of the standing structure	23
3.3	Queen Victoria Tunnel	31
4	Conclusions.....	32
4.1	Original research aims	32
4.2	Archiving	32
4.3	Publication.....	32
4.4	Acknowledgements	32
5	Reference.....	33
6	Appendix 1 OASIS Form	34
	OASIS ID: molas1-169196	34
7	Appendix 2 List of photographs	37

List of figures

<i>Figure 1 Location of the site</i>	6
<i>Figure 2 Plan of the Broad Street Ticket Hall and Queen Victoria Tunnel</i>	10
<i>Figure 3 Plan of the ticket hall with construction detail (extracted from Crossrail drawing C138-MMD-C-DDA-C101_1-41051)</i>	11
<i>Figure 4 Details of columns and troughing of the ticket hall</i>	13
<i>Figure 5 Curved subway opening in the south wall of the Broad Street Ticket Hall, looking south-east</i>	14
<i>Figure 6 Inserted door in the curved subway to the Broad Street Ticket Hall. The straight part of the subway starts beyond this door, looking south-east</i>	15
<i>Figure 7 Concrete slab floor of the subway to the ticket hall</i>	15
<i>Figure 8 Advertising board with tiled surroundings and tiled wall plinth of the subway to the ticket hall</i>	16
<i>Figure 9 The subway, looking west. Two inaccessible doors in the south wall are on the left side of the subway</i>	17
<i>Figure 10 Sign on the south wall of the subway indicating access to the old London Transport staff canteen</i>	18
<i>Figure 11 One of the two columns in the southern area of the ticket hall, looking east</i>	18
<i>Figure 12 External elevation of the office rooms on the western end of the southern part of the Ticket Hall, looking south-west</i>	19
<i>Figure 13 North-east low level area accessed by a single flight staircase, looking south</i>	20
<i>Figure 14 Blocked arches of the escalator shaft in the east wall of the ticket hall, looking east</i>	20
<i>Figure 15 Column height extended due to the low level floor</i>	21
<i>Figure 16 The circular shaft in the ticket hall, accessed by a small staircase, looking east</i>	21
<i>Figure 17 Tiled wall and the original staircase that gave street level access to the ticket hall, looking south-west</i>	22
<i>Figure 18 Broad Street Station in 1972, Photo by Ted Burgess [Source: Nick Catford, Subterranea Britannica] http://www.disused-stations.org.uk</i>	23
<i>Figure 19 1873 OS map showing the location of the Broad Street Station</i>	24
<i>Figure 20 1914 OS map showing the Broad Street and Liverpool Street station.</i>	24
<i>Figure 21 Detail of the Broad Street station name plaque in front of the Liverpool Street facade of the station buildings. (EH John Gay collection, Reference Number: AA061725)</i>	25
<i>Figure 22 Foundation plan of the Broad Street Ticket Hall, Liverpool Street Extension, Central London Railway 1908</i>	26
<i>Figure 23 Street level entrance to the broad street ticket hall for Central Line, Photographed by Topical Press, 11 Aug 1932, London Transport Museum Inventory no: 1998/81626</i>	28
<i>Figure 24 Broad Street booking hall, January 1928 London Transport Museum Inventory no: 1998/65072</i>	29

<i>Figure 25 Interior view of the Broad Street booking hall. Jan 1928 London Transport Museum Inventory no: 1998/65070</i>	29
<i>Figure 26 Broad Street concourse lifts in c early 1970s, [Source: Nick Catford, Subterranea Britannica] http://www.disused-stations.org.uk</i>	30

List of Tables

<i>Table 1 Available open documents in TFL Corporate Archive</i>	8
<i>Table 2 List of documents consulted from LMA</i>	8
<i>Table 3 List of document consulted from NA</i>	9

1 Introduction

Crossrail is a new cross-London Rail Link project, which will provide transport routes across the southeast of England and London. The route will link Maidenhead and Heathrow in the west with Shenfield in the northeast and Abbey Wood in the southeast. In central London, from Royal Oak in the west to Pudding Mill Lane and Royal Victoria Dock in the east, Crossrail will consist of a tunnelled section with seven new stations linked to the existing transport network.

This fieldwork report describes the results of the standing building recording that was carried out at the last remaining part of the former Broad Street Station building called the 'Broadgate Ticket Hall', by Museum of London Archaeology (MOLA), under Crossrail contract C257 Archaeology Central.

The site, as part of the Crossrail worksite, is currently undergoing major redevelopment works due to the construction of a new Crossrail station ticket hall. The area investigated for the purpose of this report, is an underground ticket hall located to the south of Liverpool Street Station which will be substantially altered by the major construction scheme.

The fieldwork was carried out in accordance with:

- Crossrail 2010a, **Site-specific Written Scheme of Investigation (SS-WSI)**: Liverpool Street Station, Site-specific Written Scheme of Investigation, Doc. No. C138-MMD-T1-RST-C101-00001 Version 2, 29.04.10
- Crossrail 2010b, **Addendum to the WSI**: Package C138 – Liverpool Street Station, Addendum to Written Scheme of Investigation: Trial Trench Evaluation – Broadgate Ticket Hall (XSM10), Doc. No. C138-MMD-T1-RST-C101- -00004 Revision 1.0, 19.08.10
- MOLA for Crossrail 2013, C257 Archaeology Central, **Method statement**, Standing building recording, Former broad street ticket hall (XSM10), CRL Document Number: C257-MLA-X-COL-CRG03-50001, Version 1, 27.11.13

1.1 Scope

The scope was defined in the WSI and Addendum (see above):

- Level 2 historic building survey of the Broad Street Ticket Hall prior to demolition, in accordance with the guidance and standards laid down by English Heritage (EH 2006)
- Due to its proximity to the Broad Street Ticket Hall, historical research on the Queen Victoria Tunnel (QVT)

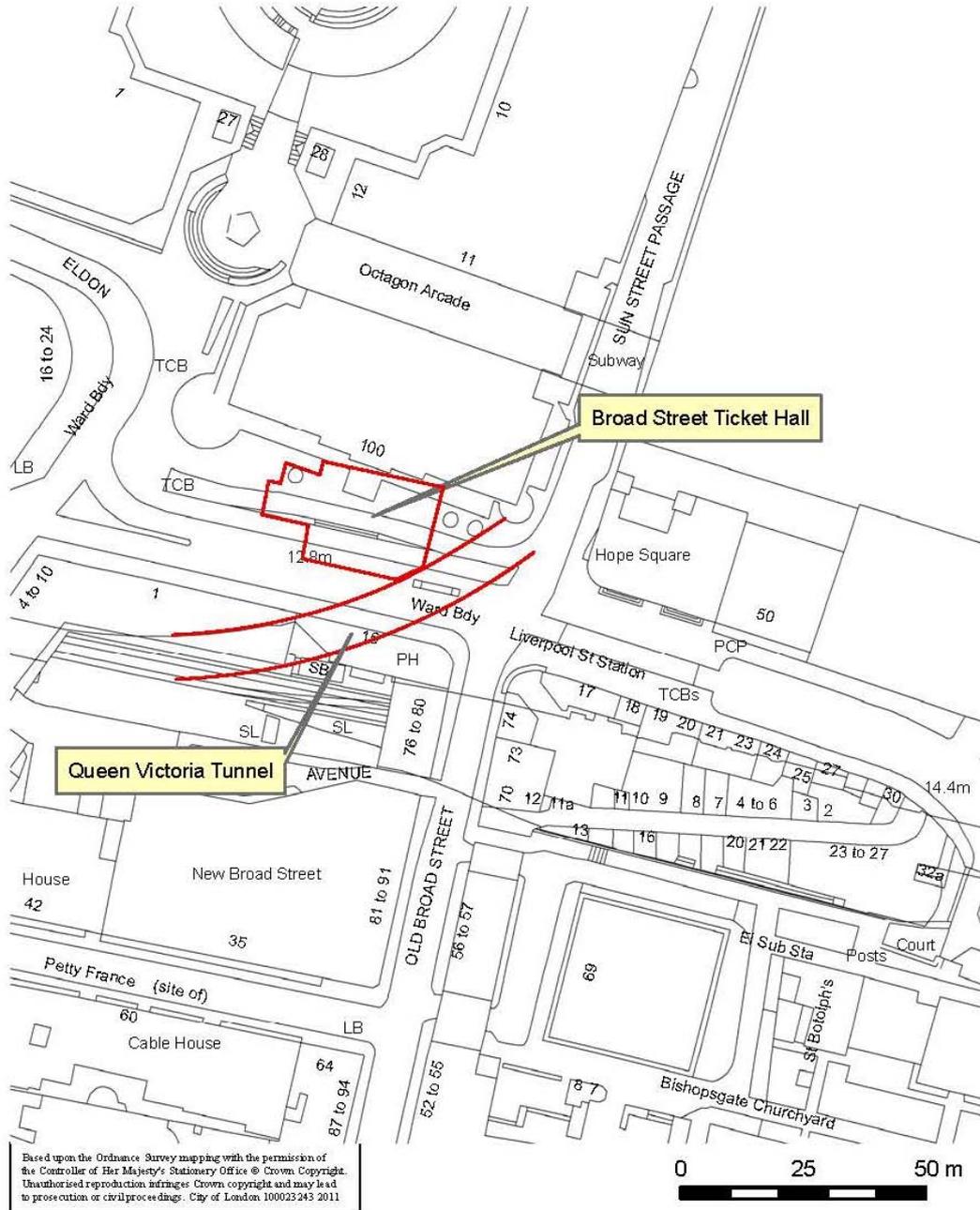
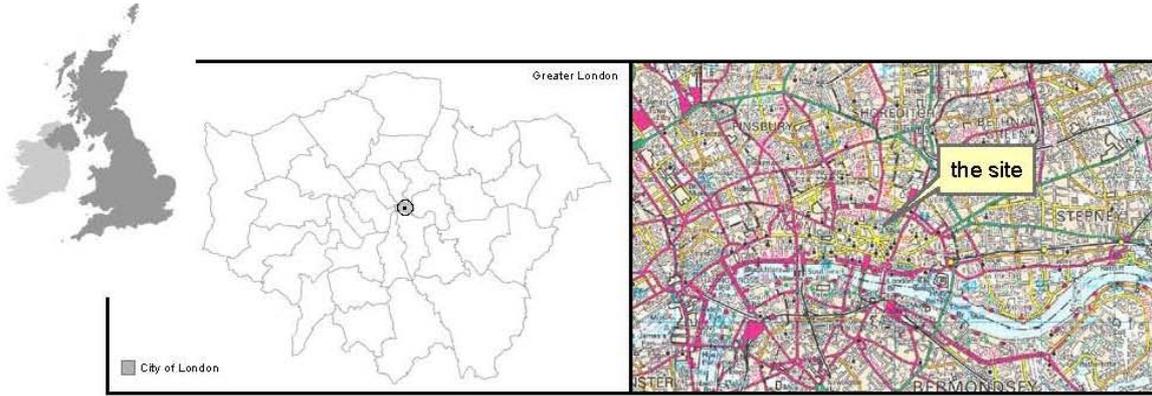


Figure 1 Location of the site

1.2 Purpose

The investigation of the development site was undertaken to Level 2 of the English Heritage specifications (English Heritage, 2006).

A Level 2 investigation is a descriptive record and comprises the internal (where possible) and external survey of the structure and a limited amount of documentary research. The record typically consists of sketch drawings, photography and notes made on site and present conclusions regarding the structure's development and use but will not discuss in detail the evidence on which these conclusions are based.

The survey of the structures on the development site took place prior to the commencement of the demolition works. The fieldwork recording of the structure to Level 2 consisted of:

- Annotated sketches made during an on-site analysis of the structure.
- A photographic record of general photographs taken by the Standing Buildings team as records and aid to off-site analysis.

No intervention into the fabric of the structure was necessary.

1.3 Fieldwork Objectives

The overall objective and aims of the recording were to create a record of the Broad Street ticket hall prior to its demolition. The fieldwork undertaken and the office based off-site work have produced the requisite results in the form of this report and the associated archive.

The objectives of the investigation were those identified in the Method Statement (MOLA for Crossrail 2013) as follows:

- To investigate the fabric of the structure before the demolition or alteration, with the aim of elucidating its structural history, and record and analyse the resulting evidence for this history using applicable archaeological methods.
- To make a record of the existing structure in its present condition, by means of photography, measured survey where necessary and annotated sketches.
- To carry out a minimum level of documentary research in order to give a written account of the structure.
- To report the results in suitable form in accordance with Crossrail requirements, and archive the records.

This report gives a brief written and illustrated description of the structure, analysis of its fabric, its history and use with site photographs and sketch drawings reproduced. This report and the site drawings and photographs will be archived under the site code XSM10.

2 Documentary sources for the history of the station

Documentary research was carried out for the purpose of the present report. Initial contact was made with the Transport for London Corporate Archive to find out if any historic information ie plans or photographs of the Broad Street Ticket Hall and Queen Victoria Tunnel was available. Although their archive catalogue is not accessible to the public a list of available open document (see below) relating to the Broad Street Station and the Queen Victoria Tunnel was supplied by the archive staff.

Table 1 Available open documents in TFL Corporate Archive

Object Name Title	Date
Deeds relating to 76 to 80 Old Broad Street	25 Feb 1878 to 15 Apr 1953
Number 78 to 80 Old Broad Street	25 Feb 1878 to 15 Apr 1953
Number 76 and 77 Old Broad Street and 14 and 17 New Broad Street	15 Jun 1878 to 29 Jul 1929
Wembley Park Estate Company Limited: Correspondence	20 Nov 1906
Deeds relating to 74 Old Broad Street, EC2 (14 New Broad Street)	15 Aug 1910 to 15 Oct 1924
Number 75 Old Broad Street and 16B Liverpool Street EC	15 Dec 1927
Number 75 Old Broad Street and 16B Liverpool Street, EC	15 Dec 1927 to 13 Jun 1928
Deeds relating to 75 Old Broad Street and 16B Liverpool Street EC	15 Dec 1927 to 13 Jun 1928
Points Arising on Housing Acts	2 Oct 1950 to 16 Oct 1957
Property - Arcade - Liverpool Street	24 Jul 1956 to 17 Mar 1987
Stephen Foat and David John Foat trading as F T Partnership - Rooms 2 and 3, 70 Old Broad Street, London EC2	23 Dec 1985 to 6 Jan 1986

There are additional materials in the archive that are of further interest in this regard, but fell within one of TFL's closure periods of either 20 years to protect the confidentiality of TFL's business transactions or operations, or 100 years for records, the premature disclosure of which could pose a risk to the security of TFL's infrastructure and services, so were not accessible. It may, however, be possible for this information to be released under the Freedom of Information Act (2000), provided that no exemptions apply under the terms of the Act. So the request was passed to the FOI, team but at the time of writing this report no response to this request was been received.

A number of documents from London Metropolitan Archive (LMA) have been consulted.

Table 2 List of documents consulted from LMA

CLC/B/227-040	BRITISH RAILWAYS: PROPERTY BOARD
SC/GL/PHO/A/107/01 4/M0013072CL	BROAD STREET STATION / [PUBLISHED BY] M. & CO.
A/BSH	SAVE THE BROAD STREET/ RICHMOND LINE COMMITTEE
COL/SP/05/041	Broadgate Development
COL/PLD/AD/01/2951	Area around Broad Street Station and Liverpool Street Station E.C.2

The National Archive (NA) at Kew has provided some historic information and plans of the Broad Street Station, but again nothing on the QVT.

Table 3 List of document consulted from NA

Reference No.	Title	Period
AN 188/136	Closure of London Broad Street Station and of line between Dalston Junction and Broad Street	1981-83
AN 188/137	Closure of London Broad Street Station and of line between Dalston Junction and Broad Street	1981-1983
AN 188/22	London Liverpool Street redevelopment: including proposed closure of Broad Street Station	1980
RAIL 529/166	Agreement between GNR and NLR for running of NLR's trains from its Broad Street Station	1884
RAIL 791/314	Agreement between NL and LNWR concerning Broad Street Station	1869
RAIL 529/91	Plan of Broad Street Station and property adjoining (Lower Level)	1905
HO 207/1005	REGION No 5 (LONDON): London: City: Broad Street Station shelter	1940
RAIL 529/90	Plan of Broad Street Station and property adjoining (Lower Level)	1905
RAIL 529/87	Contract for City Branch to Broad Street Station: Wm. Waring, Henry Waring and Chas. Waring	1863
RAIL 529/132/451	Folio 92. Name: Frederick Oliver Allsop. Occupation: Station Master Broad Street. Date of Appointment: 1 /11/1865	1865
RAIL 791/210	Heads of supplemental agreement between LNWR and NLR for LNWR to construct goods station	1865
RAIL 791/124	Agreement between North London Railway Company (NLR) and LNWR for construction of joint station	1861
AT 41/253	City of London Common Council: proposals for redevelopment of Liverpool Street and Broad Street stations	1976
RAIL 529/94	Construction of Sub-stations at Broad Street	1914

Contact was also made with the London Transport Museum Information Desk and Library; the historic photographs of the station held by LTM are available online at:

<http://www.ltmcollection.org/photos/>

Historic Photographs are also available in the English Heritage's John Gay collection at

<http://www.englishheritageprints.com/en/john-gay-collection/photo/9568.html>

Historic information and photographs from Subterranea Britannica's website

(<http://www.disused-stations.org.uk/>) were also consulted and used in this report.

Three photographs from LTM (Figure 23 to 25) and one from Subterranea Britannica's website (Figure 18 and 26) have been used in this report with permission (limited to this report only) from respective copyright holder.

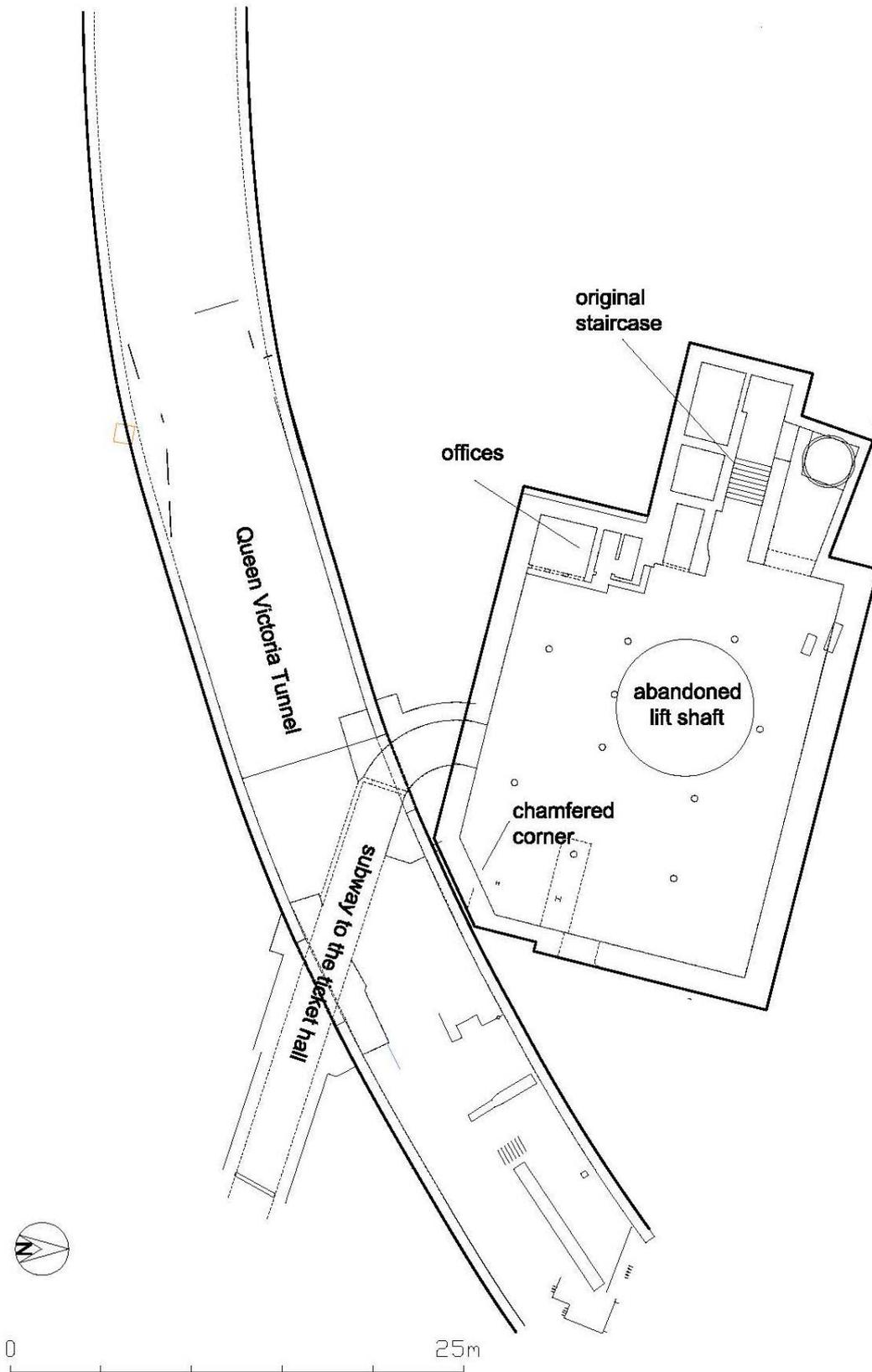


Figure 2 Plan of the Broad Street Ticket Hall and Queen Victoria Tunnel

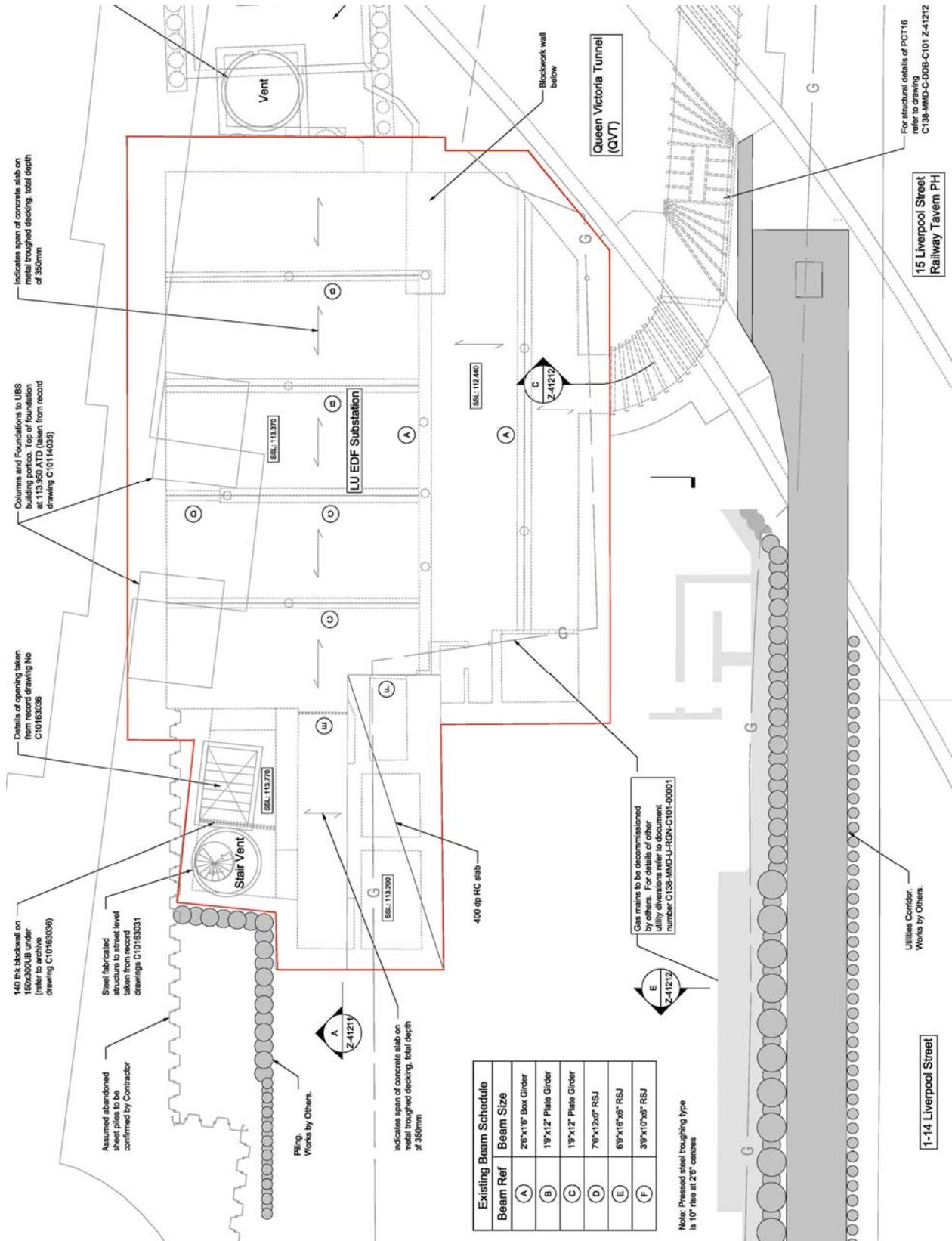


Figure 3 Plan of the ticket hall with construction detail (extracted from Crossrail drawing C138-MMD-C-DDA-C101_1-41051)

3 Analytical description and archaeology of the Broad Street Station Ticket Hall

3.1 Building description

The Broad Street Ticket Hall is a large area underground, below Liverpool Street and to the west of Old Broad Street. This is the last remnant below the Broad Street Station building, which was constructed underground just beneath the street level stairs to the original station building in early 20th century.

3.1.1 The Broad Street Ticket Hall

The Broad Street Ticket Hall is a rectangular shaped large sub surface structure with an approximate internal space of 465 square meters (Figure 3). It has a projecting area to the west where the original entrance staircase was. The structure has a flat roof of a concrete slab on metal troughed decking, with a total thickness of 350mm. The troughed roof is constructed on boxed and plate girder beams, which are supported by cast iron columns (Figure 4).

Presently the structure is being used as the London Underground (LU) EDF Substation, and is accessed by a steel spiral staircase from the street level to the south-east of 100 Liverpool Street. The whole internal area has three different levels. The north-east corner of the top level is open to the level below, and gives access to a further lower level of a 7.6m diameter circular area (Figure 2). The floor level of this circular area is the lowest accessible level inside the structure. The southern area of the structure has a low ceiling and the south wall has the opening of a curved passageway leading to a subway corridor running east.

3.1.1.1 The Curved subway from Broad Street Station Ticket Hall

The subway has a 2.46m wide opening from the south wall of the ticket hall (Figure 5) and bends to the east until it runs parallel to the south wall of the ticket hall. The corridor runs to the east for c 24m and straight over the QVT. There is an inserted wide door between the curved and the straight part of the subway to control accessibility to the corridor from the later EDF substation (Figure 6). The corridor has a 2.46m width all along and a low ceiling. Access was limited to the eastern end of the corridor where the last 7.2m is ramped up to a staircase.

The subway and the corridor have a floor constructed of concrete slabs (Figure 7). The walls are plastered and have painted glazed tiled plinth. There are a number of advertising boards on the wall and those have painted tiled surroundings (Figure 8).



Figure 5 Curved subway opening in the south wall of the Broad Street Ticket Hall, Looking south-east



Figure 6 Inserted door in the curved subway to the Broad Street Ticket Hall. The straight part of the subway starts beyond this door, looking south-east

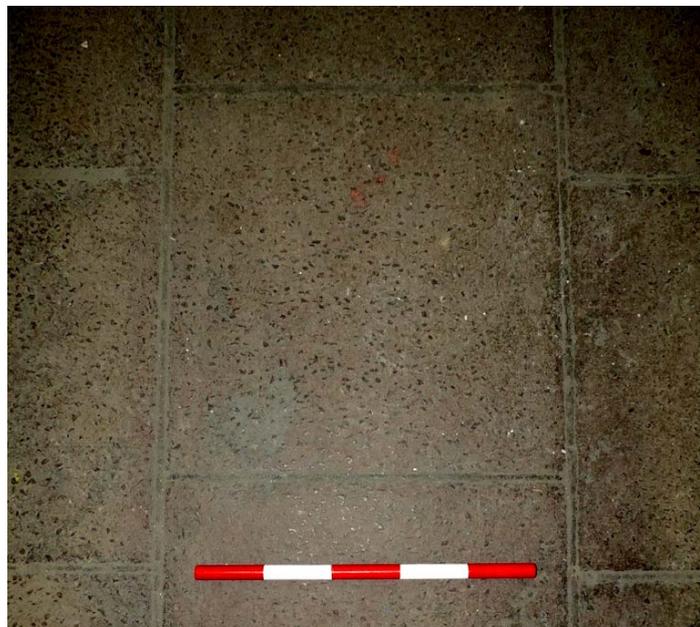


Figure 7 Concrete slab floor of the subway to the ticket hall



Figure 8 Advertising board with tiled surroundings and tiled wall plinth of the subway to the ticket hall

There are two inaccessible doors in the south wall next to the access door to the corridor (Figure 9). The door further to the east was to access the old London Transport (LT) canteen (Figure 10), which was closed as a result of the Broadgate development in 1980s and then used as Communication Equipment Room (CER) and Switch Rooms. The other door in the same wall leads to a cable shaft where there was a disused toilet, possibly associated to the LT canteen.

3.1.1.2 The Southern area

The southern side of the substation has a low ceiling of north to south running spans of concrete slab on metal troughed decking, resting on 0.762m x 0.457m steel box girder beam that runs from the east wall to the west wall. Two steel columns (column 'S' and 'R' in Figure 22) support the beam. This part of the structure has a chamfered corner on the east, due to the already existing curving of the QVT. There is a cable shaft on the east end of this part. The rest of the area has a common ceiling with the other areas of the substation. The western end of this area accommodated two small office rooms with tiled floors (Figure 12).



Figure 9 The subway, looking west. Two inaccessible doors in the south wall are on the left side of the subway



Figure 10 Sign on the south wall of the subway indicating access to the old London Transport staff canteen



Figure 11 One of the two columns in the southern area of the ticket hall, looking east



Figure 12 External elevation of the office rooms on the western end of the southern part of the Ticket Hall, looking south-west

3.1.1.3 The Northeast corner

The northeast corner area is open to the lower level floor. This area is accessed from the main area by a single flight staircase (Figure 13). The east and north walls of this area are tiled / glazed bricks painted of cream colour. The roof above this area is supported by one column (column Q in Figure 22), and due to the low level floor the column height was extended with added portion (Figure 15). The east wall has two blocked arches that were originally escalator shafts heading down to the old Central Line, which are now defunct (Figure 14).

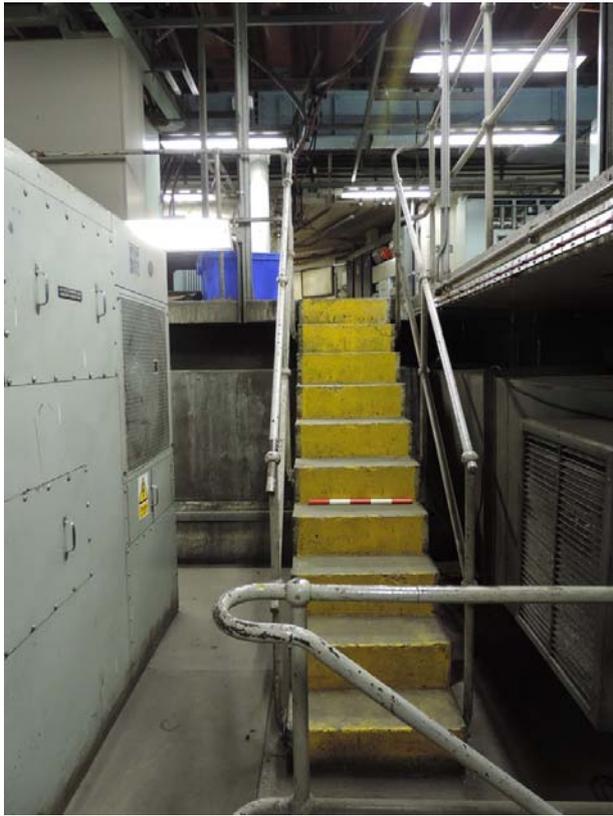


Figure 13 North-east low level area accessed by a single flight staircase, looking south

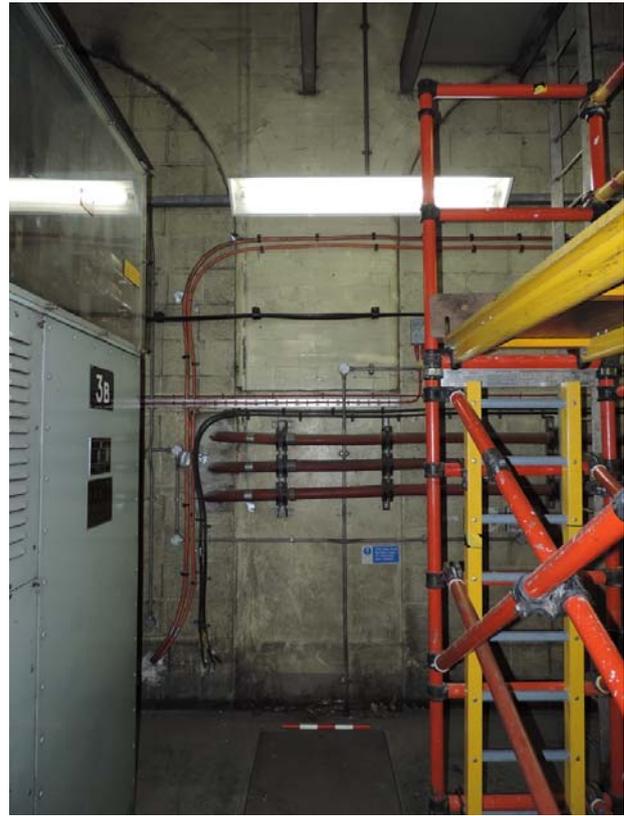


Figure 14 Blocked arches of the escalator shaft in the east wall of the ticket hall, looking east

3.1.1.4 The circular Shaft

The lowest accessible level of the ticket hall is the base of the 7.6m (23 feet) diameter shaft. This area is accessible by a small two-flight concrete staircase with steel handrails (Figure 16). The internal circular wall is plastered and painted (Figure 16) white. There are five columns around the circular shaft to support the deck.

The circular shaft accommodated two lifts which came into service on 23 February 1913, and had a 76ft rise up to the top landing, and was right in the concourse of Broad Street main line station (Brian J.Clancy pers. comm). The upper lift landing actually survived (with its decorative tile work) until demolition of Broad Street station began in the 1980s (Figure 26).



Figure 15 Column height extended due to the low level floor



Figure 16 The circular shaft in the ticket hall, accessed by a small staircase, looking east

The rest of the ticket hall area is open to the ceiling that is supported by north to south running 0.533m x 0.3048m (1 ft 9 inch x 1 ft) Plate Girder beams. The north wall of the ticket hall, and the projecting areas where the original entrance staircase was, were tiled with glazed tiles (Figure 17).



Figure 17 Tiled wall and the original staircase that gave street level access to the ticket hall, looking south-west

3.2 Development of the structure

3.2.1 Broad Street Station

London and North Western Railway Company (LNWR) and North London Railway (NLR) had an agreement for the construction of a joint station at Liverpool Street and use of approach railway in October 1861, to be designed by engineer William Baker. This new station later named Broad Street Station was built as the North London Railway extended further to the east (RAIL 791/124). It was located on the north side of Liverpool Street opposite the junction with Old Broad Street and west of the present Liverpool Street Station, which did not exist when Broad Street Station was constructed (Figure 19 & Figure 20). On the 1st of November 1865 Frederick Oliver Allsop was appointed as the first Station Master, and Broad Street station opened on that day as the main terminus of the North London Railway (RAIL 529/132/451). It became a major terminal station in the City of London within a short period of time.



Figure 18 Broad Street Station in 1972, Photo by Ted Burgess [Source: Nick Catford, *Subterranea Britannica*] <http://www.disused-stations.org.uk>



Figure 19 1873 OS map showing the location of the Broad Street Station

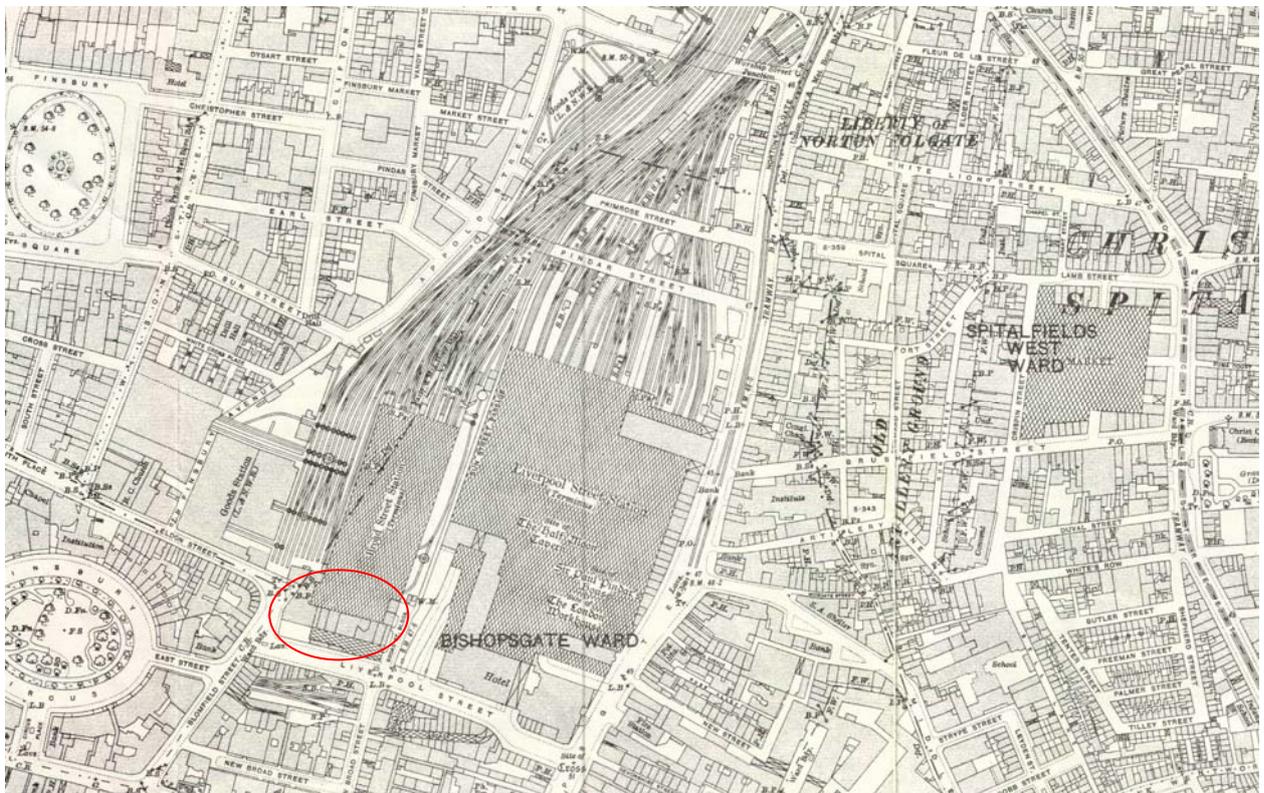


Figure 20 1914 OS map showing the Broad Street and Liverpool Street station.



Figure 21 Detail of the Broad Street station name plaque in front of the Liverpool Street facade of the station buildings. (EH John Gay collection, Reference Number: AA061725)

The station had seven platforms when it opened and platforms eight and nine were added in 1891 and 1913 respectively. By 1900 Broad Street station became the third busiest terminus in London (after Liverpool Street and Victoria). At the start of the 20th century, more than one train a minute arrived or left Broad Street during the morning rush hour, with over 27 million passengers in 1902 alone.

During the Second World War the line was badly bombed and the East End portion was closed. Trains continued to run to the badly damaged Broad Street station, but the development of Tube and bus networks had significantly reduced the passenger numbers. The station was not repaired and the main part of it was closed in 1950, although two platforms continued to operate (CLC/B/227-040).

In 1963 Richard Beeching was appointed Chairman of the British Transport Commission with the brief to reduce British Rail spending. He achieved this by announcing extensive cuts in what has become known as the 'Beeching Axe'. Broad Street was one of the stations earmarked for closure. However, local opposition saved the station and it continued running until 1985 when it was finally announced to be closed. The Broadgate office development, which also extended over platforms 11 to 18 of Liverpool Street Station, now stands on the site (CLC/B/227-040).

In the 1970s British Rail suggested a number of redevelopment schemes to renovate and update the station which never materialised. A last platform remained in use until 30 June 1986 when the Broad Street Station was finally closed and after a public enquiry, the Broadgate office development work began in 1986.



3.2.2 Broad Street Ticket Hall

The Broad Street Ticket Hall below the Broad Street Station at Liverpool Street was part of the development scheme of the extension of Liverpool Street Underground Station by the Central London Railway (CLR) in the early 20th century. CLR announced a bill for a major extension of the Central Line on 27th of November 1908 for the 1909 parliamentary session (The London Gazette: 27 November 1908). The bill received Royal Assent by the Central London Railway Act, 1909 on 16 August 1909 (The London Gazette: 17 August 1909). The construction of the Broad Street Ticket Hall was part of this scheme that started in July 1910 and completed in 1912. The ticket hall provided access to the Central Line by escalators (Figure 22).

The two 'A' type escalators with a 41.5ft rise came into service from 10 October 1912 and had shunt landings with side step-off. This pair was the last of the type in service on the Underground, No.2 in the up direction being finally taken out of use in March 1953. It linked Broad Street ticket hall with the Central Line (west end) (pers com Brian J.Clancy).

The original street level access to the ticket hall was from the west side (Figure 2), which is now blocked since the station was demolished in 1980s (Figure 23).



Collection of London Transport Museum

Figure 23 Street level entrance to the Broad Street Ticket hall for Central Line, Photographed by Topical Press, 11 August 1932, © TfL from the London Transport Museum collection



Figure 24 Broad Street booking hall, January 1928 © TfL from the London Transport Museum collection



Figure 25 Interior view of the Broad Street booking hall. January 1928 © TfL from the London Transport Museum collection



Figure 26 Broad Street concourse lifts in c early 1970s, [Source: Nick Catford, *Subterranea Britannica*] <http://www.disused-stations.org.uk>

3.3 Queen Victoria Tunnel

Access to the QVT was not possible for the present work. Only Historical research has been conducted on the structure, although only very limited information was available to MOLA.

3.3.1 Background

The Queen Victoria Tunnel formerly known as Great Eastern Railway (GER) Connection Tunnel, was constructed to temporarily connect the Metropolitan line with the GER mainline station in 1870s. The Metropolitan Line extension was being delayed due to the difficulties in work at Liverpool Street, and was also delayed later on because of problems in obtaining delivery of the wrought iron roof girders for their own station at Liverpool Street (originally Bishopsgate). As a result the Metropolitan Railway had to open a temporary connection to the GER first, which was authorised in the company's act in 1870 (Jackson 1986).

3.3.2 The tunnel Structure

The temporary connection tunnel was 3.5 chains (c 70m) in length and curved north, close to the west end of the future metropolitan station, meeting a GER connection. The tunnel diameter was approximately 7.8 m and it had a double track, which emerged at platforms 1 and 2 of the mainline station (Jackson 1986).

3.3.3 Usage

A single line track through the tunnel started functioning initially to remove spoil in October 1874. On the 1st of February 1875 Hammersmith & City trains ran through the tunnel to terminate at Liverpool Street GER station and GER and Metropolitan Railway Company were responsible for the cost of staffing and lighting on the two platforms where it emerged. The tunnel was in regular use for little more than 5 months until the opening of the Metropolitan Railway's own station, Bishopsgate, on the 12th of July 1875. Despite of the station's unfinished condition, all Metropolitan and Metropolitan District Railway (MDR) trains ran directly into it from that day, and the tunnel was never again used for regular traffic (Jackson 1986).

Later, the Metropolitan Railway intended to run their trains through the tunnel to Walthamstow, but due to the initial dispute over the terms of working, the Metropolitan Railway and GER could not agree over the routes for a through service. The Metropolitan Railway wanted to run their trains through to South London via the East London Railway. But GER objected to this, as it would have involved crossing all the approach tracks at Liverpool Street on the level. GER suggested a service through the tunnel to the Chingford branch, or along the main line, and on to the Loughton branch. The two railway companies could not agree on the use of the tunnel, and after 1875 only occasional freight trains, specials or excursions used the connecting line. The tunnel tracks were used for the last time for a Metropolitan excursion from Aylesbury to Yarmouth in 1904. The junction was disconnected later in 1907 and the GER used its end for stock storage for few years. Later GER converted that end to use as a staff canteen and recreation space (Jackson 1986).

In the 1970s the canteen was used by employees of various trades, City of London police, Westminster dustmen and street cleaners, even vagrants and was very busy at times in the early morning and shift changing hours. The canteen disappeared with the redevelopment of Broadgate, the building of the new substation, and the emergency exits that take one out to the shopping concourse through a series of passageways and rooms constructed in the old Queen Victoria Tunnel.

4 Conclusions

4.1 Original research aims

The programme of archaeological investigation has enabled an appropriate record of the structures to be produced, to English Heritage Level 2 (see 1.1), prior to their alteration.

The initial objectives of the investigation were satisfied as follows:

- The fabric of the selected structures has been investigated prior to loss. It has been possible to make a record of the selected structures. The structures have been recorded to Level 2 by measured survey and annotated sketches, and all accessible areas have been included in the survey.
- It has been possible to carry out an appropriate level of documentary research and to provide a written account of the structures.
- The results are here reported in a suitable form in accordance with Crossrail requirements, and the archiving of the records is detailed below.

4.2 Archiving

A copy of this report and all of the photographic images taken on site can be found under the site code XSM10 in the MOLA archive. These will be deposited with the Museum of London's London Archaeological Archive and Research Centre (LAARC).

4.3 Publication

The results of the survey will initially be disseminated via this report and the supporting site archive of finds and records (including digital data). Any publication proposals will be considered at a later stage taking in to account the wider context of archaeological potential and results across the Crossrail scheme.

This report will be made available from LAARC in due course.

A summary report will be published in the London Archaeologist excavation round up, and also deposited with the LAARC.

4.4 Acknowledgements

The archaeological survey and this report were commissioned by the Crossrail and the Project Archaeologist, [REDACTED] whom MOLA wish to thank. They are grateful especially to [REDACTED] or facilitating access to site and his help during the recording work.

Special thanks to [REDACTED], a London Transport veteran who was also involved in early Crossrail enabling works for providing much historical information and advice. Special thanks to [REDACTED] of Subterranea Britannica and London Transport Museum for providing some valuable historic photographs.

The Built Heritage Survey was carried out and the report produced by Azizul Karim who also prepared the illustrations in this report. The MOLA Contract Manager was Nicholas Elsdon.

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6 Appendix 1 OASIS Form

OASIS ID: molas1-169196

Project details

Project name	Former Broad Street Ticket Hall and Queen Victoria Tunnel
Short description of the project	A level 2 standing building recording survey was completed at the old London Transport Broad Street Ticket Hall and historic research was also conducted on the Queen Victoria Tunnel (QVT), prior to loss. The underground ticket hall was constructed in the 1910s as part of the Central Line Extension scheme at Liverpool Street and was in use until the 1980s. The QVT, originally the Metropolitan Railway and Great Eastern Railway junction tunnel, was constructed in 1874 for temporary use and this 70m long curved double track tunnel was only in regular use for less than six months. It was used by occasional freight, special and excursions trains, until it was finally closed in 1907.
Project dates	Start: 02-12-2013 End: 12-01-2014
Previous/future work	Not known / Not known
Any associated project reference codes	XSM10 - Sitecode
Type of project	Recording project
Site status	None
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	BUILDING Modern
Investigation type	"Recorded Observation"
Prompt	Planning condition

Project location

Country	England
Site location	GREATER LONDON CITY OF LONDON CITY OF LONDON Former Broad Street Ticket Hall and Queen Victoria Tunnel
Postcode	EC2R
Study area	500.00 Square metres
Site coordinates	TQ 32986 81616 51.5172928211 -0.0831359157638 51 31 02 N 000 04 59 W Point

Project creators

Name of Organisation	MOLA
Project brief originator	Crossrail
Project design originator	Crossrail
Project director/manager	Nicholas Elsdon
Project supervisor	Azizul Karim
Type of sponsor/funding body	Crossrail Ltd
Name of sponsor/funding body	Crossrail

Project archives

Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	XSM10
Digital Media available	"Images raster / digital photography","Text"
Paper Archive recipient	LAARC
Paper Archive ID	XSM10
Paper Media available	"Report"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	C257 ARCHAEOLOGY CENTRAL Built Heritage Recording Report Former Broad Street Ticket Hall and Queen Victoria Tunnel
Author(s)/Editor(s)	Karim, A.
Other bibliographic details	XSM10 SBR



Date	2014
Issuer or publisher	MOLA
Place of issue or publication	London
Description	This fieldwork report describes the results of the standing building recording that was carried out at the last existing part under the former Broad Street Station building called the 'Broadgate Ticket Hall', by Museum of London Archaeology (MOLA), under Crossrail contract C257 Archaeology Central.

Entered by	Azizul Karim (akarim@mola.org.uk)
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Entered on	22 January 2014
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7 Appendix 2 List of photographs

Image No.	Description	Direction of view
160013001	ADVERTISING BOARD IN THE SUBWAY TO THE BROAD STREET TICKET HALL	S
160013002	ADVERTISING BOARD IN THE SUBWAY TO THE BROAD STREET TICKET HALL	S
160013003	EAST END OF THE SUBWAY TO THE BROAD STREET TICKET HALL	E
160013004	SUBWAY TO THE BROAD STREET TICKET HALL	W
160013005	ADVERTISING BOARD IN THE SUBWAY TO THE BROAD STREET TICKET HALL	N
160013006	ADVERTISING BOARD IN THE SUBWAY TO THE BROAD STREET TICKET HALL	S
160013007	DOOR IN THE NORTH WALL OF THE SUBWAY TO THE BROAD STREET TICKET HALL	N
160013008	DIRECTIONAL SIGN TO THE FORMER LONDON TRANSPORT CANTEEN ON THE SOUTH WALL OF THE SUBWAY TO THE BROAD STREET TICKET HALL	S
160013009	THE SUBWAY TO THE BROAD STREET TICKET HALL	W
160013010	THE SUBWAY TO THE BROAD STREET TICKET HALL	W
160013011	FLOOR OF THE SUBWAY TO THE BROAD STREET TICKET HALL	
160013012	THE SUBWAY TO THE BROAD STREET TICKET HALL	W
160013013	ADVERTISING BOARD IN THE CURVED WALL OF THE SUBWAY TO THE BROAD STREET TICKET HALL	SW
160013014	CURVED WALL AND THE INSERTED DOOR IN THE SUBWAY TO THE BROAD STREET TICKET HALL	NE
160013015	ADVERTISING BOARD ON THE CURVED WALL OF THE SUBWAY TO THE BROAD STREET TICKET HALL	NE
160013016	PLINTH TILE OF THE CURVED SUBWAY TO THE BROAD STREET TICKET HALL	NE
160013017	FLOOR OF THE CURVED SUBWAY TO THE BROAD STREET TICKET HALL	
160013018	OPENNING OF THE CURVED SUBWAY FROM THE SOUTH WALL OF THE TICKET HALL	S
160013019	INSERTED DOOR IN THE CURVED SUBWAY TO THE BROAD STREET TICKET HALL	SE
160013020	CURVED SUBWAY TO THE BROAD STREET TICKET HALL	NW
160013021	INSERTED DOOR IN THE SUBWAY TO THE BROAD STREET TICKET HALL	SE
160013022	SOUTH WALL OF THE TICKET HALL AND OPENNING OF THE SUBWAY	SE



Image No.	Description	Direction of view
160013023	THE SOUTHERN AREA OF THE TICKET HALL AND ONE OF THE COLUMNS	E
160013024	THE SOUTHERN AREA OF THE TICKET HALL	
160013025	CHAMFERED SOUTH-EAST CORNER OF THE TICKET HALL	
160013026	SOUTH-EAST CORNER OF THE TICKET HALL	E
160013027	SOUTH-EAST CORNER OF THE TICKET HALL	E
160013028	CHAMFERED SOUTH-EAST CORNER OF THE TICKET HALL	SE
160013029	CHAMFERED SOUTH-EAST CORNER OF THE TICKET HALL	SE
160013030	NORTH-EAST CORNER OF THE SOUTHERN AREA OF THE TICKET HALL	N
160013031	THE TICKET HALL	E
160013032	EXPOSED BRICKWORK OF A PARTIALLY DEMOLISHED WALL IN THE TICKET HALL	NE
160013033	EXPOSED BRICKWORK OF A PARTIALLY DEMOLISHED WALL IN THE TICKET HALL	NE
160013034	TICKET HALL	N
160013035	TICKET HALL	E
160013036	NORTH WALL OF THE TICKET HALL	N
160013037	NORTH WALL OF THE TICKET HALL	N
160013038	EAST WALL OF THE TICKET HALL, LOOKING OVER THE LOWERED FLOOR ON THE NORTH-EAST CORNER	E
160013039	EAST WALL OF THE TICKET HALL, LOOKING OVER THE LOWERED FLOOR ON THE NORTH-EAST CORNER	E
160013040	NORTH WALL OF THE TICKET HALL, LOOKING TO THE NORTH-WEST CORNER	NW
160013041	NORTH WALL OF THE TICKET HALL	N
160013042	NORTH-WEST CORNER OF THE TICKET HALL	W
160013043	TROUGH DECK OF THE TICKET HALL	
160013044	TROUGH DECK OF THE TICKET HALL	
160013045	WESTERN AREA OF THE TICKET HALL	S
160013046	THE AIR VENT SHAFT PLACED ON THE PLACE OF THE ORIGINAL ENTRANCE STAIRCASE	W
160013047	NORTH-WESTD AREA OF THE TICKET HALL	NW
160013048	WEST WALL OF THE TICKET HALL WITH PLINTH	W
160013049	PROJECTED AREA IN THE WESTERN SIDE OF THE TICKET HALL	W
160013050	WESTERN AREA OF THE TICKET HALL	S
160013051	WESTERN AREA OF THE TICKET HALL INFRONT OF THE OFFICE AREA	S
160013052	THE OFFICES IN THE SOUTH WEST CORNER OF THE TICKET HALL	SW

Image No.	Description	Direction of view
160013053	DOORS TO THE OFFICES	W
160013054	WINDOWS TO THE OFFICE	W
160013055	BASE OF A COLUMN	W
160013056	BASE OF A COLUMN	W
160013057	CAPITAL OF A COLUMN	W
160013058	AREA BLOCKED OFF FROM THE ORIGINAL ENTRANCE STAIRCASE	W
160013059	AREA BLOCKED OFF FROM THE ORIGINAL ENTRANCE STAIRCASE	SW
160013060	ORIGINAL ENTRANCE STAIRCASE BEHIND THE MODERN AIRVENT SHAFT	W
160013061	ORIGINAL ENTRANCE STAIRCASE BEHIND THE MODERN AIRVENT SHAFT	SW
160013062	ORIGINAL ENTRANCE STAIRCASE BEHIND THE MODERN AIRVENT SHAFT	W
160013063	CAPITAL OF A COLUMN	W
160013064	COLUMN HEIGHT EXTENDED BY JOINTING ANOTHER COLUMN AT THE BASE	E
160013065	COLUMN HEIGHT EXTENDED BY JOINTING ANOTHER COLUMN AT THE BASE	E
160013066	STAIRCASE FLIGHT FROM THE MAIN AREA TO THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	S
160013067	HATCHES TO THE MODERN CABLE SHAFT	S
160013068	EAST WALL OF THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	NE
160013069	BLOCKED OFF ESCALATOR SHAFT IN THE EAST WALL OF THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	E
160013070	BLOCKED OFF ESCALATOR SHAFT IN THE EAST WALL OF THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	E
160013071	BLOCKED OFF ESCALATOR SHAFTS IN THE EAST WALL OF THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	E
160013072	BLOCKED OFF ESCALATOR SHAFT IN THE EAST WALL OF THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	E
160013073	BLOCKED OFF ESCALATOR SHAFT IN THE EAST WALL OF THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	N
160013074	BLOCKED OFF ESCALATOR SHAFT IN THE EAST WALL OF THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	E
160013075	STAIRCASE TO THE CIRCULAR AREA AT THE LOWEST FLOOR OF THE TICKET HALL	E
160013076	CURVED WALL OF THE LOWEST FLOOR OF THE TICKET HALL	W
160013077	DETAIL OF THE STAIRCASE TO THE CIRCULAR AREA AT THE LOWEST FLOOR OF THE TICKET HALL	S



Image No.	Description	Direction of view
160013078	COLUMNS SUPPORTING THE DECKING ABOVE THE CIRCULAR AREA AT THE LOWEST FLOOR OF THE TICKET HALL	W
160013079	PRESENT ENTRANCE PASSAGE TO THE TICKET HALL	W
160013080	PRESENT ENTRANCE PASSAGE TO THE TICKET HALL	E
160013081	BLOCKED OFF ESCALATOR SHAFTS IN THE EAST WALL OF THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	E
160013082	BLOCKED OFF ESCALATOR SHAFTS IN THE EAST WALL OF THE OPEN TO CEILING NORTH-EAST CORNER LOW AREA	E
160013083	HAND RAILINGS	E
160013084	ONE OF THE COLUMNS	W