

# WWII DRUM



The World War II drum at Ipsus07 is one of eight deep-level air-raid shelters that were built under London Underground stations during World War II. It was erected as an extension to Clapham South Underground Station by D C Burn for the Home Office. It was designed by Mott, Hay and Anderson Engineers in consultation with London Transport and was designed to hold up to 8,000 people in the event of an air raid.

The deep tube shelters were a response by the Home Secretary to the need for safe accommodation for essential services, these included telephone services, government offices and military personnel. In 1936 the Home Secretary formed the Technical Committee on Structural Precautions Against Air Attack which led to the development of ARP under Sir Alexander Rouse, it was he who believed that deep shelters were the only safe defence against bombing.

Of the shelters that were erected (Belsize Park tube station, Camden Town tube station, Goodge Street tube station, Chancery Lane tube station, Stockwell tube station, Clapham North tube station, Clapham Common tube station, Clapham South tube station), seven were used by the general public during the V1 and V2 rocket raids of 1944, and subsequently by National Servicemen. They were designed so that they could be used by London Transport after the war as by-pass tunnels, creating a fast non-stop service past some of the smaller stations on the Northern and Central Lines, but this was never realised.



*Clapham South – 1948*



*Clapham South – 2010*



*Clapham South – 2012*



*Goodge Street Drum*



*Camden Drum*

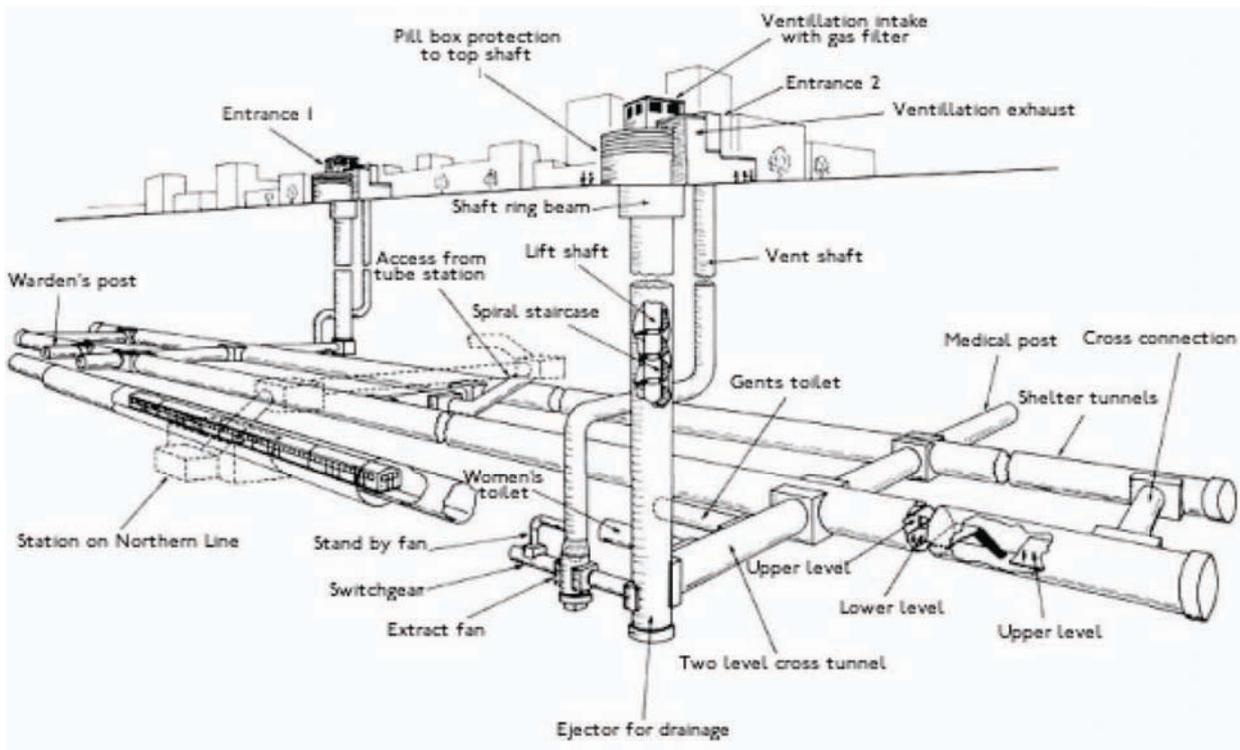


*Stockwell Drum*

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The design consists of shafts of reinforced concrete with steel reinforced pillboxes, designed to minimise the risk of flooding from shattered drains. Two main shafts descend from surface buildings, one in the London Borough of Wandsworth and one in the London Borough of Lambeth. Stair connections from Clapham South Station, now blocked at the top, lead to a central lobby between the two tunnels, each is 16' 6" in diameter and 1,400 feet in length with ancillary tunnels of 9' and 12' 3" wide, linking them regularly to lift shafts. Each main tunnel is slightly curved, with concrete horizontal floors to make two levels. The tunnels are divided into 16 sections each with a different military name to allow for easy navigation that are served by a canteen and eight lavatory tunnels. Patriotically the sections of Clapham South were given the names of British naval commanders starting with Anson and proceeding via Beatty, Collingwood and Drake to Parry.



Typical isometric

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Some 1940s iron bunks and painted signage remain within the shelter make Clapham South the most complete and atmospheric of the deep underground shelters.

Since the war the shelter at Clapham South has had many uses; it was used by the War Office as troop billets in June 1946, as hotel accommodation for the Festival of Britain in 1951, as a billet for troops lining the route for the funeral of George VI in 1952 and for Coronation visitors in 1953. It was also used as the temporary home for the first immigrants from the Caribbean who arrived on MV Empire Windrush in June 1948. The actual time the shelters were occupied by the immigrants from the Caribbean was relatively short, but the impact of their arrival on the area was dramatic and long-lasting — the origins of the diverse and multi-racial community in South London. The current use of the Clapham South Deep Shelter as of 2011 is that of a document storage facility.

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*Tunnel architecture*



*Bunk beds*



*Bunk beds*



*Old signage*



*Old signage*



*Old signage*