



CRAVEN DUNNILL  
JACKFIELD

# Transport



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# Reinventing Ceramics

Craven Dunnill Jackfield produces the finest quality ceramic wall and floor tiles for both the commercial and domestic interiors market. Established since 1872, today we continue to combine modern, with traditional production techniques to enable the manufacture of bespoke wall, floor, decorative art and faience ceramics.

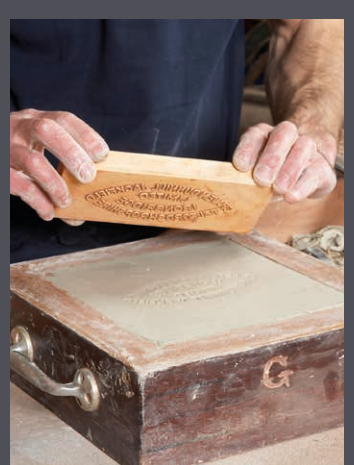
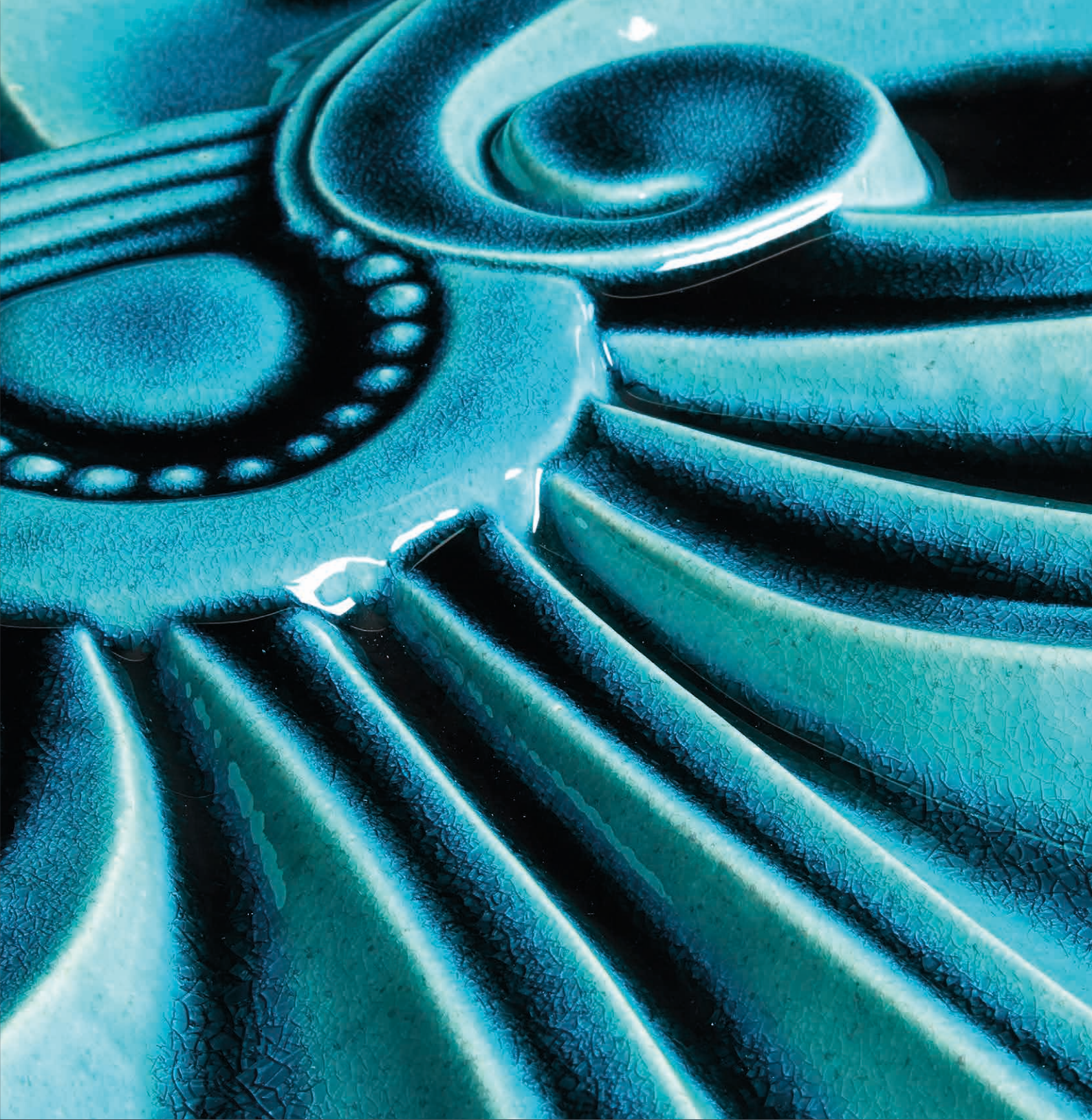
We have been producing ceramic wall and floor tiles for over 145 years and operate the oldest surviving purpose-built tile factory in the world. Located in what was once the world centre of tile production, it is now part of the World Heritage Site at the heart of Britain's Industrial Revolution. Our flexible manufacturing techniques and highly skilled staff enable the production of bespoke ceramics for historical restoration projects and new-build contemporary commissions.

We pride ourselves in the faithful manufacture of period style tiles and features and where possible we use original machinery, glaze recipes and hand decorating techniques to ensure authentic original qualities of our hand crafted tiles.

We offer a colour matching service for those customers wishing to restore an original feature. All tiles are handmade to order, allowing for a tailor made service to each and every one of our customers.

Craven Dunnill Jackfield has a wealth of experience supplying floor and wall finishes for busy transport terminals, platforms, and concourses. The company has over 145 years' experience supplying London Underground, providing wall tiles & fittings for over 60 London Underground stations across the Transport for London (TFL) network. Here is just a selection of the work that we have completed on transport-related projects.







Way out →



BLACKFRIARS

Blackfriars





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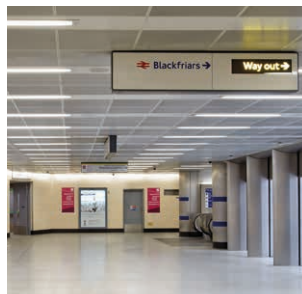
## Blackfriars Station

Colour is crucial when it comes to identifying lines on the London tube map – and so the £600m re-build of Blackfriars Station had to reflect the vital colour connection travellers make every day.

Passengers instantly identify the Circle and District Line in the station through a distinctive tile combination in the bespoke London Underground colours of cream and blue – a specification which will form the theme for future upgrades of the line.

The new-look Blackfriars station took over three years to complete and it is now the only station to span the Thames. Blackfriars, which originally opened in 1870, is one of the oldest stations in the London Underground network. It now has the capacity for 60% more passengers every day – currently more than 40,000 people use the station daily.

Blackfriars was designed by London Underground and the main contractor was Balfour Beatty using the experienced tiling contractor DMC Tiling. Craven Dunnill Jackfield supplied glazed wall tiles in 600 x 300 Cream Speckle and 300 x 300 in Satin Blue.



### Special Glaze developed for London Underground

*The glaze colour was the product of much experimentation as London Underground wanted a warmer tone than white, with a matt finish that was enlivened by the use of a tonal*

*speckle; in some ways similar to the Carters, Poole, tiles used extensively in the 1930s. This tile developed by Craven Dunnill Jackfield was used in conjunction with an LU corporate*

*blue matt glazed tile to provide the required colour contrast.*

# Borough Station

Borough Station originally opened in 1900 but saw extensive renovations at platform level in 1926 as part of the modernisation of the City & South London line.

The tile pattern, using a variety of multi-coloured borders (both flush and raised) on a pale grey/white field ground are typical of this period of the Underground's architecture. The 1990s modernisation saw a decision to retain and renew this design to create a real feel of the Twenties. Craven Dunnill Jackfield replicated the hand manufactured relief ceramics using the same processes and materials as would have been used originally. However, this was also done with a contemporary twist to the original design concept working closely with both London Underground and the Atkins design team to create a metric modular scheme upgrade to the original size formats installed.



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## London Underground Collaboration

*'On heritage and listed stations the close collaboration that is typical of Craven Dunnill Jackfield has brought remarkable results. Few other companies could match such service and quality, manufactured with such obvious passion. Their work has become a part of the Underground's rich and iconic history in terms of both its past and future.'*

Mike Ashworth

London Underground Design & Heritage Manager, 2003 - 2017







*"The close collaboration that is typical of Craven Dunnill Jackfield has brought remarkable results"*

MIKE ASHWORTH, LONDON UNDERGROUND DESIGN & HERITAGE MANAGER









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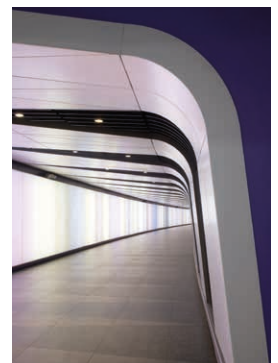
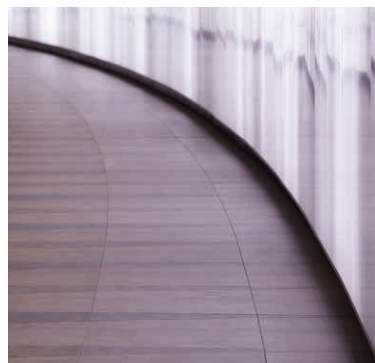
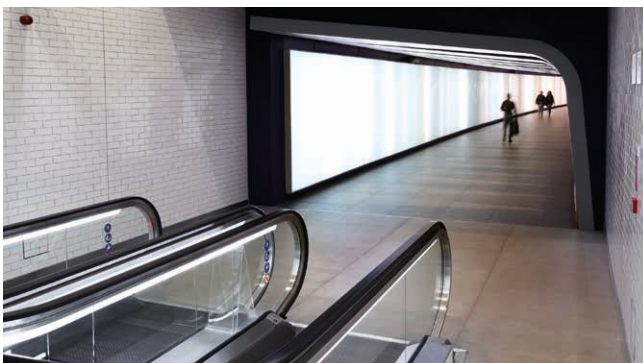
## King's Cross Tunnel

The King's Cross pedestrian tunnel, London features a tiled floor of interlocking triangles, set along a sloping curve.

The conceptual design of the floor complements the other key elements: the canopy, the fin section and the integrated art-wall of LED lights.

The project brief stipulated a floor tile for the 90m tunnel with a Low Slip Potential for Pendulum Slider 96, in two shades of grey, which needed to fit onto a curved floor, in line with the LED light panels. Craven Dunnill sourced the high quality, Italian made tiles which are unglazed, rectified and are PTV 40+. In addition floor tiles were supplied for the escalator hall and steps.

The tunnel links St Pancras International and King's Cross St Pancras Underground stations to the King's Cross' public area, via One Pancras Square and was opened summer 2014.



### Craven Dunnill CAD Service

*For the King's Cross tunnel we successfully solved the geometric and mathematical challenges created by the irregular floor, providing the required technical CAD expertise and supplying the water-jet cut tiles to an accuracy of 0.1mm. The CAD plans for the tiled floor were created*

*life size and included allowances for the 3mm wide joints, intermediate movement joints and site construction joints. The plans were then tailored to an accurate laser survey of the actual, enclosed tunnel, to achieve the pinpoint accuracy required. It was the critical laser survey*

*which revealed that the tunnel was split into sections of varying radii, ranging from 200mm to 600mm in adjacent areas, unnoticeable to the naked eye but crucial when considering the water-jet cutting calculations.*



# Bethnal Green Station

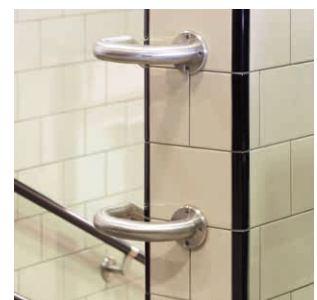


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Bethnal Green was amongst the first stations to open in the post-WW2 period; the Central line's eastern extensions having been delayed by the war by nearly a decade.

Finishes at both street and platform level used the decorative pattern of faience tiles and ceramic tiles largely determined by Underground architects in the late 1930s, with extensive use of a pale cream field pattern, enlivened by simple colour contrasts, a superb tube lined name frieze, and the use of relieve tiles designed by Harold Stabler RDI depicting modes of London transport.

Craven Dunnill Jackfield worked extremely closely on this complex project, combining many different processes including hand decoration, tube-lining and enamelling to complete the frieze element. The finished product is regarded as being an exemplar for the large scale restoration of ceramic tiling, and helped influence national conservation policy changes.



## Maintaining the Nation's Transport Heritage

*Ceramic finishes play a huge and vital role in the public finishes of so many of the 275 stations run as part of the London Underground and the use of such materials date back into the Victorian origins of the system that opened its first line in*

*1863 as well as encompassing the most modern stations on the Tube. Ceramic tiles, their colours, patterns and textures, help make some of the most memorable spaces in this complex and challenging environment. Tiling helps form part,*

*not just of the practical and utilitarian structure of the Tube, but also an essential part of its 'look and feel' and brand, an internationally acknowledged image of London, the city.*



BETHNAL GREEN

CENTRAL LINE

BETHNAL GREEN



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# Transport

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Our heritage dating back to 1872 gives an unrivalled knowledge in bespoke tile manufacturing. It is this expertise that allows Craven Dunnill Jackfield to offer a unique solution to clients.

Contact us to discuss your specific project requirements.

- Site visit and survey
- Product format and profile replication
- Colour matching
- CAD drawings and layouts
- Technical Performance Specifications



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