

THE RAILWAYS OF LONDON.

See Railway Maps, pp. 39 and 41.

TUBE RAILWAYS—UNDERGROUND RAILWAYS—OTHER ELECTRIC LINES —TRUNK LINES.

THERE are in the area known as Greater London upwards of 600 passenger railway stations. The length of passenger lines in the same area is nearly 700 miles, more than the distance from London to Land's End and back again. Of "tube" and other underground railway stations alone there are about 130. The great influx of visitors since the War, and the temporary shortage of labour and vehicles, led to considerable overcrowding and rendered further facilities urgently necessary. As bearing upon this point, it is of interest to note that the House of Commons Select Committee on London traffic recently reported that close on 700,000,000 passengers are carried per annum on local railways in London, and even these stupendous figures are exclusive of the suburban traffic on main lines. The average number of journeys per head of the population of London is 350 per annum.

The accompanying maps show all the Tube and other lines, and will repay careful study and constant consultation.

THE TUBE RAILWAYS.

To the sightseer the "Tubes" are chiefly of value for getting quickly to places at a distance; for short point-to-point journeys—unless on a direct line of route—and for seeing the streets themselves, an outside seat on an omnibus is to be preferred. Although the "journey times" from station to station are so short—Euston to Piccadilly Circus, for instance, in 7 minutes—allowance must be made for the time spent in lifts or "escalators" (moving stairways) and in traversing subways and stairs between the lifts and the station platforms, such time on short journeys often equalling or even exceeding that actually spent in the train.

The fact that some of the lines are amalgamations of what were at first separate undertakings gave rise to some rather lengthy and confusing official titles, and the "man in the street" found it necessary to adopt contractions. It cannot be said that these are all euphonious, or even aptly descriptive, but they

at least help to prevent confusion. All the lines are now under a single "control," which also includes the omnibuses and all the tramways except those operated by the London County Council. In fact, the various lines can now almost be considered a single huge system, though the connections are not so convenient as might have been the case had the principle of co-operation been adopted from the outset. Through bookings are in operation on all the lines, so that from almost any station one may, by changing at the proper point, or points, get to any other station, *whether on the same system or not*. Directions are usually given on the tickets as to the station, or stations, at which it is necessary to change, and the same information is conveyed by route outlines in the cars. The London Tube and Underground Railways remain an entirely distinct system, and were not included in the recent "grouping."

The following is a list of the "Tubes" and other Underground Railways, with their stations and the principal localities served by each. The references (*e.g.* II. O. 7) are to the numbered squares on our section maps.

Central London Tube.

Liverpool Street (II. O. 7).—Connected by moving stairways with Liverpool Street and Broad Street stations. For Bishopsgate, Finsbury Circus and more northerly part of City.

Bank (III. N. 8).—Connected with City and South London and Waterloo and City Tubes. For Bank of England, Royal Exchange, Mansion House, and City generally.

Post Office (II. M. 7).—For St. Paul's Cathedral, General Post Office, Holborn Viaduct, Cheapside, etc.

Chancery Lane (II. L. 7).—For Holborn, Lincoln's Inn, Gray's Inn, Law Courts and "legal London" generally.

British Museum (II. K. 7).—For British Museum and New Oxford Street. Two minutes to Holborn station on Piccadilly Tube (no subway connection).

Tottenham Court Road (II. K. 7).—For thoroughfare of same name and eastern end of Oxford Street. Subway connection with Hampstead Tube. Convenient for theatres and music halls in Shaftesbury Avenue, Leicester Square, etc.

Oxford Circus (II. I. 7).—For the great shopping quarter, Oxford Street, Regent Street, etc. Subway connection with Bakerloo Tube.

Bond Street (II. H. 7).—For Wallace Collection, Selfridge's, and the shops and picture galleries of Bond Street. About half way down Oxford Street.

Marble Arch (II. G. 7).—For Hyde Park, Park Lane, south end of Edgware Road.

Lancaster Gate (III. F. 8).—For Hyde Park and Kensington Gardens, Bayswater Road, etc. Not far from Paddington (G.W.R.) terminus.

Queen's Road (III. E. 8).—For shopping quarter in Queen's Road and Westbourne Grove, the western side of Kensington Gardens, etc.

Notting Hill Gate (III. D. 8) and **Holland Park** (III. C. 8) serve the populous districts lying north and south of the Uxbridge Road.

Shepherd's Bush (III. B. 9) adjoins the starting-point of the electric trams to Hounslow, Twickenham, Hampton Court, Southall, Uxbridge, etc. A few yards eastward is Uxbridge Road Station, whence there are trains to Willesden Junction and Earl's Court.

Wood Lane (III. B. 8).—Station for the White City. Connected with L.C.C. cars to Shepherd's Bush, Hammersmith, Willesden Junction, Fulham, Putney, Wandsworth and Tooting.

From Wood Lane there is a connecting line of $3\frac{1}{2}$ miles, by way of *East Acton*, to the District and Great Western lines at **Ealing Broadway**.

Hampstead and Highgate Tube.

Charing Cross (III. K. 8).—Moving stairway to District Railway. Subway connection with Bakerloo Tube.

Strand (III. K. 8).—Subway connection with Charing Cross terminus (Southern Railway).

Leicester Square (III. K. 8).—Subway connection with Piccadilly Tube. Convenient for theatres, etc.

Tottenham Court Road (II. K. 7).—At southern end of Tottenham Court Road. Subway connection with Central London Tube.

Goodge Street (II. I. 7).—About half way down Tottenham Court Road. For Bloomsbury, Gordon Square, the Scala Theatre, etc.

Warren Street (II. I. 6).—At junction of Tottenham Court Road with the Euston and Hampstead Roads. Near Euston Square (Metropolitan) and University College.

Euston (II. I. 6).—Connected by subways with London, Midland & Scottish terminus of same name, and with City and South London Tube.

Mornington Crescent (II. I. 5).—Close to Cobden Statue, at junction of Hampstead Road and Seymour Street.

Camden Town. For Zoological Gardens.—Here the line forks, the shorter line proceeding via **South Kentish Town**, **Kentish Town** (close to station of same name on Midland Railway main line), and **Tufnell Park** to the **Highgate** terminus, from which electric tramways run to Barnet, etc.

The more westerly line proceeds via **Chalk Farm**, **Belsize Park**, and **Hampstead** (for the West Heath), to **Golder's Green**, beyond the Heath. The line is being extended north-westward to **Hendon** and **Edgware**. From Golder's Green there are tramways to Finchley and Cricklewood.

Piccadilly Tube.

Hammersmith (III. B. 10).—For tramways to Kew, Hampton [Court], Putney, Wandsworth, Shepherd's Bush, Willesden Junction, etc. Adjoining station on District Railway.

Baron's Court (III. C. 11).—Adjoining station on District Railway.

Earl's Court (III. D. 10).—Connected by moving stairway with District Railway, for Putney, Wimbledon, etc.

Gloucester Road (III. E. 10).—Adjoining station on District Railway.

South Kensington (III. F. 10).—Adjoining station on District Railway.

Brompton Road (III. F. 10).—For Victoria and Albert Museum, Brompton Oratory, Albert Hall, etc.

Knightsbridge (III. G. 9).—For Knightsbridge, Hyde Park, Sloane Street, etc.

Hyde Park Corner (III. H. 9).—For Hyde Park, Green Park, Buckingham Palace, etc.

Down Street (Mayfair) (III. H. 9).—For western part of Piccadilly, Green Park, etc.

Dover Street (St. James's) (III. I. 8).—For Royal Academy, Piccadilly and Bond Street.

Piccadilly Circus (III. I. 8).—For southern end of Regent Street, "Theatre-land," Waterloo Place, etc. Connected by subway with Bakerloo Tube.

Leicester Square (III. K. 8).—For theatres in Shaftesbury Avenue, Charing Cross Road, Strand, etc. Connected by subway with Hampstead Tube.

Covent Garden (III. K. 8).—For Drury Lane, Covent Garden, etc.

Holborn (II. L. 7).—For Holborn, New Oxford Street, Kingsway, etc. Close to British Museum station on Central London Railway. Change at Holborn for branch line to Aldwych.

Aldwych (III. L. 8).—For Aldwych and eastern end of Strand, Law Courts and Fleet Street. Close to Temple station on District Railway. A "shuttle" service is maintained from and to Holborn.

Russell Square (II. K. 6).—For Bloomsbury hotels and boarding houses and the Squares.

King's Cross (II. K. 5).—For King's Cross (London and North-Eastern) and St. Pancras (London, Midland and Scottish). Connected by subway with Metropolitan Railway and City and South London tube.

York Road, Caledonian Road (for Cattle Market), Holloway Road, Gillespie Road.

Finsbury Park.—For Finsbury Park, Holloway, etc., and North Metropolitan trams, also for London and North-Eastern suburban lines to Finchley, Barnet and Edgware. This line is about to be extended from Hammersmith to Turnham Green, on the District Railway.

Bakerloo Tube.

The following are the stations, apart from those on the L. & N.W. (now London, Midland and Scottish) Railway between Watford and Queen's Park :—

Queen's Park.—Electric trains to Kensal Green, Willesden Junction, Harrow, Pinner, Watford, etc.

Kilburn Park, for Kilburn High Road and 'buses to Cricklewood, Hendon and Watford.

Maida Vale for the Edgware Road, St. John's Wood, etc.

Warwick Avenue, for the residential and boarding-house district lying between Maida Vale and the Harrow Road.

Paddington (II. F. 7).—Adjoins Great Western Railway terminus, with which it is connected by moving stairways.

Edgware Road (II. F. 7).—A few yards from station of same name on Metropolitan Railway. For south end of Edgware Road, Paddington Green, etc.

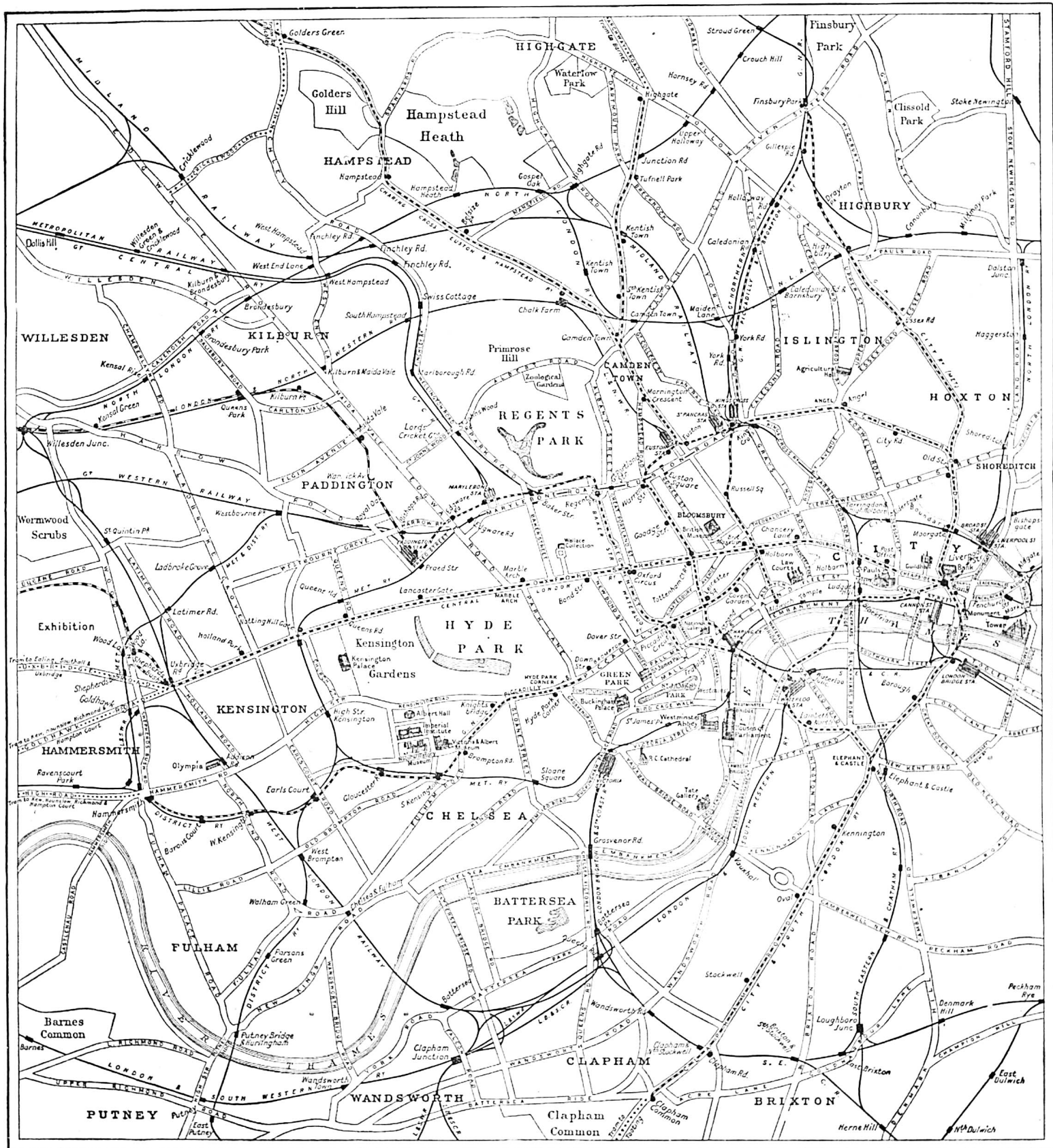
Marylebone (II. G. 6).—For terminus of Great Central Railway.

Baker Street (II. G. 6).—Connected with station of same name on Metropolitan Railway.

Regent's Park (II. H. 6).—For Regent's Park, Zoological Gardens, etc.

Oxford Circus (II. I. 7).—For West End shopping quarter. Subway to Central London Tube.



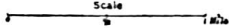
Piccadilly Circus (III. I. 8).—For southern end of Regent Street, Piccadilly, Leicester Square, etc. Subway to Piccadilly Tube.



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RAILWAY MAP OF LONDON
 SHOWING AT A GLANCE ALL THE TUBE & OTHER RAILWAYS.

Tube Railways & Stations 
 Other 
 Scale  1 Mile

Trafalgar Square (III. K. 8).—For Charing Cross terminus, St. James's Park, National Gallery, Whitehall, West Strand theatres, etc.

Charing Cross (III. K. 9).—Moving stairway to Charing Cross (District). For Victoria Embankment, L.C.C. trams, etc.

Waterloo (III. L. 9).—Subway to London and South-Western (now Southern Railway) terminus. Close also to Waterloo Junction.

Lambeth (North) (III. L. 10).—For Lambeth Palace, etc.

Elephant and Castle (III. M. 10).—Connected with City and South London Tube. Electric trams for all parts of South London.

City and South London Tube.

The difficult task of enlarging the tunnels of this railway was begun in 1922. The work was necessary to bring the C. & S.L. into line with the other Tube Railways and permit through communication with the Hampstead tube at Euston, and this northern section—from Moorgate—was the first to be temporarily closed. It is also proposed to extend the railway from Clapham Common to Merton and Morden, so providing a new route to Wimbledon. The stations are as follows:—

Euston (II. K. 5).—Subway connection with London and North-Western (now London, Midland and Scottish) Railway and with Hampstead Tube.

King's Cross (II. K. 5).—Subway connection with King's Cross terminus (London and North-Eastern) and St. Pancras (London, Midland and Scottish) and with Piccadilly Tube.

Angel (II. M. 5).—At junction of City and Pentonville Roads with Upper Street, Islington. For Agricultural Hall, Islington, etc.

City Road and Old Street (II. N. 6), for districts immediately north of City.

Moorgate (II. N. 7).—Close to Liverpool Street and Broad Street Stations. For Moorgate, Finsbury Circus, London Wall, Guildhall, etc. Connected by subway with Metropolitan Railway to Highbury and Finsbury Park.

Bank (III. N. 8).—Connected with Central London and Waterloo and City Tubes. For Bank of England, Royal Exchange and central part of City.

London Bridge (III. N. 9).—Connected by subway with London, Brighton and South Coast (Southern Railway) Station. For St. Saviour's Cathedral, Guy's Hospital, etc.

Borough (III. N. 9).—For St. George's Church and Borough High Street.

Elephant and Castle (III. M. 10).—Adjoins one of the busiest centres of South London traffic. Close to Metropolitan Tabernacle. Connected by subway with Bakerloo Railway.

Kennington.—For Kennington Park, Kennington Theatre, etc.

The Oval.—For Kennington Oval Cricket Ground.

Stockwell and Clapham Road.

Clapham Common, southern terminus. Adjoins Clapham Common.

The Waterloo and City Electric Railway,

the property of the Southern Railway, runs from Waterloo (formerly London and South-Western Railway) to the Bank, a distance of a mile and a half. The City station is connected

by subway with the Central London and the City and South London Tubes. There are no intermediate stations.

The Great Northern and City Tube

belonging to the Metropolitan Railway, runs between Moorgate and Finsbury Park Station, on the Great Northern (now London and North-Eastern) Railway, with intermediate stations at Old Street, Essex Road, Highbury and Drayton Park. This is the only Tube Railway with first and third class carriages.

UNDERGROUND RAILWAYS.

The Metropolitan and District Railways.

These are distinguished from the "Tube" Railways by the fact that they were operated until 1905 by steam, and as they are only a short distance under the surface, lifts are not necessary at the stations.

A glance at the accompanying map will indicate more clearly than pages of description the course taken by these two important lines. There are first and third class carriages.

The **Inner Circle** is an irregular oval, enclosing the busiest part of the Metropolis, from Gloucester Road, in the west, to Aldgate, in the east, and linking nearly all the great railway termini. From this circle branch lines diverge to various suburbs; but before dealing with these it may be well to set out the names of the stations on the Inner Circle, with an indication of the places they serve. As the Circle may be traversed in either direction, the traveller should be careful to start from the proper platform and should also watch the illuminated indicators on the platform showing destination of "next train" (generally indicated by numerals 1, 2 and 3, in order of departure).

Charing Cross (III. K. 8).—Close to Southern Railway (South-Eastern and Chatham) terminus of same name. Alight for West Strand theatres, Trafalgar Square, National Gallery, Embankment, etc. Stations of Bakerloo and Hampstead Railways adjoin and are connected by moving stairways. L.C.C. electric trams run from the Embankment to all parts of South London and to Blackfriars Bridge.

Westminster (III. K. 9).—For Westminster Bridge, Houses of Parliament, Westminster Abbey, Government Offices, etc.

St. James's Park (III. I. 10).—For St. James's and the Green Parks.

Victoria (III. H. 10).—Connected by subway with the two Southern Railway termini of same name. For Victoria Street, Westminster, Roman Catholic Cathedral, Grosvenor Place, Buckingham Palace, etc.

Sloane Square (III. G. 10).—For Sloane Street and King's Road, Court Theatre, Chelsea Hospital, etc.

South Kensington (III. F. 10).—For Victoria and Albert Museum, Natural History Museum, Imperial Institute, London University, Albert Hall, etc. Piccadilly Tube adjoins.

Gloucester Road (III. E. 10).—Lines diverge to Earl's Court, Willesden, Hammersmith, Richmond, Wimbledon, etc.

High Street, Kensington (III. D. 9).—For the shops in High Street, Kensington, Kensington Gardens (south side), Kensington Palace, etc.

Notting Hill Gate (III. D. 8).—For north side of Kensington Gardens, Bayswater Road, etc. Near station of same name on Central London Tube.

Queen's Road, Bayswater (III. E. 8).—For Westbourne Grove and Queen's Road shopping quarter. Near station of same name on Central London Tube.

Paddington (Praed Street) (II. F. 7).—Connected by subway with Great Western terminus and the Bakerloo Railway.

Edgware Road (II. F. 7).—For Edgware Road, Maida Vale, Marylebone Road, etc. Change for line to Bishop's Road, Royal Oak, Westbourne Park, Hammersmith, etc. Near station of same name on Bakerloo Tube.

Baker Street (II. G. 6), Headquarters of Metropolitan Railway.—Change for Extension lines to St. John's Wood, Willesden Green, Harrow, Uxbridge, etc. (see p. 45). Baker Street Station on Bakerloo Railway adjoins. Close to Madame Tussaud's, Regent's Park (south-west end), Marylebone terminus of London and North-Eastern (Great Central) Railway, etc.

Great Portland Street (II. I. 6).—For Regent's Park (south-east end), Portland Place, etc. Half a mile from southern entrance to Zoological Gardens.

Euston Square (II. I. 6).—For Euston (London, Midland and Scottish Railway), Tottenham Court Road and Hampstead Road. Close to Warren Street station on Hampstead Tube. Half a mile from British Museum.

King's Cross (II. K. 5).—Connected by subway with King's Cross (London and North-Eastern) terminus, and a few yards only from St. Pancras (London, Midland and Scottish). Subway connection with City and South London and Piccadilly Tubes. For Gray's Inn Road, Pentonville Road and Caledonian Road.

Farringdon and High Holborn (II. M. 7).—For Farringdon Market, Holborn, Fleet Street, Ludgate Hill and St. Paul's Cathedral.

Aldersgate Street and Barbican (II. N. 7).—For Charterhouse, Smithfield Market, General Post Office, etc.

Moorgate (II. N. 7).—For Moorgate, Bank, Guildhall, etc. Close to Moorgate stations of City and South London and Great Northern and City Tubes.

Liverpool Street (II. O. 7).—Connected by subway with Liverpool Street terminus, and close to Broad Street terminus.

Aldgate (II. O. 7).—For eastern side of City.

Mark Lane (III. O. 8).—For Tower of London, Mint, Tower Bridge, Docks, etc.

Monument (III. O. 8).—For Monument, London Bridge, etc.

Cannon Street (III. N. 8).—Connected by subway with South-Eastern and Chatham (Southern Railway) terminus of same name. Close to Bank, Mansion House, etc., and to City and Waterloo Tube.

Mansion House (III. N. 8).—Nearest station for St. Paul's Cathedral. Subways below Cannon Street and Queen Victoria Street enable the booking-office to be reached without crossing any of the crowded thoroughfares hereabouts.

Blackfriars (III. M. 8).—For Blackfriars Bridge, eastern end of Thames Embankment, Fleet Street, Ludgate Hill, etc.

Temple (III. L. 8).—For the Temple, Law Courts, Somerset House, etc. Close to Aldwych station on Piccadilly Tube.

Charing Cross (III. K. 8) (see p. 40).

A westward extension of the Inner Circle is formed by a line which runs viâ **Earl's Court**, Addison Road, Uxbridge Road, **Ladbroke Grove** (N. Kensington), Notting Hill, Westbourne Park (for Great Western main line), Royal Oak and Bishop's Road. It reunites with the Inner Circle near Edgware Road station.

Other lines diverge as follows :—

From **Baker Street** (II. G. 6), the Metropolitan Extension to Willesden Green (not to be confused with Willesden *Junction*, on the L. and N.W. (now London, Midland and Scottish) Railway, some two miles distant), also to Harrow, Uxbridge, Rickmansworth, Aylesbury, etc.

From **Earl's Court** (III. D. 10) to Putney and Wimbledon and to West Kensington, Hammersmith, Ravenscourt Park, Turnham Green, Chiswick Park, Acton Town (branch to South Acton), Ealing Common and Ealing Broadway (G.W.R. and Central London Railway).

From Turnham Green a line runs via Gunnersbury and Kew Gardens to **Richmond**. From Acton Town a branch runs to **Hounslow**, and from Ealing Common a line goes viâ North Ealing, Park Royal, Alperton and Sudbury to **South Harrow**, connecting at Rayner's Lane station with the Metropolitan line to Uxbridge.

From Earl's Court, too, there are electric trains to Broad Street via Willesden Junction, for the former London and North-Western main line (now London, Midland and Scottish).

From **Aldgate East** (II. P. 7), near Aldgate Circle station, the line runs eastward to **Whitechapel**, where connection is made with the electrified East London Railway to Shadwell, Wapping, Rotherhithe, Deptford Road and **New Cross**; and from Whitechapel to Stepney Green, Mile End and Bow Road and to the Midland stations at Bromley, West Ham, Plaistow, Upton Park, East Ham and Barking. At Barking connection is made with the Midland (London, Midland and Scottish) main line to South-end via Upminster, and to Tilbury.

OTHER ELECTRIC LINES.

From **Broad Street Station** (II. O. 7) the former North London Railway (now absorbed, with the L.N.W.R., in the London, Midland and Scottish Railway) runs through Shoreditch to Dalston, whence a branch runs eastward through Hackney to Bow and Poplar. Westward from Dalston this railway serves

Highbury, Camden Town, Hampstead Heath, Kilburn, Brondesbury and Willesden Junction. From Willesden Junction branches run to Addison Road (for Olympia) and **Earl's Court** (see above), and to Acton, Kew and Richmond.

From **Euston** (II. I. 5) electric trains run north-westward to South Hampstead, Kilburn and Maida Vale, Queen's Park, Willesden Junction, Harrow and Watford.

From **Victoria** and **London Bridge** (Southern Railway, L.B. & S.C.) there is a loop through South London by way of Battersea Park, Clapham, Brixton, Denmark Hill, Peckham and Bermonsey.

An extended loop connects London Bridge and Victoria with the **Crystal Palace** viâ West Norwood, passing through Brixton, Herne Hill, Sydenham, Forest Hill, Brockley and New Cross.

LONDON AND SOUTH-WESTERN ELECTRIC LINES.

From **Waterloo** the electrified lines of the London and South-Western section of the Southern Railway comprise a large loop and three spurs. The loop runs from Waterloo viâ Clapham Junction, Wandsworth, Wimbledon (whence a connecting branch runs direct to Putney), Malden, Kingston, Teddington, Twickenham, Richmond, Mortlake and Putney, and so back to Clapham Junction. From Malden a branch runs viâ Surbiton to Hampton Court; between Teddington and Strawberry Hill stations a line runs off to Fulwell, Hampton, Sunbury and Shepperton; while from Twickenham a loop runs to Hounslow and thence back to the main circle at Barnes by way of Isleworth, Brentford, Kew Bridge and Chiswick.

The new line to Guildford via Claygate is at present served by steam trains, but will eventually be electrified throughout.

The great trunk lines running out of London also maintain suburban services, but trains are generally infrequent during the day and in the morning and evening are thronged by thousands of busy workers getting to and from the City and West End.

TRUNK LINES NORTH OF RIVER.

EUSTON (Plan II. I. 5) is the terminus of the **London and North-Western** (now London, Midland and Scottish) Railway. This great line—a development of the earliest passenger railway in the world—provides the route to Ireland viâ Holyhead and the English portion of the West Coast Route to Edinburgh and Glasgow, serving either by its main line or its branches every place of importance in the northern and north-western counties, as well as many in the Midlands.

SUBURBAN TRAINS from Euston and Broad Street to Willesden

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Junction, Harrow, Stanmore, Watford, Richmond, Kew, Acton, etc. (see p. 42). The electric line for local passenger services is linked with the Tube Railways at Queen's Park. Also electric trains between Willesden and Earl's Court, where connection is made with the District Railway.

Subway connection at Euston with **Hampstead and City and South London Tubes**. For Central London Tube change at Tottenham Court Road.

Euston Square (8 minutes' walk) is the nearest station on **Metropolitan Railway**.

ST. PANCRAS (Plan II. K. 5) is the terminus of the **Midland Railway** (now London, Midland and Scottish), serving the Midland Counties, and providing the Waverley Route to Scotland.

SUBURBAN TRAINS to Cricklewood, Hendon, Mill Hill, St. Albans, Luton, Bedford, etc. Branch line from Kentish Town to South Tottenham, also to Tilbury and Southend.

Subway connection with King's Cross station on **City and South London Tube**. Close to King's Cross stations on **Piccadilly Tube** and **Metropolitan Railway** **Kentish Town**, on the Highgate branch of the **Hampstead Tube**, is also a convenient station for the Midland Railway, as nearly all the main line trains stop there and the two stations adjoin.

KING'S CROSS (Plan II. K. 5), the terminus of the **Great Northern** (London and North-Eastern) **Railway**, adjoins St. Pancras. The line runs to York, affording communication with the north and north-east of England, and forming the southern portion of the East Coast Route to Scotland.

SUBURBAN TRAINS to Finsbury Park, Highgate, Finchley, Alexandra Palace, Edgware, High Barnet, Enfield, etc.

Subway connection with King's Cross station on **Metropolitan Railway** and with **Piccadilly** and **City and South London Tubes**.

MARYLEBONE (Plan II. G. 6) is the terminus of the **Great Central** (London and North-Eastern) **Railway**, and is the administrative headquarters of the important Eastern Group Railways. Trains to Rugby, Nottingham, Sheffield, Manchester, etc.; and via Grimsby for the Continent. Also to Harrow, Northwood, Rickmansworth, etc., and to Wembley Hill, South Harrow, Ruislip, Beaconsfield, High Wycombe, etc.

Subway connection with Marylebone station on **Bakerloo Tube**. Baker Street station on **Metropolitan Railway** is a quarter of a mile eastward.

PADDINGTON (Plan II. F. 7) is the terminus of the **Great Western Railway**, which serves the Thames Valley, the West and South-West of England, and the greater part of Wales, having incorporated the Cambrian Railways. It also provides the routes to Ireland via Fishguard and Rosslare and to the Channel Islands via Weymouth.

SUBURBAN TRAINS to Acton, Ealing and riverside places such as Windsor, Maidenhead, Henley, etc. Also motor trains to Perivale, Greenford, etc.

Connected by moving stairways with station of same name on **Bakerloo Railway**, whence there is direct connection with the London and North-Western main line via Queen's Park and Willesden Junction.

Nearest **Metropolitan Railway** stations, **Præd Street** and **Bishop's Road**, the former connected by subway, the latter by bridge.

LIVERPOOL STREET (Plan II. O. 7) is the terminus of the **Great Eastern Railway** (now London and North-Eastern), which serves the Eastern Counties and provides the routes to the Continent via Harwich.

SUBURBAN SERVICES.—Almost a quarter of London's rail-borne workers use this part of the London and North-Eastern system. One

of the most popular services is that to Southend-on-Sea. Among the suburbs served are Tottenham, Edmonton and Enfield; Leyton, Walthamstow and Chingford; Woodford, Forest Gate, Ilford, Romford, etc. About a thousand trains leave Liverpool Street daily. There is also a connection by electric trains with New Cross, in the South of London.

Subway connection with Liverpool Street stations on Central London and Metropolitan Railways. A few yards westward are the Moorgate stations of the City and South London and Great Northern and City Tubes.

BROAD STREET, the terminus of the former North London Railway (now electrified and absorbed in the London, Midland and Scottish Railway), adjoins Liverpool Street (see p. 44).

Frequent trains to Willesden Junction (see p. 43), at which many of the L. & N.W.R. main line trains stop.

FENCHURCH STREET (Plan III. O. 8) is the terminus of the former London, Tilbury and Southend Railway, now absorbed in the London, Midland and Scottish system. The line serves the east of London and continues to Tilbury (for Gravesend), Leigh, Westcliff, Southend and Shoeburyness. At East Ham connection is made with the District Railway.

Mark Lane is the nearest station on the District Railway; Aldgate on the Metropolitan Railway. The Bank station of the Central London, City and South London and Waterloo and City Tubes is about five minutes' walk.

BAKER STREET (Plan II. G. 6) is the terminus of what must perforce be called the "country" lines of the Metropolitan Railway and is also served by "Circle" trains (see p. 41). Between Baker Street and Harrow and Uxbridge the trains are run by electricity. From Harrow there are steam trains to Rickmansworth, Chesham, Aylesbury and Verney Junction. Many "through" trains (some with Pullman cars attached) are now run from these places to and from the City, without change at Baker Street.

Subway connection with Bakerloo Tube. Change at Oxford Circus for Central London Tube, at Piccadilly Circus for Piccadilly Tube, and at Charing Cross for District Railway.

TRUNK LINES RUNNING SOUTH OF RIVER.

The three railways running southward from London were in 1923 "grouped" under the title of **The Southern Railway**.

WATERLOO (Plan III. L. 9), one of the largest railway termini in Europe, belongs to the London and South-Western system, running to Winchester, Portsmouth, Southampton, Bournemouth, Exeter, North Cornwall, etc. It also provides the services viâ Southampton to the Channel Islands and Havre (for Paris).

SUBURBAN TRAINS to Clapham Junction and all parts of South-West London. For the electric lines to Kingston, Richmond, Twickenham, Putney, Hampton Court, etc., see p. 43.

The Waterloo and City Tube provides a connection with the City (p. 39) and the Bakerloo Tube with the Strand, Piccadilly Circus, Oxford Circus, Baker Street, Paddington, and Queen's Park, where the London and North-Western system is joined. A direct connection is thus established between South London, the West End, and the suburban residential district extending to Watford.

LONDON BRIDGE (Plan III. O. 6) is used by both the London, Brighton and South Coast and the South-Eastern and Chatham sections of the Southern Railway. The former system runs to Brighton, Hastings,

Eastbourne, Portsmouth, etc., provides the route to the Continent *viâ* Newhaven and Dieppe, and the useful electric systems between London Bridge and Victoria and the Crystal Palace. The South-Eastern and Chatham system serves the popular watering-places of Kent—Tunbridge Wells, Hastings, Folkestone, Margate, etc.—and provides the routes to the Continent *viâ* Dover and Calais or Ostend, and *viâ* Folkestone and Boulogne or Flushing.

Subway connection between Brighton Railway station and City and South London Tube.

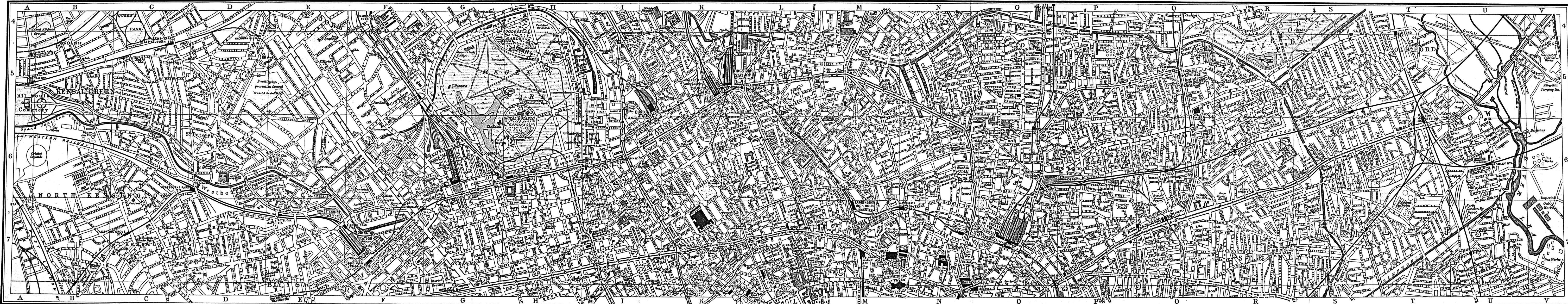
VICTORIA (Plan III. H. 10) is the West End terminus of the former Brighton and South Coast and South-Eastern and Chatham systems. Since the recent reconstruction these stations are among the largest and best equipped in the world. Subway connection with District Railway. All the L.B. and S.C. suburban lines are either electrically equipped or in course of being so treated, and the day is probably not far distant when electric trains will run all the way to Brighton.

CHARING CROSS (Plan III. K. 8), **CANNON STREET** (Plan III. N. 8), **HOLBORN VIADUCT** (Plan II. M. 7) and **ST. PAUL'S** (Plan III. M. 8) are also termini of the South-Eastern and Chatham system.

Charing Cross is connected by subway with the Strand station of the **Hampstead Tube** (to Euston, Hampstead and Highgate), and by subways and moving stairways with Charing Cross stations on the **District Railway** and **Bakerloo Tube** (change at Piccadilly Circus for Piccadilly Tube, or at Oxford Circus for Central London Tube). Trafalgar Square station on the **Bakerloo Tube** is only a few minutes' walk.

The facilities afforded by the main lines from London may be epitomized thus: For excursions to places of interest in Middlesex, Bucks and Herts, the visitor can avail himself of the London and North-Western and Midland sections of the London, Midland and Scottish Railway, the Great Northern, Great Eastern and Great Central sections of the London and North-Eastern Railway, and of the Metropolitan Extension lines. For the riverside and western part of the country he will utilise the London and South-Western section of the Southern Railway, the Great Western, and the Underground lines. Epping Forest and other parts of Essex are reached by the Great Eastern section of the London and North-Eastern Railway and the Tilbury section of the London, Midland and Scottish. Surrey, Sussex and Kent are served by the many ramifications of the Southern Railway.

PLAN OF CENTRAL LONDON—SECTION 2.



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Railways — STATION — Underground railways — Tramway Routes — The Plan is divided into half-mile squares

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