Station was the terminus of the line, but this station was not at first completed for its full length for a long time, on account of the delay which occurred in gaining possession of the necessary lands which were owned by the Board of Control, beneath whose property the platform extends some 50 ft. or 60 ft. With this exception the station works are of the ordinary character of the Metropolitan Railway type, the width being 50 ft. 5½ in., with 15 ft. platforms on each side. Some special but temporary works were introduced for working this station as a terminus. There being no room beyond the platform for shifting the engines from one line to another, a double crossing was laid down within the covered way, so that the arrival and departure trains could be worked alternately on each line, and the engines always be brought to the front. On the ground level, by the side of the station, a timber tank, 52 ft. long, 11 ft. wide, and of 12,000 gallons capacity, was constructed when the station was opened. It was fed from the nearest street main, and supplied two hydrants, one on each platform, for the purpose of filling the condensing tanks of the locomotives, which were emptied always at this point, the waste water running back to the station at Victoria-street. A gas holder, 10 ft. in diameter, and holding 1100 cubic feet, was also placed beside the station to supply the reservoirs on top of the carriages. The main from the holder was laid in the middle of the 6 ft. space between the rails, and connected with it were five T-headed standards, 42 ft. apart, with india-rubber piping attached to aid in filling the reservoir.

Of course these appliances—gas holder, water tank, double crossings, and so forth—were only temporary. As we just now said, the last 50 ft. or 60 ft. of the Westminster Bridge Station are not beneath the ordinary roof, but are perforce covered in with flat girders in compliance with the agreements with the Board of Control, to whom this part of the Embankment, once the foreshore, belongs, and who intend to convert the surface into a garden over the railway girders, in the same manner as has been done in Parliament-square Gardens. The Board of Control garden will extend as far as the carriage road of the Thames Embankment, and will be ramped up to its varying level. It may be mentioned here that this road, in quitting Westminster Bridge, descends for some distance, with a gradient of 1 in 60, until it reaches the normal level, about 4 ft. above Trinity high water, which is preserved until the scanty headway under Waterloo Bridge renders necessary a fall of 1 in 40, and a corresponding rise on the other side of the bridge. The roadway from that point remains on the level until, at the eastern end, a rising gradient of 1 in 40 leads the Embankment to Blackfriars Bridge.

Returning to Westminster, we find that the inclination of the road gives a sufficient headway for some little distance beyond the girder-covered way at the end of the station for brick arch construction of the ordinary type. This is continued until the falling surface level so nearly intersects the top of the brickwork as to necessitate another form of construction. From this point for about 1550 ft. forward, the vertical side walls, and flat cast-iron girders, with brick transverse arching, are adopted. This length, common with all the railway along the Embankment, is built with an arched brick invert bedded upon concrete, between the side walls, which are formed of brick piers placed 8½ ft. apart from centre to centre, 5½ ft. 6 in. thick, and having arched panels between them, the spaces from pier to pier at the back of the panels being filled with concrete. The height from rails to the underside of the girders is 13 ft. 6 in. The length of 1550 ft. includes 270 ft. of somewhat different construction on the west side of the Charing Cross Station, where the width between the side walls is increased from 25 ft. to 36 ft., to serve as a back siding for station accommodation. This length is covered in with wrought-iron girders. The length of the platform of the Charing Cross Station is 300 ft., the distance from wall to wall 50 ft. 5½ in., and the roof of the ordinary arched type. The booking-office and station building are situated over the platform, and divide the roof proper into two parts. The station faces Villiers-street, and has an entrance on the Embankment, as well as on the Strand side. A light bridge 15 ft. wide, crossing the station, accommodates the passengers from the adjacent steam-boat pier; this passage leads to the branch road joining the Embankment with Villiers-street. The whole of the space between Charing Cross and Waterloo Bridges, a triangular area, 330 ft. in its maximum width, and 1500 ft. long, is laid out picturesquely with grass mounds and shrubs, while the roof of the station will be ultimately screened by trees and shrubs. The Villiers-street approach to the Embankment sweeps round northward of this slope.

Eastward for 290 ft. the covered way of the railway extends with a width of 36 ft., to give the required space for sidings. In this length there are left three openings for ventilation 10 ft. wide, and 67 ft. in length. Ordinary girder-covered way for a distance of 1778 ft. follows this widening, and leads to the west end of the Temple Station, a special design made in accordance with a clause in the original Act, and which is illustrated in Plato XXXVII. The Duke of Norfolk's estate extends from the parish boundary running down Strand-lane as far as the eastern side of the Temple steam-boat landing stage, and it was necessary that the site should remain unobstructed by any station buildings. A design, arranged on behalf of the Duke of Norfolk, complied with this stipulation, and the present station is based upon this design. The plan, Fig. 2, shows the general