arrangement. From Norfolk-street the Board of Works has formed a communication between the Embankment and the Strand by means of a roadway, 40 ft. in width, giving upon the Embankment, and falling east and west with a gradient of 1 in 30 until it reaches the road level. In front of this 40 ft. road, and parallel with it, a level terrace, 20 ft. wide and 4 ft. above the roadway at its highest point, extends for the whole length of the station, the north elevation having the appearance shown in Fig. 6, and the south, or river frontage, as seen in Fig. 1. A central flight of steps gives access from the road opposite Norfolk-street to the terrace, and others at each end descend on to the Embankment. The area occupied by the railway company is enclosed by a low parapet, in front of the terrace, as shown in plan, Fig. 2, and it will be seen that the central entrance to the station is on the Thames Embankment. This figure also shows the short openings in the covered ways which the engineer was permitted to introduce. Plan Fig. 2 shows the arrangement of the booking-offices and station accommodation, all of which are on the north platform and beneath the terrace. The engraving sufficiently explains the arrangement, and shows that the most has been made of the limited space available. The exit stairs for the north platform are immediately behind the booking-office, and are shown on section, Fig. 5, as well as in the plan, the departure stairs being placed in advance of them. In the original design the means provided for crossing to the south platform consisted of a subway beneath the rail level, but, besides the obvious inconvenience of such an arrangement, the subway would have interfered with existing sewers. This contrivance was therefore abandoned, and, in its place, a gallery, at the level of the booking-office, and in communication with it, crosses the railway, and leads to the departure stairs, placed underneath the exit stairs, which give upon the Embankment (Fig. 2).

The same figure shows that the platforms, which are 15 ft. wide, lie on the north side beneath the terrace and offices, and on the south side, for a considerable distance, under the Embankment road (see Fig. 4, a cross section through the station, which shows the construction of the retaining walls and invert, as well as the girder and brick-arched covered way). Fig. 3 is also a transverse section, at the west end of the station, taken through one of the openings over the railway, and shows the arrangement of columns and girders carrying the roof. Fig. 1, besides being an elevation of the southern front of the terrace, also shows the columns and girders carrying the offices. A brick invert beak upon concrete stretches from wall to wall. In the Temple Station is fixed a pumping engine, which serves to drain the Embankment length of the railway. Beneath the land belonging to the Temple, a length of 259 yards, the arch form of covered way has been adopted by the desire of the authorities of the Temple, but beyond that distance to near Blackfriars Bridge the levels necessitated the adoption of a girder-covered way. The rising gradient of 1 in 40, making the approach to the bridge, gave, however, the same advantage as was enjoyed at Westminster, and for 243 ft. arching again has been put in. It is in this last length that the only special work of any importance occurs. Not only has the railway to be constructed under this road, but the subway and the Low-level Sewer, which, from Westminster forward, lie just behind the river wall itself, and far away from the railway works, are at this point gathered up to the railway until the centre lines of the three are nearly coincident. Added to this is the fact that a little westward the City Gasworks were privileged to have a right of way beneath the Embankment to the river, and this had to be constructed over the railway.

The subway crosses over the line 150 ft. west of Blackfriars Station, and at a very acute angle to the railway itself. The length of the crossing is 75 ft., and the subway, 9 ft. wide and 7 ft. 6 in. high, is supported for that distance upon cast-iron girders 2 ft. 3 in. deep, and spaced at unequal distances apart in proportion to the load thrown upon them.

The Low-level Sewer, an 8 ft. 3 in. barrel, passes beneath the line at an angle less acute than the subway.

The subway of the City Gasworks Company is a little to the west of this double crossing. It consists of two openings, each 12 ft. wide, carried over the railway by a cast-iron facing girder on the east side, where the brick arching commences, by a box wrought-iron girder beneath the partition wall of the subway, and an ordinary wrought-iron girder on the other side. It crosses the railway slightly on the skew, and between the wrought-iron main girders are laid lighter transverse girders, with cast-iron floor plates covered with concrete between. By means of this gallery the City Gasworks obtain access from the river to their own yard without interfering with the surface level of the Embankment or inconveniencing the railway itself.

It will thus be understood that a complicated construction was unavoidable, and the temporary outlet of the Fleet also interfered greatly with the works. The small sketch plan on page 90 and the various detail views on page 59 give a general idea of the relative positions occupied by the various lines of sewer, roadway, and subway. In the sketch plan the outline of the Embankment wall is shown at its termination and junction with the abutment of Blackfriars Bridge; the gasworks subway leading from the wharf in front of the Embankment to the works is also shown, as well as the outline of the railway, as far