remainder, the Prael-street Station is on the level, approached on the east by a gradient of 1 in 100, and on the west by 1 in 75. The Bayswater and Notting-hill Stations are also horizontal, as well as the approaches on each side. The Gloucester-road Station is on a gradient of 1 in 300, approached on one side by an incline of 1 in 150, and of a horizontal gradient on the other. Each of these stations is guarded on both sides by distance signals, placed from 235 yards to 335 yards from the ends of the platforms.

There are 690 ft. of open cutting upon the extension, the maximum depth of which is 22 ft. 6 in.; 29,598 cubic yards were taken from the excavation, which is made with side slopes of 1 1/2 to 1, retained on the eastern side with a concrete wall to a height of 4 ft. above rail level. The line is drained with a culvert made below formation along the centre throughout the whole length.

The Metropolitan District Railway, which will commence by a station at Hammersmith-road, makes a junction with the West London Railway, beneath which it passes, and, bearing towards the north-east, runs parallel with the Notting-hill and Brompton Extension to Kensington Station, and via Gloucester-road to South Kensington Station, while a second branch terminates with another station at West Brompton upon the West London Railway. The length of this connecting line is 2490 yards, of which 1855 yards are in open cutting, with slopes of 1 1/2 to 1, and a maximum formation width of 62 ft. Of the remaining length, 175 yards are covered with station roofing, and 460 yards are in covered way. The oblique crossing of the railway beneath the West London Railway was an important and difficult work, as it had to be completed without any interruption to the existing traffic, which amounted to 400 trains a day. The rails of the West London Railway were supported upon longitudinal sleepers, carried upon transverse timbers, projecting 7 ft. on each side of the trenches that were excavated for the side walls of the low level line; between the transverse timbers the permanent girders were placed, and the side walls built up in detail to their undersides. The length of this crossing is 119 yards. In getting in the foundations of this work, considerable trouble arose from the water, owing to the great depth of the clay below the surface, and it was found necessary to enclose an area of about 920 ft. in length, and the width of the railway at formation, with a clay-puddled dam 5 ft. in thickness, and varying from 6 ft. to 20 ft. in depth.

The permanent way laid down upon the Metropolitan Railway is of similar character throughout. The rails are of steel weighing 84 lb. to the yard, and resting upon sleepers placed 2 ft. 8 in. apart from centre to centre, and 1 ft. 10 in. apart at the joints, which are made with fishplates, and four 3/4 in. bolts. The sleepers are bedded upon 14 1/2 in. of screened gravel.