

Ye Olde Countrie



The London and North Western Railway Co. of England

Sends Greeting to ye Visitors to ye World's Fair and presents this little booke of informatione.

"I rather would entreat thy company to see the wonders of the world abroad"

TWO GENTLEMEN OF VERONA

"With bag and baggage"

-AS YOU LIKE IT

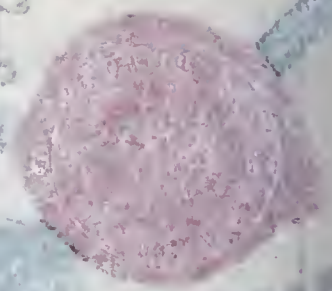
William Shakespeare



The Old Currier

London and North Western
Railway Co. of England

Great Central Railway



London and North Western
Railway Co. of England

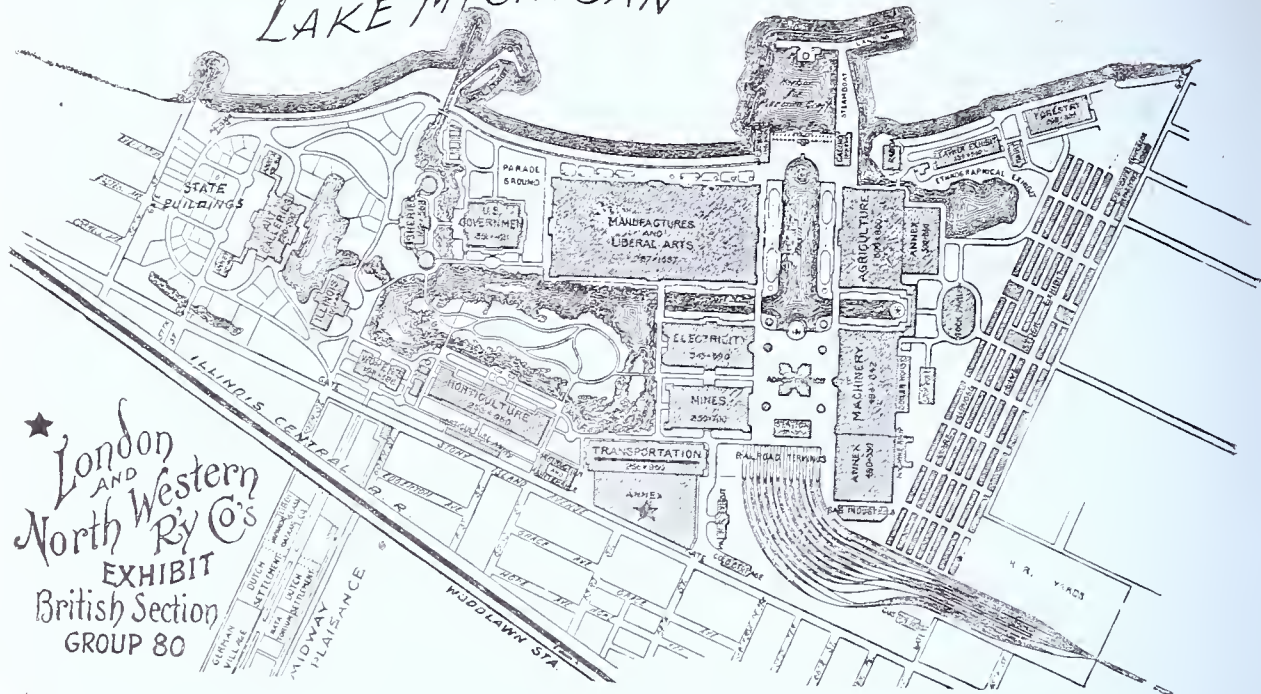


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LAKE MICHIGAN



★
London
AND
North Western
Ry Co's
EXHIBIT
British Section
GROUP 80

PLAN OF THE WORLD'S COLUMBIAN EXPOSITION, CHICAGO, 1893.

London and North Western Railway.

The London and North Western Railway is the Trunk Line of Great Britain; the oldest and wealthiest Railway in the land, and by its main line and ramifications has access to all the scenic, historical and commercial places in the three Kingdoms; it extends through nearly three-fourths of the whole of the counties of England and Wales, and connects with Scotland through Carlisle, and with Ireland through the ports of Holyhead, Fleetwood, Liverpool, etc. It was the pioneer line of "Olde England," and the first to form the connecting link between Liverpool and London; it has therefore been known to American Travellers ever since the time when a journey across the Atlantic Ocean was not so easy of accomplishment as it is to-day. Modern Travellers by this line have now the opportunity of visiting a great many places in the British Isles made famous in history, literature, poetry and song, which were not easily reached in times past.

American Travellers can perform the journey from Liverpool to London and all part of the British Isles in the most comfortable and luxurious manner with the utmost speed consistent with safety. The line has the most perfect permanent way operated throughout on the Absolute Block System; the Locomotives include the well-known Webb's Compounds, and the splendid equipment of Corridor (vestibule), Saloon, Drawing, Sleeping and Dining Cars, and the First, Second and Third-Class Cars, are of the most approved pattern; these, with all other modern improvements in operation, place the LONDON & NORTH WESTERN RAILWAY foremost in the ranks of the Standard Railway Systems of the World.

Mr. C. A. BARATTONI is the General Agent for the Company in North America; his office is located at 852 Broadway, New York, where all the information regarding the Company's facilities can be obtained in person or by mail. The Company's representative in Canada is Mr. D. BATTERSBY, who can be communicated with at 178 St. James Street, Montreal. Full information, Time Tables, Guides, etc., can be obtained at the office of the LONDON & NORTH WESTERN RAILWAY CO.'s Exhibit TRANSPORTATION BUILDING, (Annex) BRITISH SECTION, Group 80, Catalogue No. 205, at the WORLD'S COLUMBIAN EXPOSITION, CHICAGO.

EUSTON STATION, LONDON, N. W., July, 1893.

FRED. HARRISON, General Manager.

The London and North Western Railway Co.

at the

World's Columbian Exposition.

The quadricentennial commemoration of the discovery of America, set aside by the great American Nation to be celebrated in 1892, was a just act of well-deserved gratefulness shown to the memory of that brave mariner, Christopher Columbus, a bold son of Italy who, in 1492, assisted by Queen Isabella of Spain, braving all kinds of perils and facing the unknown, to the World gave a World.

The greatest event, however, connected with the Columbian Celebration is undoubtedly and deservedly the World's Columbian Exposition held at Chicago, "The Queen of the West," in 1893; here, in response to the invitations extended by the President of the United States, the Nations of the World have congregated to do homage to the memory of Columbus and to honor Americans.

As an International Exhibition the one at Chicago will pass into history as the greatest ever held. It has surpassed all others before it, and it is doubtful whether another one offering the same magnificence in its beautiful grounds, imposing buildings and historic, rich, as well as interesting and varied exhibits, will ever be seen again.

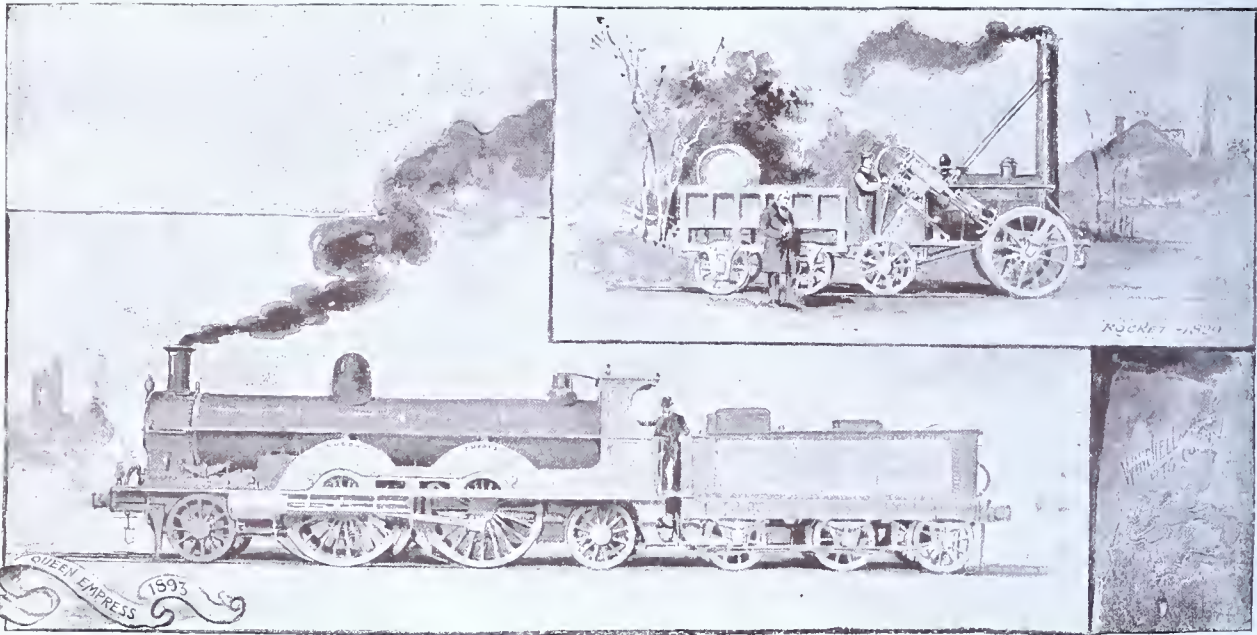
Transportation constitutes an important branch in this Exposition, and the Managers have amply succeeded in their efforts to make the Transportation Building and its valuable contents one of the most impressive and instructive of this great Exposition.

The exhibits include all inventions for water, land and aerial travel, and everything, whatsoever name or sort, old or new devoted to the purpose of Transportation.

It is therefore most appropriate that the London and North Western Railway Company, which was the pioneer line of the World in the inception and development of steam travel, should have sent its contribution to this wonderful collection of ancient and modern Transportation exhibits; for it must be remembered that it was through the generosity of the Directors of the Manchester and Liverpool Railway, when they offered a prize of Five Hundred Pounds sterling, that George Stephenson was enabled, at Rainhill in October, 1829, to show to the World the achievements of his now famous "Rocket."

The Manchester and Liverpool Railway having since become a portion of the great system of the London and North Western Railway, this Company has therefore become the direct heir of Stephenson's wonderful invention, hence the reasons for the claims set forth above.

The Compound Locomotive, Queen-Empress, exhibited by this Company, which is winning for itself universal admiration from all classes of visitors, illustrates the wonderful progress achieved by the "Iron Horse," and connects historically together the two dates, 1829—1893.



Compound Express
Passenger Locomotive
Queen Empress
(F. W. Webb's Sys-
tem.)



The Compound Express Passenger Locomotive Queen-Empress is one of the latest productions of the Great Locomotive Works of the London and North Western Railway Co., at Crewe. Since the opening of the World's Fair it has been greatly admired by all classes of visitors for its design, high finish and workmanship, and because it presents many noteworthy points of contrast with Locomotives of American construction and design.

The following are a few of the leading particulars of the Engine :—2 High Pressure Cylinders 15in. in diam. x 24in. stroke, and 1 Low Pressure Cylinder 30in. in diam. x 24in. stroke. The Engine is carried on four pairs of wheels, the leading pair being 4ft. 1 1/2in. in diam., and fitted with F. W. Webb's arrangement of Radial Axle Box with central controlling spring. The High and Low Pressure Driving Wheels are 7ft. 1in. in diam., and are placed in front of the fire-box. The Trailing Wheels are also 4ft. 1 1/2in. in diam., the axle boxes having 1 1/2in. side play. Both pairs of Driving Wheels being placed in front of the fire-box necessitates the adoption of a long boiler, the barrel of which is 18ft. 6in. long, made out of 1/2in. steel plates, having a mean diam. of 4ft. 3in., the fire-box casing being 6ft. 10in. long. An Intermediate Combustion Chamber (F. W. Webb's system) is placed in the barrel of the boiler, between the fire-box and smoke-box tube plates, so as to divide the tubes into two lengths. Access is obtained to the chamber by an opening at the bottom, to which is attached a hopper for getting rid of the ashes which may accumulate in



the chamber. To the bottom of this hopper is fixed a valve which is air tight and weighted in such a manner that in its normal position it will be closed, but it is also connected to the footplate with a rod, so that the Engineer can open it when necessary to let out the ashes. There are 156 tubes $2\frac{1}{8}$ in. outside diam.; the length of those between the fire-box tube plate and the combustion chamber tube plate being 5ft. 10in. long, and those extending from the combustion chamber forward to the smoke-box tube plate are 10ft. 1in. long. The total heating surface of the Tubes is 1,346 square feet; the Combustion Chamber, 39.1 square feet, and Fire-box 120.6 square feet; making a total of 1,505.7 square feet. The Firegrate area is 20.5 square feet. The weight of the Engine in working order is 52 tons 2 cwts., of which $15\frac{1}{2}$ tons is carried by each pair of Driving Wheels. The Tender, which is fitted with the water "pick-up" apparatus, weighs 25 tons in working order, and has a tank capacity of 1,870 gallons, and carries 4 tons of coal. The total wheel base of the Engine is 23ft. 8in., and of Engine and Tender 43ft. $11\frac{1}{4}$ in., and total length of Engine and Tender over buffers is 54ft. The height from rail level to centre of boiler is 7ft. $10\frac{1}{2}$ in. Steam pressure, 175 lbs. per square inch. The total weight of Engine and Tender in working order is 77 tons 2 cwts. Actual consumption of Coal per mile, excluding lighting up, 29.87 lbs. Consumption of Coal per mile, including 1.2 lbs. for lighting up, 31.07 lbs.

This Engine is a sister to the now famous "Greater Britain," built October 29, 1891, now in service on this Company's Lines, and which has attained a speed of over 80 miles an hour.

The Rocket.

In October, 1829, the Directors of the Liverpool and Manchester Railway, now incorporated in the London and North Western Railway, offered a prize of £500 for a Locomotive competition at Rainhill. The prize was won by George Stephenson, with his Engine the "Rocket." An exact full-size model of this Engine and Tender stands on a portion of the original track (over which the contest was run), composed of fish-bellied rails held in chairs upon stone sleepers, and forms part of the London and North Western Railway Exhibit.

The Trevithick.

No less interesting is the full-size model of the Locomotive Engine built by Richard Trevithick in 1803. It stands upon the queer grooved rails over which, way down in Cornwall, the Engine pulled ten tons of pig-iron, with seventy passengers seated upon it, at a speed of five miles per hour.



CONDUCTOR ON THROUGH EXPRESS
TRAINS LONDON TO SCOTLAND.

Sleeping Saloon.

The Sleeping Saloon, together with the Standard Composite Carriage forming part of the London & North Western Railway Exhibit, are the latest achievements of the art of English carriage building and both emanate from the car shops of the Company at Wolverton.

The Sleeping Saloon, 42 feet long, contains four Sleeping Compartments each having a separate Lavatory, the two end Compartments contain four berths each, two upper and two lower, the middle Compartments have two berths each only.

A corridor runs the whole length of the carriage and the compartments open off from the corridor, and side-doors allow exit on platforms.

The woodwork is carved black walnut, panels of sycamore, figured walnut or mahogany and satin-wood borders.



Pockets for valuables are placed above the pillow of each berth, and under the berth is found a commodious black walnut wardrobe into which the occupant may place all of his clothing.

The upholstery is rich brown figured plush, the beds are made in spring mattresses and can be changed into Parlor Compartments for day travel.

There is also a Smoking Compartment for gentlemen, and an Attendant's Compartment.

The Saloon is fitted with electric lights, gas, electric bells, and it is heated through pipes from a gas-stove located in the Attendant's Compartment. The carriage is run on Bogie Trucks and is fitted with Vacuum and Westinghouse Brakes.

Composite Carriage.

The Composite Carriage Exhibited is also 42 feet long, it is, however, divided into First, Second and Third Class compartments, a Coupé and Baggage Compartment.

The woodwork, which is very rich, is made up in panels of sycamore, maple and walnut. In the coupé are two beautiful panel plaques with a representation of Truth and Justice burned on sycamore with a hot metal pencil.

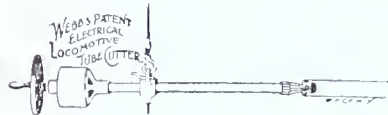
The upholstery is figured red and green rep; Cork carpets surmounted by rich rugs cover the floor.

The compartments are entered by side doors, they are provided with Lavatory accommodation, lighted by gas and electricity and fitted with Vacuum and Westinghouse Brakes.

Electrical Tube Cutter.

(F. W. WEBB'S PATENT.)

This is one of those handy tools, the value of which as a labor saving appliance will be appreciated in any large Locomotive repairing Shop. Portable and simple in construction it will cut off the ends of a set of boiler tubes by



means of a small saw driven by an electric motor at a speed of about 3,000 revolutions a minute; performing the work in three to four hours, which, before its invention required at least two days. Great economy has resulted by the use of this and other portable electrically driven tools Mr. Webb has designed for use in the Great Locomotive Shops of the London and North Western Railway Co. at Crewe.

Permanent Way, Signals, Etc.

To give visitors a correct idea of a standard English Railway, a portion of permanent way is laid under the Locomotive and Carriages, this comprises Bull head steel rails, 90 lbs. to the yard, wooden ties with cast iron chairs, steel ties on which is fixed the water trough, enabling the engine to take its supply of water while going at full speed. A standard double inter-locking signal and switch apparatus of 25 levers (F. W. Webb's system), and standard signal posts or semaphores, 22 feet high, are also exhibited; they illustrate the mode of signals and block system in use on the London & North Western Railway, thus insuring the perfect safety of its patrons.



Electrical Staff Apparatus.

(WEBB AND THOMPSON'S PATENT.)

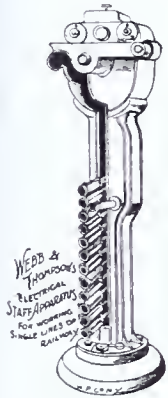
This apparatus for controlling the traffic on single line Railways may be said to be the standard system by which English Railways are worked. It is extensively used in Great Britain and the British Colonies, over one thousand of these instruments being new in operation.

It is an embodiment of the well known staff system by means of which the safe working of single line Railways has for so many years been assured in England.

In the old system, however, there being only one staff, traffic was frequently and seriously delayed by the staff being at the wrong end of the Section when required.

Webb and Thompson's patent is practically the old staff system in its principle of working, but instead of one staff there are a number of these in a suitable receptacle at each end of the Section of single line to be worked. These are so electrically and mechanically locked in the receptacle that it is only possible to have but one staff in use at a time, and immediately the staff in use has been returned to the receptacle at either end of the Section, a staff can again at once be got at either end for another train. Thus safety is insured, delays avoided, and the contemplated widening

of many Railways has been rendered unnecessary.



Model of Gridiron Sorting Sidings—Edge Hill.

(H. FOOTNER SYSTEM.)

This interesting model illustrates the system in operation at the great freight yards of the London and North Western Railway Co., at Edge Hill, near Liverpool, where thousands of freight cars are marshalled in district and station order by means of gravitation only. The yards comprise 200 acres of land and 60 miles of railway sidings.

Inquiry Office.

This office is located in the central part of the Exhibit, and any information regarding the London and North Western Railway system can be obtained from the attendant in charge, as well as copies of Books, Pamphlets, Folders, Leaflets, Souvenirs, which are intended for free distribution.

Model of the Dreadnought.

A small model of the 3-cylinder compound Locomotive "Dreadnought" is located in front of the Inquiry Office. By dropping a coin of any denomination in the slot, this sets the machinery in motion. The proceeds will be devoted to American Charitable Institutions at the close of the Exposition.

Photographs.

An interesting collection of beautiful Photographs, mounted in handsome frames, illustrate the progress of Locomotive building since the advent of Railways, as well as all the latest improvements made in compartment, parlor and dining cars.

There are also a large number of Photos of Scenery and places of interest to Tourists on the Line of the London and North Western Railway, and other parts of the United Kingdom.

Interesting Statistics

Regarding the

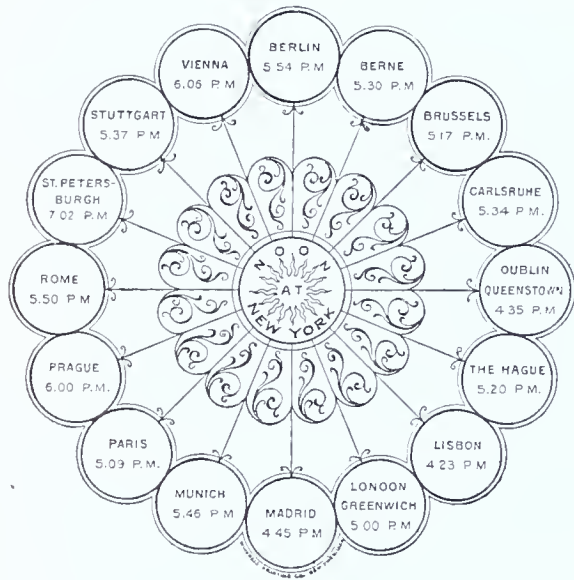
London and North Western Railway.

Capital Stock	\$540,000,000					
Annual Revenue	\$58,625,000					
“ Expenditure	\$32,750,000					
Number of Persons employed by Company	62,000					
“ “ “ in Locomotive Dept.	19,000					
Miles operated	2,700	Per Annum .	63,731,803	Tons.	Tons.	NUMBER OF SPECIAL TRAINS RUN.
Engines owned	2,713	Day	174,131	1,180,154	8,792,147	Passenger. | Goods, etc.
Passenger Cars owned	7,470	Hour	7,255	3,224	24,022	
Freight “ “	60,000	Minute	121	134	1,001	
Wagons and Trucks owned	3,700	Second	2	2T. 50.	17	
Horses “ “	3,700			84 lbs.	635 lbs.	
Steamships “ “	20					
Passengers carried annually	67,250,000					
Weight of Tickets issued annually	50 tons					
(which, if placed end to end, would in 11 year make a belt round the world $1\frac{3}{4}$ inches in width)						
Tons of Goods and Minerals carried annually	37,500,000					
Number of Stations	800					
“ Signal Cabins	1,500	Lbs. of Water evaporated per Lb. of Coal consumed				7.45
“ Signal Levers in use	32,000	Engine performance equal to a journey round the world every $31\frac{1}{2}$ hours.				
“ Signal Lamps lighted every night	17,000	“ “ journey to the Moon in 33 hours.				
“ Accounts opened last year at Crewe for Special Orders for various Departments	10 000	“ “ journey to the Sun in about 18 months.				
Annual value of work done at Crewe for various Departments	\$3,250,000	Crewe Engine Works occupy 116 acres of ground, the covered area being 36 acres.				

Time and Atmospheric Tables.

DIFFERENCE IN THE TIMES SHOWN BY RAILWAY CLOCKS

In the following European Cities when it is 12 o'clock Noon at New York.



Difference in time between Sandy Hook and Queenstown, 4 hours 35 minutes.

Scales of different Thermometers and Barometers.

THERMOMETERS.

Reaumur. 80°R	Centigrade. 100°C	Fahrenheit. 212°
		..... WATER BOILS. (Bar. at 30 inch.)
76	95	203
72	90	194
68	85	185
63½	79½	174
60	75	167
56	70	158
52	65	149
48	60	140
44	55	131
43	53	127
40	50	122
36	45	113
34	42¼	108
32	40	104
29	37	98
28	35	95
25¾	32¼	90
24	30	86
21½	26¾	80
20	25	77
19	24	76
16	20	68
13¾	17¼	63
12	15	59
10	13	55
8	10	50
5¾	7¼	45
3¾	4½	40
1½	2	35
0	0	32
-4	-5	23
-5½	-7	20
-8	-10	14
-10	-12½	10
-12	-15	5
-14	-18	0
-16	-20	-4
-19	-24	-10
-20	-25	-13
-24	-30	-20

BAROMETERS.

Millimetres.	Inches.
715	= 28.15
720	= 28.35
725	= 28.54
730	= 28.74
735	= 28.94
740	= 29.13
745	= 29.33
750	= 29.53
755	= 29.73
760	= 29.92
765	= 30.12
770	= 30.32
775	= 30.51
780	= 30.71
785	= 30.91
790	= 31.10

Inches.	Millimetres.
31	= 787.4
30	= 762.0
29	= 736.6
28	= 711.2
27½	= 698.5

Intermediate heights—
to be added to above:
Millimetres. Inches.

1	= .039
2	= .079
3	= .118
4	= .158
5	= .197

Inches. Millimetres.

0.1	= 2.5
0.2	= 5.1
0.3	= 7.6
0.4	= 10.1
0.5	= 12.7
0.6	= 15.2
0.7	= 17.8
0.8	= 20.3
0.9	= 22.9

European Monies, Weights and Measures.

Table showing the Approximate Amount in United States Currency which has to be paid in Europe in order to obtain European Currency.

COUNTRY.	CURRENCY.		Value in U. S. Currency
	I Florin or Gulden } = 100 Kreuzer	gold paper, present rate	
Austria-Hungary (a)	I Florin or Gulden	{	\$ 0 50
Belgium (b)	I Franc = 100 Centimes.		0 41
Bulgaria	I Lew = 100 Stotinki		0 20
Denmark	I Krone = 100 Oere		0 20
Finland	I Mark = 100 Penni.		0 27
France (b)	I Franc = 100 Centimes		0 20
German Empire (c)	I Mark = 100 Pfennig		0 25
Great Britain (d)	I Shilling = 12 Pence		0 25
Greece	I Drachma = 100 Leptas.		0 20
Holland	I Gulden or Florin = 100 Cents.		0 40 ¹ / ₂
Italy (a & b)	I Lira = 100 Centimi.		0 20
Luxemburg	I Franc = 100 Centimes		0 20
Norway	I Krone = 100 Oere.		0 27
Portugal	I Milreis = 1000 Reïs		1 12
Roumania	I Lei = 100 Bani		0 20
Russia (a)	I Rouble = 100 Kopeks	{ silver.	0 80
Servia	I Dinar = 100 Paras.	{ paper, present rate	0 53
Spain	I Peseta = 100 Centimos		0 20
Sweden	I Krone = 100 Oere.		0 27
Switzerland (b)	I Franc = 100 Centimes (Rappen)		0 20
Turkey	I Piastere = 40 Paras		0 4 ¹ / ₂

(a) Gold and silver are practically not in circulation in Austria and Russia; the only currency is paper, the value of which is continually subject to important changes.

In Italy bank notes are at a small discount.

As the price of all articles is payable in paper travellers should, on arrival in these countries, change their American, English, French, etc., bank notes or gold for paper of the country at a money changer's.

(b) A monetary union exists between Belgium, France, Italy and Switzerland, and the bank notes and gold and silver coins of each of these countries are current in the others, with the exception that Italian notes are accepted only in Italy.

(c) 1 Thaler (3 Marks) = \$0.75.

(d) Gold:—1 Sovereign or pound (£) (20 shillings) = \$5.

Silver:—1 Crown (five shillings) = \$1.25; 1 Half-crown (two shillings and six pence) = \$0.62¹/₂; 1 Florin (2 shillings) = \$0.50. Copper:—1 Penny = 2 cents; 1 Half-penny = 1 cent; 1 Farthing (¹/₄ of a Penny) = ¹/₂ cent.

French 20-franc gold pieces are accepted throughout Europe, and it is better, for travelling on the continent of Europe, to carry French than English gold.

Units of Metrical System of Weights and Measures.

Length—1 Metre = 39.371 inches = 3.281 feet = 1.094 yard = 0.006 mile.

Capacity—1 Litre { liquids = 1.761 pint = 0.2209 gallon.

{ solids = 61.027 cubic inches = 0.0275 hushel.

Weight—1 Gramme = 15.43 grains = 0.032 avoirdupois ounce.

1 Kilogramme or 1000 grammes = 2.2046 avoirdupois pound.

Surface—1 Are = 100 square metres = 119.603 square yards.

1 Hectare or 100 ares = 9.885 roods = 2.471 acres.

American measures are the same as English measures except that an American cwt. is 100 lbs., whereas an English cwt is 112 lbs. An English stone is 14 lbs.

Land and Nautical Measurements.

LENGTH.		Value in English Statute Miles.
Austrian Mile.....	.....	4.714
Danish Mile.....	.....	4.682
Dutch Ure.....	.....	3.438
German Geographical Mile.....	.....	4.610
Norwegian Mile.....	.....	7.021
Russian Werst.....	.....	0.663
Swedish Mile.....	.....	6.644
Swiss Stunde.....	.....	2.987
Kilometer or Kilometre (used in most countries in Continental Europe).....	.....	0.621
1 English Land or Statute Mile = 5280 feet.		

ENGLISH NAUTICAL MEASURES.

The circumference of the earth is divided into 360 degrees, each degree containing 60 knots or nautical miles; consequently the circumference of the earth, viz.: 131,385,456 feet—divided by 21,600 (360 x 60)—gives the length of a knot, viz.: 6,082.66 feet, which is generally considered the standard.

Knots	Land Miles.	Knots	Land Miles.	Knots	Land Miles.
1.....	1.15	10.....	11.52	18.....	20.73
2.....	2.30	11.....	12.67	19.....	21.88
3.....	3.45	12.....	13.82	20.....	23.03
4.....	4.61	13.....	14.97	21.....	24.18
5.....	5.76	14.....	16.12	22.....	25.33
6.....	6.91	15.....	17.27	23.....	26.48
7.....	8.06	16.....	18.43	24.....	27.64
8.....	9.21	17.....	19.58	25.....	28.79
9.....	10.36				

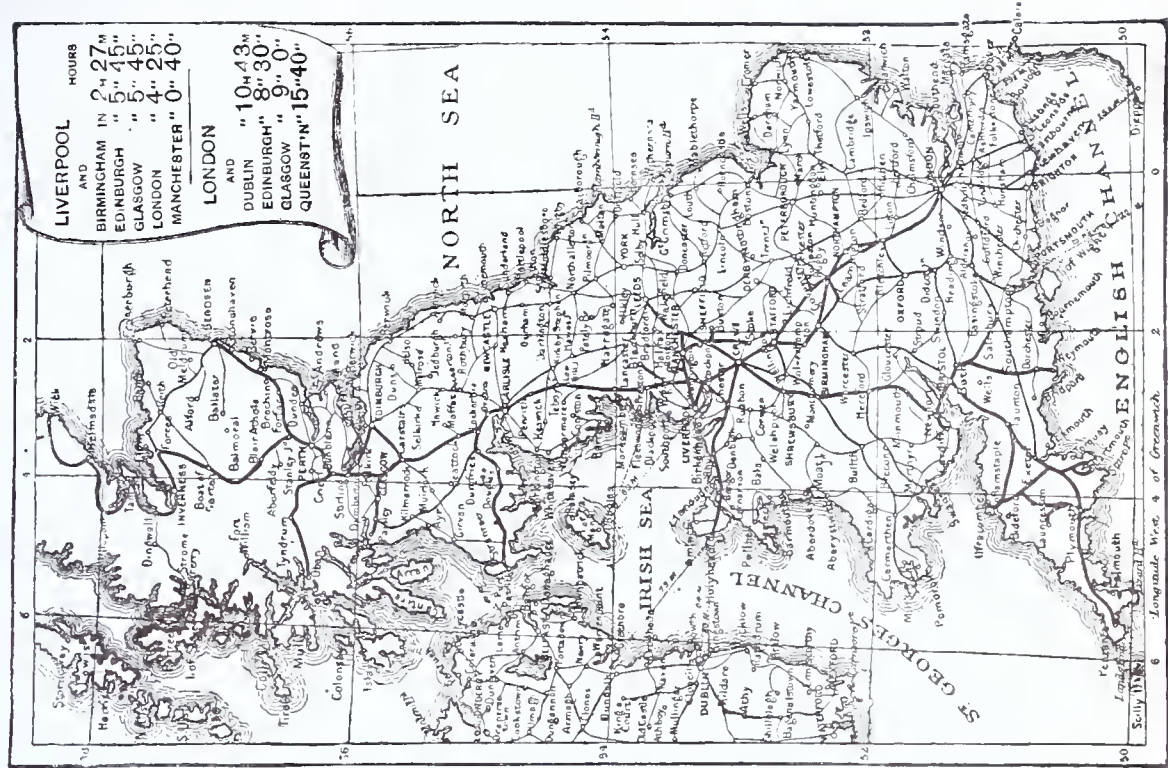
1 sea mile or British Admiralty Knot = 6,080 feet, or 1.1515 land or statute mile, or 1.822 kilometer. 1 Fathom = 6 feet. 1 Cable Length = 1.1014 of a sea mile.

Table of Proportional Speed of Ships.

1 KNOT BEING TAKEN AT 6,080 FEET.

58	Feet per 3 seconds.	Feet per 5 seconds.	Feet per second.	Knots per hour.	Feet per minute.
	5.066	8.414	1.688	1	101.333
	7.6	12.666	2.533	1 1/2	152.
	10.133	16.888	3.377	2	202.666
	12.666	21.111	4.222	2 1/2	253.333
	15.2	25.333	5.066	3	304.
	17.733	29.555	5.911	3 1/2	354.666
	20.266	33.777	6.755	4	405.333
	22.8	38.	7.6	4 1/2	456.
	25.333	42.222	8.444	5	506.666
	27.866	46.444	9.288	5 1/2	557.333
	30.4	50.666	10.133	6	608.
	32.933	54.888	10.977	6 1/2	658.666
	35.466	59.111	11.822	7	709.333
	38.	63.333	12.666	7 1/2	760.
	40.533	67.555	13.511	8	810.666
	43.066	71.777	14.355	8 1/2	861.333
	45.6	76.	15.2	9	912.
	48.133	80.222	16.044	9 1/2	962.666
	50.666	84.444	16.888	10	1013.333
	53.2	88.666	17.733	10 1/2	1064.
	55.733	92.888	18.577	11	1114.666
	58.266	97.111	19.422	11 1/2	1165.333
	60.8	101.333	20.266	12	1216.
	63.333	105.555	21.111	12 1/2	1266.666
	65.866	109.777	21.955	13	1317.333
	68.4	114.	22.8	13 1/2	1368.
	70.933	118.222	23.644	14	1418.666
	73.466	122.444	24.488	14 1/2	1469.333
	76.	126.666	25.333	15	1520.
	78.533	130.888	26.177	15 1/2	1570.666
	81.066	135.111	27.022	16	1621.333
	83.6	139.333	27.866	16 1/2	1672.
	86.133	143.555	28.711	17	1722.666
	88.666	147.777	29.555	17 1/2	1773.333
	91.2	152.	30.4	18	1824.
	93.733	156.222	31.244	18 1/2	1874.666
	96.266	160.444	32.088	19	1925.333
	98.8	164.666	32.933	19 1/2	1976.
	101.333	168.888	33.777	20	2026.666
	103.866	173.111	34.622	20 1/2	2077.333
	106.4	177.333	35.466	21	2128.
	108.933	181.555	36.311	21 1/2	2178.666

Map of the London and North Western R'y Co.'s System.





Ye London & North-Western Rail
 & of ENGLAND

Ye shorteste
 and quickeste
 route frome

LIVERPOOL
 AND HOLYHEAD.

- TO -

GLASGOW.
 LONDON.

- PARIS

and YE CONTINENT



EUSTON STATION
 LONDON



LIME ST STATION
 AND HOTEL
 LIVERPOOL.

