## READING

### The development of the London underground railway

In the first half of the 1800s, London's population grew at an astonishing rate, and the central area became increasingly congested. In addition, the expansion of the overground railway network resulted in more and more passengers arriving in the capital. However, in 1846, a Royal Commission decided that the railways should not be allowed to enter the City, the capital's historic and business centre. The result was that the overground railway stations formed a ring around the City. The area within consisted of poorly built, overcrowded slums and the streets were full of horse-drawn traffic. Crossing the City became a nightmare. It could take an hour and a half to travel 8 km by horse-drawn carriage or bus. Numerous schemes were proposed to resolve these problems, but few succeeded.

Amongst the most vocal advocates for a solution to London's traffic problems was Charles Pearson, who worked as a solicitor for the City of London. He saw both social and economic advantages in building an underground railway that would link the overground railway stations together and clear London slums at the same time. His idea was to relocate the poor workers who lived in the inner-city slums to newly constructed suburbs, and to provide cheap rail travel for them to get to work. Pearson's ideas gained support amongst some businessmen and in 1851 he submitted a plan to Parliament. It was rejected, but coincided with a proposal from another group for an underground connecting line, which Parliament passed.

The two groups merged and established the Metropolitan Railway Company in August 1854. The company's plan was to construct an underground railway line from the Great Western Railway's (GWR) station at Paddington to the edge of the City at Farringdon Street – a distance of almost 5 km. The organisation had difficulty in raising the funding for such a radical and expensive scheme, not least because of the critical articles printed by the press. Objectors argued that the tunnels would collapse under the weight of traffic overhead, buildings would be shaken and passengers would be poisoned by the emissions from the train engines. However, Pearson and his partners persisted.

The GWR, aware that the new line would finally enable them to run trains into the heart of the City, invested almost £250,000 in the scheme. Eventually, over a five-year period, £1m

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was raised. The chosen route ran beneath existing main roads to minimise the expense of demolishing buildings. Originally scheduled to be completed in 21 months, the construction of the underground line took three years. It was built just below street level using a technique known as 'cut and cover'. A trench about ten metres wide and six metres deep was dug, and the sides temporarily held up with timber beams. Brick walls were then constructed, and finally a brick arch was added to create a tunnel. A two-metre-deep layer of soil was laid on top of the tunnel and the road above rebuilt.

**Questions 1–6:** Complete the notes below.

**Choose ONE WORD ONLY from the passage for each answer.**

Check answers

The London underground railway

The problem

• The 1._____ of London increased rapidly between 1800 and 1850

• The streets were full of horse-drawn vehicles

The proposed solution

• Charles Pearson, a solicitor, suggested building an underground railway

• Building the railway would make it possible to move people to better housing in the 2. _____

• A number of 3._____ agreed with Pearson's idea

• The company initially had problems getting the 4._____ needed for the project

• Negative articles about the project appeared in the 5. _____

The construction

• The chosen route did not require many buildings to be pulled down

• The 'cut and cover' method was used to construct the tunnels

• With the completion of the brick arch, the tunnel was covered with 6. _____

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