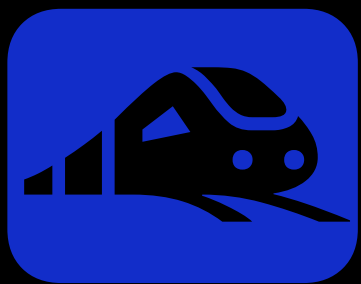


WT Saltburn©



All Aboard!

Carefully Designed for Track 🚆 Rail

✂ 18 Styles + *Variable*

WiseType® 2021©

100	Thin	<i>Italic</i>
200	Extra Light	<i>Italic</i>
300	Light	<i>Italic</i>
400	Regular	<i>Italic</i>
500	Medium	<i>Italic</i>
600	Semi Bold	<i>Italic</i>
700	Bold	<i>Italic</i>
800	Extra Bold	<i>Italic</i>
900	Heavy	<i>Italic</i>

Uppercase

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Lowercase

abcdefghijklmnopqrstuvwxyz

Uppercase Figures

01234567890

Lowercase Figures

01234567890

Punctuation

[illegible]

Currency Symbols

€ ¢ £ ¥ ₹ \$ € ₧ ₨ ₦ ₪ f ♂

Fleurons

A row of ten decorative floral and geometric patterns. From left to right: a stylized heart with a leaf, a five-petaled flower, a star-like flower with dots, a six-petaled flower, a star-like flower with dots, a six-pointed star, a star-like flower with dots, a star-like flower with dots, a stylized flower with dots, and a star-like flower with dots.

Maths Symbols

$$\begin{array}{l} + - \times \div = \pm < > \leq \geq \neq \neg | \sim / \partial \prod \Sigma \Delta \Omega \ell / \cdot \sqrt{\infty} \int \approx \mu \pi \\ \% \text{‰} \leftarrow \uparrow \rightarrow \downarrow \leftrightarrow \updownarrow \nwarrow \nearrow \searrow \swarrow \Leftarrow \Rightarrow \end{array}$$

Symbols

© ® ®TM e ♦ ^ ▲ ► ▼ ◀ ■ ◆

Fractions

$\frac{1}{4}$ $\frac{1}{2}$ $\frac{3}{4}$ $\frac{1}{9}$ $\frac{1}{10}$ $\frac{1}{3}$ $\frac{2}{3}$ $\frac{1}{5}$ $\frac{3}{5}$ $\frac{4}{5}$ $\frac{1}{6}$ $\frac{5}{6}$ $\frac{1}{8}$
 $\frac{3}{8}$ $\frac{5}{8}$ $\frac{7}{8}$ $\frac{1}{12}$ $\frac{1}{16}$ $\frac{1}{32}$ $\frac{2}{9}$ $\frac{4}{9}$ $\frac{5}{9}$ $\frac{7}{9}$ $\frac{8}{9}$

Uppercase Extended

[illegible]

Lowercase Extended

à á â ã ä å ā ă ą ǎ æ œ é ê ë ě ē ħ
œ ə ĝ ğ ħ ĩ Ĵ Ķ ĸ Ĺ Ļ Ľ ľ Ĳ ĳ ĵ Ŀ
Ł ł Ń ń ņ ň ʼ n ñ ò ó ô õ ö ø ō ő ȯ Ȱ ȱ Ȳ ȳ
ȴ ȵ ȶ ȷ Ⱥ Ȼ ȼ Ƚ Ⱦ ȿ ʀ ʁ ʂ ʃ ʄ ʅ ʆ ʇ ʈ ʉ
ʊ ʋ ʌ ʍ ʎ ʏ ɐ ɑ ɓ ɔ ɕ ɖ ɗ ɘ ə ɚ ɛ ɞ ɟ ɠ
β D z d ž Đ đ Ž N j n j L l j ft ff fi fi fi fi fl ffi fj ffj fh
fbffb fk ffk

Pictograms



Encased Figures

①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲

➊➋➌➍➎➏➐➑➒➓➔➕➖➗➘➙➚➛➜➝➞➟➠➡➢➣➤➥➦➧➨➩➪➫➬➭➮➯➰➱➲➳➴➵➶➷➸➹➺➻➼➽➾➿

1234567891011121314151617181920

Superscript

₰0123456789 abcdefgghijklmnopqrsttuvwxyz

Subscript

₪0123456789 abcdefgghijklmnopqrsttuvwxyz

Numerators

₪0123456789

Denominators

₹012356789

Scientific Inferiors

₹0123456789

Available Styles

WT Saltburn – Thin
WT Saltburn – *Thin Italic*
WT Saltburn – Extra Light
WT Saltburn – *Extra Light Italic*
WT Saltburn – Light
WT Saltburn – *Light Italic*
WT Saltburn – Regular
WT Saltburn – *Regular Italic*
WT Saltburn – Medium
WT Saltburn – *Medium Italic*
WT Saltburn – Semi Bold
WT Saltburn – *Semi Bold Italic*
WT Saltburn – Bold
WT Saltburn – *Bold Italic*
WT Saltburn – Heavy
WT Saltburn – *Heavy Italic*

WT Saltburn – Variable

OpenType Features

Stylistic Alternatives
Proportional Lining
Proportional Oldstyle
Tabular Lining
Tabular Oldstyle
Case Sensitive Forms
Fractions
Slashed Zero
Numerator
Denominator
Superscript
Subscript
Scientific Inferiors
Ordinals
Ornament
Localised Forms
Stylistic Set 01
Stylistic Set 02
Stylistic Set 03
Stylistic Set 04
Stylistic Set 05
Stylistic Set 06

Language Support

Afrikaans, Albanian, Asu, Basque, Bemba, Bena, Bosnian, Catalan, Cebuano, Chiga, Colognian, Cornish, Corsican, Croatian, Czech, Danish, Embu, English, Esperanto, Estonian, Faroese, Filipino, Finnish, French, Friulian, Galician, Ganda, German, Gusii, Hungarian, Icelandic, Ido, Inari Sami, Indonesian, Interlingua, Irish, Italian, Javanese, Jju, Jola-Fonyi, Kabuverdianu, Kalaallisut, Kalenjin, Kamba, Kikuyu, Kinyarwanda, Kurdish, Latvian, Lithuanian, Lojban, Low German, Lower Sorbian, Luo, Luxembourgish, Luyia, Machame, Makhuwa-Meetto, Makonde, Malagasy,

Malay, Maltese, Manx, Maori, Meru, Morisyen, North Ndebele, Northern Sami, Northern Sotho, Norwegian Bokmål, Norwegian Nynorsk, Nyanja, Nyankole, Occitan, Oromo, Polish, Portuguese, Romanian, Romansh, Rombo, Rundi, Rwa, Samburu, Sango, Sangu, Sardinian, Scottish Gaelic, Sena, Shambala, Shona, Slovak, Slovenian, Soga, Somali, South Ndebele, Southern Sotho, Spanish, Swahili, Swati, Swedish, Swiss German, Taita, Taroko, Teso, Tsonga, Tswana, Turkmen, Upper Sorbian, Vunjo, Walloon, Walser, Wolof, Xhosa, Zulu

Release

2021

Designed by

Jacob J. Wise

Glyph Count

846

Special Thanks

Lorena van Bunningen (Photography)
Miniworld Rotterdam
Hans van Leeuwen (Visualogik)
Céline Hurka

Eurostar

SNCF

TurboTrain

Aérotrain

Intercity

Stirling

Stylistic Set 01 — Alternate g

S–Gauge → S–Gauge

Stylistic Set 02 — Alternate t

Rotterdam → Rotterdam

Stylistic Set 03 — Alternate J

ORANJE → ORANJE

Stylistic Set 04 — Alternate &

B&Q, GB → B⌘Q, GB

Stylistic Set 05 — Enclosed Circled Figures

①②③ East → ➊➋➌ East

Stylistic Set 06 — Enclosed Pictograms

Bicyles 🚲 → Bicycles 🚲

onum — Lowercase Figures

1967—'82 → 1967—'82

tnum — Tabular Figures

12.32,39 → 12.32,39

liga — Ligatures

Offbeat → Offbeat

locl — Localised Forms

OUDEDIJK → OUDEDIJK

zero — Slashed Zero

₹2065.00 → ₹2065.00

ordn — Ordinals

Cuarto 4o → Cuarto 4º

frac — Arbitrary Fractions

Q1/430 → Q¹/430

numr — Numerators

A23 B94 → A²³ B⁹⁴

dnom — Denominators

D40 E82 → D₄₀ E₈₂

ornm — Fleurons & Ornaments

Fleuron 3 → Fleuron 

subs — Subscrip Figures &

2_bH₂O₂ → 2_bH₂O₂

sups — Superscript Figures & Let-

E2abc+G⁹ → E²abc+G⁹

case — Case Sensitive Forms

@(S⌘DR) → @ⓐ(S⌘DR)



09:00

Sprinter 

Dordrecht

via Blaak, Rotterdam Zuid,
Lombardijen, Barendrecht
en Zwijndrecht

09:15 Sprinter Breda

09:02 Sprinter Den Haag C. van spoor 10b

Spoor

8^b

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

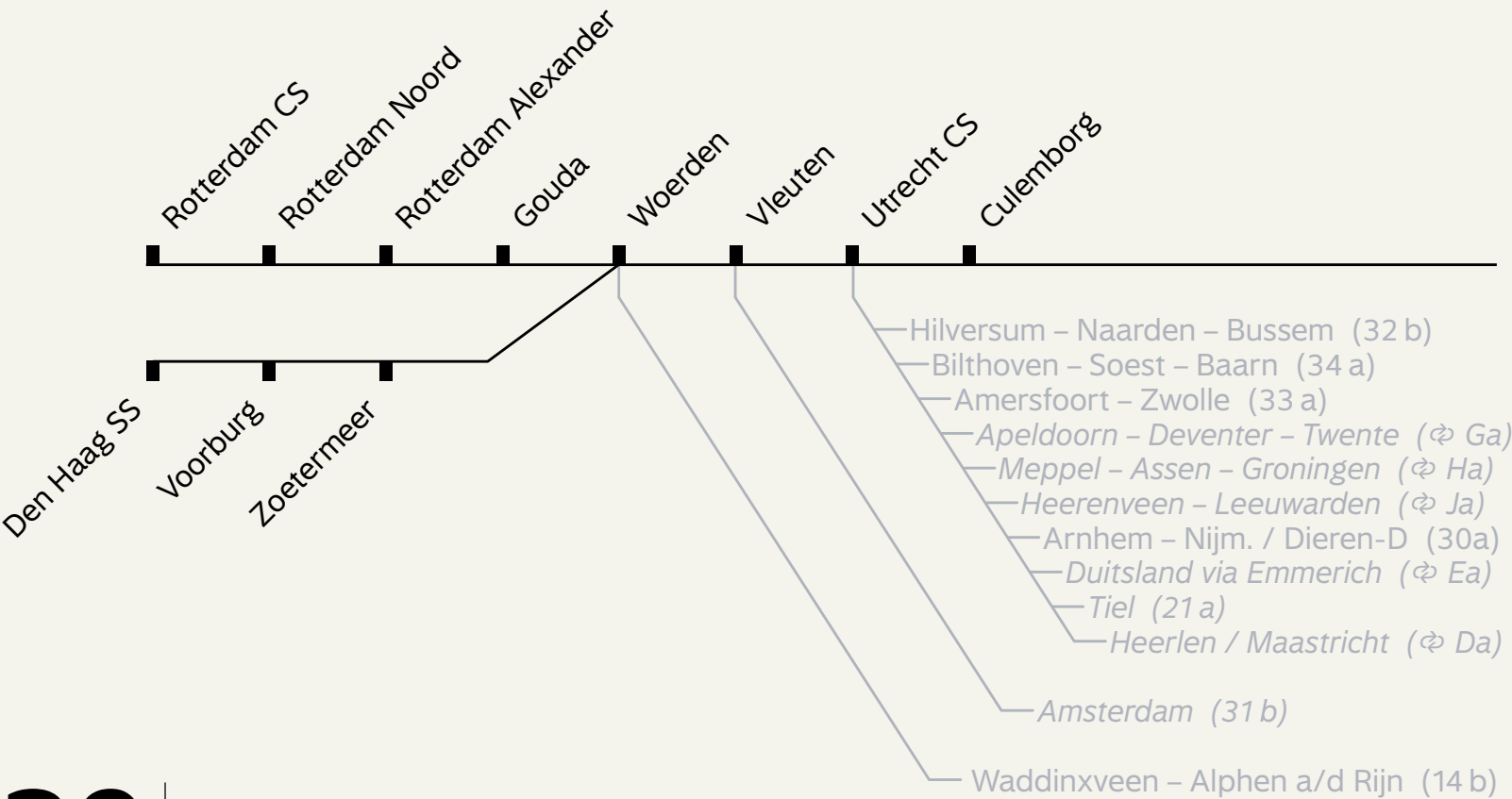
Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.

Locomotion No.1, Robert Stephenson & Co.



20 | a

> vervolg >

treinnummer		ø 679	9581			ø 81		5583	5583
Den Haag SS	V	12 10	21 14			① 21 40		↔ 21 41	↔ 21 44
Voorburg		12 14	21 18			⋈ 21 44		⋈ 21 45	⋈ 21 48
Zoetermeer		↓	21 25			↓		⋈ 21 52	⋈ 21 55
Gouda	A		21 36					⋈ 22 03	⋈ 22 06
treinnummer			9581	1581	ø 81			5583	5583
Rotterdam CS	V		21 13		① 21 13			21 40	21 43
Rotterdam Noord			21 18		⋈			21 45	21 48
Rotterdam Alexander			21 23		⋈			21 50	21 53
Gouda	A	↓	21 33		⋈	↓		22 00	22 03
Gouda	V		21 39		⋈	↓		22 06	22 09
Woerden	A		21 48		⋈			22 16	22 18
Woerden	V		21 49	21 52	⋈			22 17	22 19
Vleuten			↓	21 58	⋈			⋈	⋈
Utrecht CS	A	21 47	22 01	22 04	① 22 14	① 22 17		↔ 22 29	↔ 22 31
treinnummer		6179	ø 881	9681		1028	ø 883	5583	
Utrecht CS	V	21 53	22 03	22 08		② 22 26	② 22 33	22 37	
Culemborg		22 07	↓	22 20		⋈	⋈	22 49	
Geldermalsen	A	22 15		22 26		⋈	⋈	22 55	
Geldermalsen	V			22 30		⋈	⋈	23 00	
Zaltbommel				22 37		⋈	⋈	23 07	
's-Hertogenbosch	A		22 32	22 47		② 22 56	23 02	23 17	
's-Hertogenbosch	V		22 34	22 50			23 04	23 20	
Vught				22 55			⋈	23 25	
Boxtel	A			22 01			⋈	23 31	
Boxtel	V			23 02			⋈	23 32	
Best				23 09			⋈	↓	
Eindhoven	A		22 54	23 17			① 23 24	23 47	

Valpjófsstaðarfjall

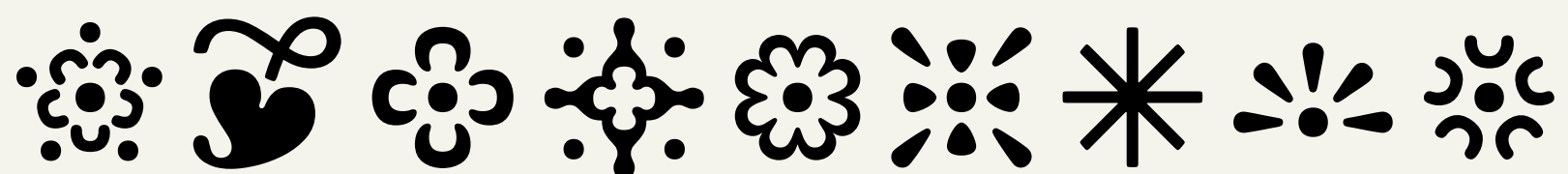
Tees Valley Line

Railways Act 1921

Siemens ES64U4

ICM 1977

KONČAR Group



S~~e~~DR

∞Hyperloop

↻[Track]←

☺Sleepers ڤڤ

JDeparting

✈12:00✈

train¹ [trein] ⟨f₃⟩ ⟨telb.zn.⟩ **0.1 trein** **0.2 sleep** ⟨vnl. v. japon⟩ ⇒ ⟨fig.⟩ *nasleep* **0.3 gevoel** ⇒ *stoet, sleep* **0.4 rij** ⇒ *reeks, rist, opeenvolging*; ⟨fig.⟩ *aaneenschakeling, keten, gang, loop* **0.5** ⟨mil.⟩ **trein** ⇒ *tros, artillerie/belegeringstrein* **0.6** ⟨tech.⟩ **raderwerk** ⇒ *mechanisme* **0.7** ⟨Can.E⟩ **slede** ⟨i.h.b. voor vracht⟩ **0.8 loopvuur** ⟨om explosieven te ontsteken⟩ **0.9 pronkstaart** ⟨bv. v. pauw⟩ **0.10 staart** ⟨v. komeet/affuit⟩ ♦ **1.4** a ~ of events een *aaneenschakeling v. gebeurtenissen*; a ~ of thoughts een *gedachtengang* **6.1 by** ~ *per/met de trein*; **on** the ~ *in de trein*; **on** the ~ *in de trein*; get **on** a ~ (op een trein) *opstappen*; get **off** the ~ (uit de trein) *uitstappen* **6.2 in** the ~ **of** als *nasleep* van **6.4** *preparations are in* ~ *de voorbereidingen zijnn aan de gang/en train*.

tram¹ [træm], ⟨in bet. I o.1 ook⟩ **'tram · car**, ⟨n bet. II o.1 ook⟩ **'tram silk** ⟨f₁⟩ ⟨zn.⟩

I ⟨telb. zn.⟩ **0.1** ⟨vnl. BE⟩ **tram** ⇒ *trem, tram/tremwagen* **0.2** ⟨vnl. BE⟩ **tramrail** **0.3** ⟨AE⟩ **kabelwagen** **0.4** ⟨mijnw.⟩ (**ijzeren**) **hond** ⇒ *kolenwagen* ⟨in mijn⟩ **0.5** ⟨tech.⟩ **justeerapparaat** ⇒ *regeltoestel* ♦ **6.1 by** ~ *met de tram*;

II ⟨n.-telb. zn.⟩ **0.1 inslaggaren** ⇒ *inslagzijde* **0.2** ⟨tech.⟩ **justering** ⇒ *in/afstelling*.

tram² ⟨ww.⟩

I ⟨onov. ww.⟩ **0.1 trammen** ⇒ *tremmen*;

II ⟨ov. ww.⟩ ⟨mijnw.⟩ **0.1 met de (ijzeren) hond/kolenwagen vervoeren**.

'tram·line ⟨f₁⟩ ⟨zn.⟩ ⟨BE⟩

I ⟨telb. zn.⟩ **0.1** ⟨vnl. mv.⟩ **tramrail** ⇒ *tramspoor*; **0.2 tramlijn**;

II ⟨mv.; ~ s⟩ **0.1 grondregels** ⇒ *principes*; **0.2** ⟨inf.⟩ **dubbele zijlijnen** ⟨op tennis/badmintonbaan⟩.

Zwolle

Deventer

Arnhem

Nijmegen

Breda

Roosendaal

St Pancras Station

Shed, W.H. Barlow, 1868

Fancy work, Sir George Gilbert Scott, 1874

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to 'brighten the image of British Rail', but its only true colour is jet black.

Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...

* Nairn, I., 1966. Nairn's London. 1st ed. London: Penguin Books, pp.105-106.

▼ -0.16%	Dow Jones	33,745.40	-55.20
▼ -0.36%	NASDAQ	13,850.00	-50.19
▼ -0.02%	S&P 500	4,127.99	-0.18
▼ -0.43%	Russell 2000	2,233.78	-9.69
▼ -0.15%	FTSE 100	6,879.01	-9.97
▲ +0.16%	CAC 40	6,170.42	8.30
▲ +0.08%	DAX	15,230.69	15.73
▼ -0.21%	STOXX EU50	3,350.36	-7.14
▼ -0.45%	IBEX 35	8,494.20	-38.10
▲ +0.16%	Asia Dow USD	3,995.77	6.17
▲ +0.04%	S&P/ASX 200	6,976.9	2.19
▼ -0.48%	Shanghai Co...	3,396.47	-16.48
▲ +0.15%	Hang Seng	28,497.25	43.97
▲ +1.38%	S&P BSE Sen...	48,544.06	660.68
▲ +0.72%	NIKKEI 225	29,751.61	212.88
▲ +0.44%	FTSE Straits...	3,187.90	13.97
▲ +0.44%	BOVESPA	118,811.74	141.84
▼ -0.14%	S&P/TSX Co...	19,201.28	-26.75

	Year Built	Output	Length	Weight	Seats	Trains
SLT	2009—2012	SLT-IV: 1500 kW SLT-VI: 2000 kW	SLT-IV: 69.4 m SLT-VI: 100.5 m	SLT-IV: 128.3 tonnes SLT-VI: 175 tonnes	43,868	131
SGM	SGM-II: 1975—1979 SGM-III: 1979—1984 SGM-II: 2008—2009 SGM-III: 2003—2006	SGM-II: 1280 kW SGM-III: 1280 kW	SGM-II: 52.2 m SGM-III: 78.7 m	SGM-II: 107.2 tonnes SGM-III: 144 tonnes	17,580	90
DDAR	1991—1998 2014—2015	1500 kW = 2700 pk	3 coaches: 63.2 m 4 coaches: 80.7 m	3 coaches: 116 tonnes 4 coaches: 137 tonnes	7,542	18
DDM 1	1984—1986 2016	2000 kW = 2700 pk	4 coaches: 106 m	269 tonnes	9,429	16
Stadler/ Flirt	2015—2017	2000 kW = 2700 pk	3 coaches: 63.2 m 4 coaches: 80.7 m	3 coaches: 119 tonnes 4 coaches: 137 tonnes	10,000	58
Caf/Civity	2014—2016	5600 kW = 7629 pk	3 coaches: 59.5 m 4 coaches: 75.7 m	3 coaches: 110 tonnes 4 coaches: 139 tonnes	4,163	118
DDZ	1984—1986 2012—2014	2400 kW = 3270 pk	DDZ-IV: 101.8 m DDZ-VI: 154 m	DDZ-IV: 213 tonnes DDZ-VI: 323 tonnes	23,330	50
VIRM	1991—2009 2016—2020	VIRM-IV: 1608 kW VIRM-VI: 2312 kW	VIRM-IV: 108.6 m VIRM-VI: 162.1 m	VIRM-IV: 236 tonnes VIRM-VI: 349 tonnes	86,287	176
ICMm	1977—1994 ICM-III: 2007—2010 ICM-IV: 2010—2011	ICM-III: 1260 kW ICM-IV: 1890 kW	ICM-III: 80.6 m ICM-IV: 107.1 m	ICM-III: 143.8 tonnes ICM-IV: 192 tonnes	34,786	137
Intercity Direct	2014—2016	5600 kW = 7629 pk	1 coach: 18.9 m	85.7 tonnes	4,163	Electric: 6 ICR: 54
ICE	1988—2000 2017—2019	AC: 8000 kW DC: 4300 kW	200 m	423 tonnes	1,293	3 (NS)
Thalys	1995—1996	AC: 3680 kW DC: 8800 25 kV 50 Hz	200 m	417 tonnes	754	2 (NS)

80 pt

St Pancras
is the most

32 pt

St Pancras is the most Conti-
nental of London train sheds.
By comparison, the others are
put together additively, like an
English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By
comparison, the others are put together additively, like an
English cathedral; this is one huge all-embracing sweep of
the same family as Hamburg or Cologne. A vast throbbing
hangar; the phrase needs to be repeated sixteen times to
make enough weight in the book and convey the overwhelm-
ing solid force of the beginning or end to journeys. It is paint-
ed light as some kind of campaign to ‘brighten the image of
British Rail’, but its only true colour is jet black.

10 pt

St Pancras is the most Continental of London train sheds. By
comparison, the others are put together additively, like an Eng-
lish cathedral; this is one huge all-embracing sweep of the same
family as Hamburg or Cologne. A vast throbbing hangar; the
phrase needs to be repeated sixteen times to make enough
weight in the book and convey the overwhelming solid force of
the beginning or end to journeys. It is painted light as some kind
of campaign to ‘brighten the image of British Rail’, but its only
true colour is jet black. Gasholders loom up at the far end of the
platform. They are worth a closer look, and to get there turn right
out of the station. The concoction in front of the shed is by Sir
George Gilbert Scott, incredibly clever in composition and incred-
ibly heartless. No Victorian quaintness here, in this competent
reckoning up of fees-per-crocket.

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the
others are put together additively, like an English cathedral; this is one huge
all-embracing sweep of the same family as Hamburg or Cologne. A vast throb-
bing hangar; the phrase needs to be repeated sixteen times to make enough
weight in the book and convey the overwhelming solid force of the beginning
or end to journeys. It is painted light as some kind of campaign to ‘brighten the
image of British Rail’, but its only true colour is jet black. Gasholders loom up
at the far end of the platform. They are worth a closer look, and to get there
turn right out of the station. The concoction in front of the shed is by Sir George
Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victo-
rian quaintness here, in this competent reckoning up of fees-per-crocket. Right
again, and you are in Midland Road. You might as well be round the backside
of New Street at Birmingham or London Road at Leicester. It is one of the most
astonishing transformations in London, a jump of a hundred miles in a few yards,
achieved with the unemphatic red brick and hypnotic arcading of the Goods
Station. London for a moment – and just for a moment – seems fussy and flur-
ried, using two words where one will do. Anyone whose heart was lost to bricky
Leicestershire would find this place unbearably nostalgic...

48 pt

St Pancras is the
most Continental of
London train sheds.

18 pt

St Pancras is the most Continental of London train
sheds. By comparison, the others are put together
additively, like an English cathedral; this is one huge
all-embracing sweep of the same family as Ham-
burg or Cologne. A vast throbbing hangar; the phrase
needs to be repeated sixteen times to make enough
weight in the book and convey the overwhelming solid
force of the beginning or end to journeys. It is painted

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the
others are put together additively, like an English cathedral; this is one huge
all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing
hangar; the phrase needs to be repeated sixteen times to make enough weight
in the book and convey the overwhelming solid force of the beginning or end to
journeys. It is painted light as some kind of campaign to ‘brighten the image of
British Rail’, but its only true colour is jet black. Gasholders loom up at the far end
of the platform. They are worth a closer look, and to get there turn right out of the
station. The concoction in front of the shed is by Sir George Gilbert Scott, incredi-
bly clever in composition and incredibly heartless. No Victorian quaintness here, in
this competent reckoning up of fees-per-crocket. Right again, and you are in Mid-
land Road. You might as well be round the backside of New Street at Birmingham

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together ad-
ditively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or
Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in
the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as
some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders
loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the
station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition
and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.
Right again, and you are in Midland Road. You might as well be round the backside of New Street at Bir-
mingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump
of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the
Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words
where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably
nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east
England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected
collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened
on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line
was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives
from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam loco-
motives were introduced in 1833.

80 pt

St Pancras

is the most

32 pt

St Pancras is the most Conti-

ental of London train sheds.

By comparison, the others are

put together additively, like an

English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By

comparison, the others are put together additively, like an

English cathedral; this is one huge all-embracing sweep of the

same family as Hamburg or Cologne. A vast throbbing hang-

ar; the phrase needs to be repeated sixteen times to make

enough weight in the book and convey the overwhelming solid

force of the beginning or end to journeys. It is painted light as

some kind of campaign to ‘brighten the image of British Rail’,

but its only true colour is jet black.

10 pt

St Pancras is the most Continental of London train sheds. By

comparison, the others are put together additively, like an English

cathedral; this is one huge all-embracing sweep of the same fam-

ily as Hamburg or Cologne. A vast throbbing hangar; the phrase

needs to be repeated sixteen times to make enough weight in the

book and convey the overwhelming solid force of the beginning

or end to journeys. It is painted light as some kind of campaign

to ‘brighten the image of British Rail’, but its only true colour is jet

black. Gasholders loom up at the far end of the platform. They are

worth a closer look, and to get there turn right out of the station.

The concoction in front of the shed is by Sir George Gilbert Scott,

incredibly clever in composition and incredibly heartless. No Victo-

rian quaintness here, in this competent reckoning up of fees-per-

crocket.

48 pt

St Pancras is the

most Continental of

London train sheds.

18 pt

St Pancras is the most Continental of London train

sheds. By comparison, the others are put together addi-

tively, like an English cathedral; this is one huge all-em-

bracing sweep of the same family as Hamburg or Co-

logne. A vast throbbing hangar; the phrase needs to be

repeated sixteen times to make enough weight in the

book and convey the overwhelming solid force of the

beginning or end to journeys. It is painted light as some

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others

are put together additively, like an English cathedral; this is one huge all-embracing

sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the

phrase needs to be repeated sixteen times to make enough weight in the book and

convey the overwhelming solid force of the beginning or end to journeys. It is paint-

ed light as some kind of campaign to ‘brighten the image of British Rail’, but its only

true colour is jet black. Gasholders loom up at the far end of the platform. They are

worth a closer look, and to get there turn right out of the station. The concoction in

front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and

incredibly heartless. No Victorian quaintness here, in this competent reckoning up

of fees-per-crocket. Right again, and you are in Midland Road. You might as well be

round the backside of New Street at Birmingham or London Road at Leicester. It is

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively,

like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne.

A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book

and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of

campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the

far end of the platform. They are worth a closer look, and to get there turn right out of the station. The conco-

ction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless.

No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are

in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at

Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards,

achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment –

and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was

lost to bricky Leicestershire would find this place unbearably nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England

from 1825 to 1863. The world’s first public railway to use steam locomotives, its first line connected collier-

ies near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27

September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon

extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the

start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were

introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black.

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train sheds.

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...
The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Conti-
nental of London train sheds.
By comparison, the others are
put together additively, like an
English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By
comparison, the others are put together additively, like an
English cathedral; this is one huge all-embracing sweep of the
same family as Hamburg or Cologne. A vast throbbing hang-
ar; the phrase needs to be repeated sixteen times to make
enough weight in the book and convey the overwhelming solid
force of the beginning or end to journeys. It is painted light as
some kind of campaign to ‘brighten the image of British Rail’,
but its only true colour is jet black.

10 pt

St Pancras is the most Continental of London train sheds. By
comparison, the others are put together additively, like an English
cathedral; this is one huge all-embracing sweep of the same fam-
ily as Hamburg or Cologne. A vast throbbing hangar; the phrase
needs to be repeated sixteen times to make enough weight in the
book and convey the overwhelming solid force of the beginning
or end to journeys. It is painted light as some kind of campaign
to ‘brighten the image of British Rail’, but its only true colour is jet
black. Gasholders loom up at the far end of the platform. They
are worth a closer look, and to get there turn right out of the sta-
tion. The concoction in front of the shed is by Sir George Gilbert
Scott, incredibly clever in composition and incredibly heartless.
No Victorian quaintness here, in this competent reckoning up of
fees-per-crocket.

48 pt

St Pancras is the
most Continental of
London train sheds.

18 pt

St Pancras is the most Continental of London train
sheds. By comparison, the others are put together
additively, like an English cathedral; this is one huge
all-embracing sweep of the same family as Hamburg
or Cologne. A vast throbbing hangar; the phrase needs
to be repeated sixteen times to make enough weight in
the book and convey the overwhelming solid force of
the beginning or end to journeys. It is painted light as

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the
others are put together additively, like an English cathedral; this is one huge
all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing
hangar; the phrase needs to be repeated sixteen times to make enough weight
in the book and convey the overwhelming solid force of the beginning or end to
journeys. It is painted light as some kind of campaign to ‘brighten the image of
British Rail’, but its only true colour is jet black. Gasholders loom up at the far end
of the platform. They are worth a closer look, and to get there turn right out of the
station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly
clever in composition and incredibly heartless. No Victorian quaintness here, in this
competent reckoning up of fees-per-crocket. Right again, and you are in Midland
Road. You might as well be round the backside of New Street at Birmingham or

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the
others are put together additively, like an English cathedral; this is one huge
all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing
hangar; the phrase needs to be repeated sixteen times to make enough weight
in the book and convey the overwhelming solid force of the beginning or end to
journeys. It is painted light as some kind of campaign to ‘brighten the image of
British Rail’, but its only true colour is jet black. Gasholders loom up at the far end
of the platform. They are worth a closer look, and to get there turn right out of the
station. The concoction in front of the shed is by Sir George Gilbert Scott, incredi-
bly clever in composition and incredibly heartless. No Victorian quaintness here, in
this competent reckoning up of fees-per-crocket. Right again, and you are in Mid-
land Road. You might as well be round the backside of New Street at Birmingham
or London Road at Leicester. It is one of the most astonishing transformations in
London, a jump of a hundred miles in a few yards, achieved with the unemphatic
red brick and hypnotic arcading of the Goods Station. London for a moment – and
just for a moment – seems fussy and flurried, using two words where one will do.
Anyone whose heart was lost to bricky Leicestershire would find this place un-
bearably nostalgic...

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together ad-
ditively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or
Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in
the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as
some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders
loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the
station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and
incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right
again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or
London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred
miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station.
London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do.
Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...
The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east
England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected
collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened
on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was
soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from
the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives
were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train sheds.

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...

48 pt

St Pancras is the most Continental of London train sheds.

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Conti-
nental of London train sheds.
By comparison, the others are
put together additively, like an
English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By
comparison, the others are put together additively, like an
English cathedral; this is one huge all-embracing sweep of
the same family as Hamburg or Cologne. A vast throbbing
hangar; the phrase needs to be repeated sixteen times to
make enough weight in the book and convey the overwhelm-
ing solid force of the beginning or end to journeys. It is paint-
ed light as some kind of campaign to ‘brighten the image of
British Rail’, but its only true colour is jet black.

10 pt

St Pancras is the most Continental of London train sheds. By
comparison, the others are put together additively, like an
English cathedral; this is one huge all-embracing sweep of the
same family as Hamburg or Cologne. A vast throbbing hangar;
the phrase needs to be repeated sixteen times to make enough
weight in the book and convey the overwhelming solid force of
the beginning or end to journeys. It is painted light as some kind
of campaign to ‘brighten the image of British Rail’, but its only
true colour is jet black. Gasholders loom up at the far end of
the platform. They are worth a closer look, and to get there turn
right out of the station. The concoction in front of the shed is by
Sir George Gilbert Scott, incredibly clever in composition and
incredibly heartless. No Victorian quaintness here, in this com-
petent reckoning up of fees-per-crocket.

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the
others are put together additively, like an English cathedral; this is one huge
all-embracing sweep of the same family as Hamburg or Cologne. A vast throbb-
ing hangar; the phrase needs to be repeated sixteen times to make enough
weight in the book and convey the overwhelming solid force of the beginning
or end to journeys. It is painted light as some kind of campaign to ‘brighten the
image of British Rail’, but its only true colour is jet black. Gasholders loom up
at the far end of the platform. They are worth a closer look, and to get there
turn right out of the station. The concoction in front of the shed is by Sir George
Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victo-
rian quaintness here, in this competent reckoning up of fees-per-crocket. Right
again, and you are in Midland Road. You might as well be round the backside
of New Street at Birmingham or London Road at Leicester. It is one of the most
astonishing transformations in London, a jump of a hundred miles in a few yards,
achieved with the unemphatic red brick and hypnotic arcading of the Goods
Station. London for a moment – and just for a moment – seems fussy and flur-
ried, using two words where one will do. Anyone whose heart was lost to bricky
Leicestershire would find this place unbearably nostalgic...

48 pt

St Pancras is the
most Continental of
London train sheds.

18 pt

St Pancras is the most Continental of London train
sheds. By comparison, the others are put together
additively, like an English cathedral; this is one huge
all-embracing sweep of the same family as Ham-
burg or Cologne. A vast throbbing hangar; the phrase
needs to be repeated sixteen times to make enough
weight in the book and convey the overwhelming solid
force of the beginning or end to journeys. It is painted

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the oth-
ers are put together additively, like an English cathedral; this is one huge all-em-
bracing sweep of the same family as Hamburg or Cologne. A vast throbbing
hangar; the phrase needs to be repeated sixteen times to make enough weight
in the book and convey the overwhelming solid force of the beginning or end to
journeys. It is painted light as some kind of campaign to ‘brighten the image of
British Rail’, but its only true colour is jet black. Gasholders loom up at the far
end of the platform. They are worth a closer look, and to get there turn right out
of the station. The concoction in front of the shed is by Sir George Gilbert Scott,
incredibly clever in composition and incredibly heartless. No Victorian quaintness
here, in this competent reckoning up of fees-per-crocket. Right again, and you
are in Midland Road. You might as well be round the backside of New Street at

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together addi-
tively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Co-
logne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in
the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as
some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders
loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the
station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition
and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.
Right again, and you are in Midland Road. You might as well be round the backside of New Street at Bir-
mingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump
of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the
Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words
where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably
nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east
England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected
collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened
on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line
was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives
from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam loco-
motives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...

48 pt

St Pancras is the most Continental of London train sheds.

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black.

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train sheds.

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...
The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gas-holders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gas-holders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gas-holders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic... The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train sheds.

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English ca-

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brick

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brick Leicestershire would find this place unbearably nostalgic... The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world’s first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...
The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world’s first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English ca-

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostal-

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic... The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English ca-

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’,

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world’s first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral.

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true col-

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gas-holders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might

12 pt

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic...

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to brickly Leicestershire would find this place unbearably nostalgic... The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world’s first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English ca-

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the be-

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and

8 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

80 pt

St Pancras is the most

32 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English ca-

16 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of

10 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket.

48 pt

St Pancras is the most Continental of London train

18 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end

12 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You

6 pt

St Pancras is the most Continental of London train sheds. By comparison, the others are put together additively, like an English cathedral; this is one huge all-embracing sweep of the same family as Hamburg or Cologne. A vast throbbing hangar; the phrase needs to be repeated sixteen times to make enough weight in the book and convey the overwhelming solid force of the beginning or end to journeys. It is painted light as some kind of campaign to ‘brighten the image of British Rail’, but its only true colour is jet black. Gasholders loom up at the far end of the platform. They are worth a closer look, and to get there turn right out of the station. The concoction in front of the shed is by Sir George Gilbert Scott, incredibly clever in composition and incredibly heartless. No Victorian quaintness here, in this competent reckoning up of fees-per-crocket. Right again, and you are in Midland Road. You might as well be round the backside of New Street at Birmingham or London Road at Leicester. It is one of the most astonishing transformations in London, a jump of a hundred miles in a few yards, achieved with the unemphatic red brick and hypnotic arcading of the Goods Station. London for a moment – and just for a moment – seems fussy and flurried, using two words where one will do. Anyone whose heart was lost to bricky Leicestershire would find this place unbearably nostalgic...

The Stockton and Darlington Railway (S&DR) was a railway company that operated in north-east England from 1825 to 1863. The world's first public railway to use steam locomotives, its first line connected collieries near Shildon with Darlington and Stockton-on-Tees in County Durham, and was officially opened on 27 September 1825. The movement of coal to ships rapidly became a lucrative business, and the line was soon extended to a new port at Middlesbrough. While coal waggons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.