

Waterloo & City Line

I've been thinking along the lines of David Boshier's proposals for the Waterloo & City Line (Mail Train, **TR UK 151**) for some time, but I would make an amendment.

After serving Bank (in the northbound direction), the new line should run via Liverpool Street, and then join the ex-GN&CR route just south of Old Street. This would make the Old Street–Moorgate section redundant (although it is duplicated by the LU Northern Line anyway), but it would have several advantages.

First, it would ease the very tight curve necessary to make a direct connection between Moorgate and Bank; Second, it would allow interchange with Crossrail and other ex-GER services from Liverpool Street; But most importantly, it would allow the suburban lines into Liverpool Street from Enfield Town, Cheshunt and Chingford to be integrated into the line. These services have been neglected by the current plans for Crossrail, with no long-term strategy for incorporating them into the Crossrail network as it develops. Bringing them into the fold of an extended Waterloo & City Line would resolve this situation.

Also, if, south-west of Waterloo, the new line were to only take over all-stations services via Wimbledon, this would create a neat match-up between the branches north and south of the Thames, which can be expressed as a hypothetical service pattern, such as:

- Dorking–Welwyn Garden City;
- Guildford–Letchworth Garden City via Epsom;
- Chessington South–Enfield Town;
- Hampton Court–Cheshunt via Seven Sisters;
- Shepperton–Chingford via Richmond.

I have ignored the Teddington Circle, as it also runs via Richmond. Indeed, what to do with the Richmond services is a bit of a problem, which could possibly be solved by including regional services out of King's Cross, Liverpool Street and Fenchurch Street in the line.

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