

london underground green line

London Underground Green Line: Your Complete Guide to the Green Line in London

The London Underground Green Line is a vital part of London's extensive public transportation network. Known for its distinctive color and efficient service, the Green Line connects various suburbs and key locations, making it an essential route for daily commuters, tourists, and residents alike. Whether you're navigating your way around London for the first time or a seasoned traveler, understanding the Green Line's routes, stations, history, and tips can significantly enhance your journey.

Overview of the London Underground Green Line

The Green Line is a network of several bus routes in London, but in the context of the London Underground, it refers to the District Line, which is traditionally represented by the color green on Tube maps. The District Line is one of the oldest and most extensive lines, running across central London and extending into the suburbs.

Key Features of the Green Line (District Line):

- Color: Green on Tube maps
- Type: Deep-level tube and surface-level trains
- Coverage: Central London to outer suburbs
- Number of Stations: 60+ stations
- Total Length: Approximately 20 miles (32 km)
- Operational Hours: Typically from around 5:00 am to midnight, with variations on weekends and holidays

History of the Green Line (District Line)

Understanding the history of the Green Line provides insight into its significance in London's transportation development.

Origins and Development

- The District Line originated in the late 19th century, with initial routes established by the District Railway Company in 1868.
- The line was initially constructed to connect various districts of London, promoting suburban expansion.
- Over the years, the line expanded through mergers and extensions, including the famous incorporation of the City and South London Railway.

Major Milestones

- 1871: The first deep-level tube section opened.
- 1905: Electrification of the line completed.
- 1930s: Integration with the London Underground network.
- 21st Century: Modern upgrades and station refurbishments to improve passenger experience.

Routes and Key Stations of the Green Line (District Line)

The Green Line (District Line) runs from the west to the east of London, serving a diverse range of neighborhoods and key destinations.

Main Routes

- Westbound: Runs from Upminster in the east to Ealing Broadway, Richmond, and Wimbledon in the west.
- Eastbound: Extends from Earl's Court through central London to Upminster.

Notable Stations on the Green Line

1. Ealing Broadway: A major shopping and residential hub.
2. Richmond: Known for its riverside scenery and parks.
3. Wimbledon: Famous for the tennis championships.
4. Kew Gardens: Proximity to the Royal Botanic Gardens.
5. Hammersmith: A key interchange with other Tube lines.
6. West Brompton: Gateway to Chelsea and Fulham areas.
7. Sutton: Access to suburban communities.
8. Earl's Court: Close to exhibitions and entertainment venues.
9. Victoria Station: Major transport interchange.

Key Interchanges

- With Piccadilly Line at Earl's Court and South Kensington
- With Circle and Metropolitan lines at Hammersmith
- With Central Line at Liverpool Street and Paddington

Passenger Experience and Travel Tips

Traveling on the Green Line offers a unique experience of London's diverse neighborhoods. To make the most of your journey, consider the following tips:

Ticketing and Fares

- Use an Oyster card or contactless payment for seamless travel.
- Consider travelcards if planning multiple journeys.
- Check for off-peak discounts to save money.

Accessibility

- Many stations are equipped with step-free access.
- Plan routes using Transport for London's accessibility guides.

Peak vs. Off-Peak Travel

- Peak hours are typically 7:30 am – 9:30 am and 4:00 pm – 7:00 pm.
- Traveling during off-peak times can result in less crowded trains.

Service Disruptions and Planning

- Use the TfL Go app or website for real-time updates.
- Be prepared for possible delays during maintenance or adverse weather.

Benefits of Using the Green Line for Commuters and Tourists

The Green Line enhances London's connectivity, offering numerous advantages:

- Extensive Coverage: Connects central London with outer suburbs.
- Accessibility: Many stations are equipped for passengers with mobility needs.
- Interchange Opportunities: Seamless connections with other Tube lines and rail services.
- Scenic Journeys: Travel through some of London's most picturesque neighborhoods and parks.
- Economic Impact: Supports local businesses by providing easy access.

Future Developments and Upgrades

London's transport authorities continually invest in the Green Line to improve safety, capacity, and passenger comfort.

Planned Projects

- Station Upgrades: Modernization of key stations like Earl's Court and West Brompton.
- Signal Improvements: Enhancing train frequency and reliability.
- Accessibility Enhancements: Installing lifts and ramps at more stations.

- Environmental Initiatives: Transitioning to greener energy sources and reducing emissions.

Impact on Travelers

These upgrades aim to reduce congestion, improve punctuality, and make the Green Line more accessible and environmentally sustainable.

Conclusion: Why the Green Line Matters in London's Transportation Network

The London Underground Green Line, or the District Line, remains a cornerstone of London's public transport system. Its rich history, extensive route network, and ongoing upgrades ensure it continues to serve millions of passengers annually. Whether commuting to work, exploring London's iconic sites, or visiting suburban areas, the Green Line offers a reliable, efficient, and scenic way to navigate the city.

By understanding its routes, stations, history, and travel tips, you can enhance your experience, making every journey on the Green Line smooth and enjoyable. As London continues to grow and evolve, the Green Line will undoubtedly remain a vital artery supporting the city's vibrant life.

Keywords for SEO Optimization:

- London Underground Green Line
- Green Line London
- District Line London
- London Tube Green Line
- Green Line stations
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- London travel tips
- London transit upgrades
- London suburbs transportation

Frequently Asked Questions

What are the key stations along the London Underground Green Line?

The Green Line primarily runs between Watford and central London, passing through stations such as Harrow & Wealdstone, North Wembley, Wembley Central, and Baker Street.

Has the London Underground Green Line undergone recent upgrades or improvements?

Yes, recent upgrades include enhanced signaling systems, station refurbishments, and increased service frequency to improve reliability and passenger experience.

How does the Green Line integrate with other London Underground lines?

The Green Line connects with several other lines at key interchange stations such as Wembley Central (Bakerloo Line) and Harrow & Wealdstone (Bakerloo Line), facilitating easier transfers across the network.

Are there any planned future developments for the Green Line?

Transport for London has announced plans to upgrade infrastructure and improve capacity on the Green Line as part of wider efforts to modernize the Underground network, including station enhancements and service improvements.

What is the typical frequency of trains on the Green Line during peak hours?

During peak hours, trains on the Green Line typically run every 3 to 5 minutes, ensuring efficient service for commuters traveling between Watford and central London.

How has the Green Line adapted to recent transportation challenges, such as COVID-19?

The Green Line, like other lines, implemented safety measures such as increased cleaning, crowd management, and changes to service schedules to accommodate fluctuating passenger levels during the pandemic.

Where can I find the latest timetable and service updates for the Green Line?

The latest timetable and service updates for the Green Line are available on the Transport for London (TfL) website and their official mobile app, providing real-time information for travelers.

Additional Resources

London Underground Green Line: An In-Depth Guide to London's Greenest Route

The London Underground Green Line is often overlooked in favor of its more famous counterparts like the Jubilee or Piccadilly lines, yet it plays a vital role in connecting suburban communities and providing efficient transit options outside central London. Known for its scenic routes and strategic

importance, the Green Line offers both commuters and leisure travelers a unique way to explore London's outskirts. This comprehensive guide will delve into the history, routes, key stations, operational details, and future developments of the Green Line, helping you navigate this lesser-known but essential part of London's underground network.

What Is the Green Line?

The Green Line is the colloquial name for a set of bus routes, but in the context of the London Underground, it often refers to the Green Line Coach Service, a historic network of commuter rail lines, or the London Underground's specific lines that are color-coded green on maps, notably the District Line and parts of the Overground network.

In this guide, we focus on the London Underground Green Line, which typically refers to the District Line sections and the London Overground routes that serve the green-colored lines on the Tube map, especially those connecting suburban areas to central London.

Historical Background of the Green Line

Origins and Evolution

The roots of the Green Line trace back to the 19th century, with multiple railway companies operating different routes into London. The District Line, established in 1877, was originally a collection of separate railway companies before being unified under the London Underground banner in the early 20th century.

Over time, the lines that are now represented by the green color on the map have undergone significant upgrades, electrification, and integration into the modern London Underground and Overground systems. Their primary purpose has shifted from freight and long-distance travel to commuter services catering to London's growing suburbs.

Significance

The Green Line routes serve as vital arteries for London's suburban populations, easing congestion on roads and providing reliable, scheduled transportation. Their scenic routes also attract tourists seeking to explore London's outer districts and historic sites outside the city center.

Key Routes and Stations on the Green Line

The District Line

The District Line is the flagship "green" line, running from the west to the east of London.

Main Route Highlights:

- Westbound:
 - Runs from Ealing Broadway, through Acton Town and West Brompton, reaching Richmond and Ealing Broadway.
- Eastbound:
 - Extends through Victoria and Upminster, passing through key stations like Kensington (Olympia),

West Ham, and Barking.

Major Stations on the District Line:

- Earl's Court
- Kensington (Olympia)
- Hammersmith
- Richmond
- Ealing Broadway
- Wimbledon
- Putney
- West Ham
- Tower Hill
- Westminster
- Victoria
- Upminster

The London Overground Green Routes

The London Overground also features routes marked in green, primarily serving the suburban rail network.

Key Overground Green Line Sections:

- Gospel Oak to Barking (Greater London): Connecting north London suburbs with the eastern parts.
- Clapham Junction to Highbury & Islington: Providing vital links across south and north London.

Operational Aspects of the Green Line

Frequency and Schedule

The Green Line routes are characterized by high-frequency services, especially during peak hours, with trains often arriving every 5-10 minutes. Off-peak and weekend schedules are slightly reduced but remain reliable.

Ticketing and Fare Zones

The Green Line services operate within London's fare zones 1 through 6, with some parts reaching into outer zones. Tickets can be purchased via:

- Oyster cards
- Contactless payment
- Travelcards
- Single tickets for tourists

Service Hours

Most Green Line services run from approximately 5:00 am to midnight, with some night services available on specific routes, especially on the District Line during late evenings and weekends.

Scenic and Strategic Importance

Connecting Suburban London

The Green Line is instrumental in providing a seamless commute for residents of outer London

boroughs like Richmond, Ealing, and Wimbledon, connecting them efficiently to central hubs such as Victoria and Westminster.

Tourist Attractions

Many stations along the Green Line are gateways to popular sites:

- Richmond: Known for its park and riverside views
- Kensington (Olympia): Exhibition center hosting events
- Wimbledon: Famous for the tennis championships
- South Kensington: Museums and cultural institutions

Economic Impact

The Green Line supports local economies by facilitating commuter movement, tourism, and business activities in London's suburbs and beyond.

Future Developments and Upgrades

Upgrades and Modernization

London Underground continuously invests in upgrading signaling systems, station accessibility, and rolling stock on Green Line routes to improve efficiency and passenger comfort.

Plans for Expansion

Potential future initiatives include:

- Extending existing lines into new developments
- Introducing automated train operations
- Enhancing integrated ticketing and real-time service updates

Environmental Initiatives

The Green Line aligns with London's sustainability goals:

- Transitioning to electric and hybrid trains
- Promoting cycling and walking alongside station upgrades
- Reducing carbon emissions through cleaner energy sources

Tips for Travelers Using the Green Line

- Plan Ahead: Use apps like Citymapper or TfL's Journey Planner for real-time updates.
- Mind the Peak Hours: Trains can be crowded during rush hours (7-9 am and 4-7 pm).
- Accessibility: Many stations on the Green Line have been upgraded for accessibility, but check station facilities beforehand.
- Explore the Outskirts: Take advantage of scenic stations like Richmond or Wimbledon for leisure days out.

Conclusion

The London Underground Green Line embodies a vital, scenic, and historically rich component of London's transport network. Whether you're a daily commuter, a tourist exploring London's outskirts,

or a transport enthusiast, understanding the routes, key stations, and future developments of this green corridor enhances your appreciation of London's dynamic urban landscape. As London continues to grow and evolve, the Green Line remains a symbol of connectivity, sustainability, and suburban charm—truly London's green lifeline outside the bustling city center.

London Underground Green Line

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london underground green line: The London Underground, 1968-1985 Jim Blake, 2024-02-22 LONDON'S HISTORIC, iconic Underground railway system in the period from 1968 to 1985 was a very different place to what it is in the 2020s. Much of its rolling stock dated from before World War Two, and with the exception of the new Victoria Line and the isolated Woodford to Hainault shuttle, trains were all two-person operated as the 1970s dawned. Transport photographer Jim Blake recorded most of the system on film before it would change forever, concentrating on the older rolling stock as well as other items of interest due for replacement or modernisation, during this period when, regrettably, London Transport was often starved of much-needed funds by central government. The eminently sensible transfer of overall control of London's buses and Underground system to the city-wide Greater London Council at the beginning of 1970 was snatched away by the Thatcher regime in 1984, after which things rapidly went downhill. This book covers the years of GLC control, including the months prior to their taking charge in order to set the scene. Many rare and unusual scenes are included in this volume, especially of the then still basically intact portion of the uncompleted Northern Line extension between Drayton Park and Highgate, which had been so close to completion when work was halted during the war, but then abandoned in the early 1950s, incurring much wasted work and expenditure. For anyone with a serious interest in London's Underground, this book is essential reading, including as it does many previous unpublished photographs.

london underground green line: London Underground David Ashford, 2013-05-10

Surveying an unusually wide variety of material, ranging from the Victorian triple-decker novel, to Modernist art and architecture, to Pop music and graffiti, this book suggests that the tube-network is a transitional form, linking the alienated spaces of Victorian England to the virtual spaces of our contemporary consumer-capitalism.

london underground green line: London's Underground Oliver Green, 2023-10-24 Published in conjunction with TFL, this is a comprehensive guide to the London Underground, combining a historical overview, illustrations and newly commissioned photography.

london underground green line: The History of the London Underground Map Caroline Roope, 2022-09-21 Few transportation maps can boast the pedigree that London's iconic 'Tube' map can. Sported on t-shirts, keyrings, duvet covers, and most recently, downloaded an astonishing twenty million times in app form, the map remains a long-standing icon of British design and ingenuity. Hailed by the art and design community as a cultural artifact, it has also inspired other culturally important pieces of artwork, and in 2006 was voted second in BBC 2's Great British Design Test. But it almost didn't make it out of the notepad it was designed in. The story of how the Underground map evolved is almost as troubled and fraught with complexities as the transport network it represents. Mapping the Underground was not for the faint-hearted - it rapidly became a source of frustration, and in some cases obsession - often driving its custodians to the point of distraction. The solution, when eventually found, would not only revolutionise the movement of people around the city but change the way we visualise London forever. Caroline Roope's wonderfully researched book casts the Underground in a new light, placing the world's most famous transit network and its even more famous map in its wider historical and cultural context, revealing

the people not just behind the iconic map, but behind the Underground's artistic and architectural heritage. From pioneers to visionaries, disruptors to dissenters – the Underground has had them all – as well as a constant stream of (often disgruntled) passengers. It is thanks to the legacy of a host of reformers that the Tube and the diagram that finally provided the key to understanding it, have endured as masterpieces of both engineering and design.

london underground green line: London Underground The Quiz Book Mike Dugdale, 2013-10-07 For the last 150 years, every Londoner, tourist, and visitor uses the tube to explore and enjoy London. But behind the facade of ox-blood brick buildings and colourful diagrams lies a wealth of history and interesting facts. This book tests your knowledge in this area with 250 questions (and answers) about this incredible network.

london underground green line: The London Underground and the public-private partnership agreements Great Britain: Parliament: House of Commons: Transport Committee, 2008-01-25 This report from the Transport Committee, examines London Underground and the Public-Private Partnership Agreements. The Government originally announced proposals for modernising the London Underground network system via Public-Private Partnership (PPP) agreements in 1998. Three contracts were drawn up with: (i) Tube Lines for the maintenance and renewal of the Jubilee, Piccadilly and Northern Lines; (ii) with Metronet Rail BVC for the maintenance and renewal of the Bakerloo, Central, Victoria & Waterloo & City Lines; (iii) with Metronet Rail SSL, responsible for the maintenance and renewal of the sub-surface lines: the Circle, District, Hammersmith & City, Metropolitan & East London Lines. These PPP Agreements, 30 years in duration, were arrangements to maintain, renew and upgrade parts of London Underground by private sector infrastructure companies (Infracos), whilst London Underground is responsible for services to customers. The PPP Agreements also set out a performance-related incentive and penalty scheme to remunerate the Infracos for the improvements they make to the network. In May 2007, Metronet admitted an overspend of £1 billion and was refused access to loan facilities by the banks. It then made a reference to the PPP Arbiter, which in turn triggered an Extraordinary Review (which occurs when extra costs are incurred above the level allowed for the bid). Metronet put in a bid for £551m but the PPP Arbiter provisionally concluded that a sum of £121m was appropriate. Metronet subsequently went into administration on 18 July 2007. The report sets out a number of conclusions and recommendations, including: contracts that were supposed to deliver 35 station upgrades, in fact delivered only 14, 40% of the requirement; stations that were supposed to cost Metronet SSL £2m, cost £7.5m, with only 65% of schedule track renewal accomplished; the Committee criticises the consequences of the imposition of PPP on Transport for London, as a lamentable state of affairs, with the future of most of London Underground's upgrade and maintenance work in doubt; the Committee states, that the Government should remember the failure of Metronet before it considers entering similar arrangements; that the Government should publish a candid analysis of the events preceding Metronet's collapse and its consequences; the Committee believe that the PPP model was flawed and probably inferior to traditional public-sector management; that the Government needs to prioritise transparency and clarity to taxpayers and ensure that any future contracts result in clear accountability.

london underground green line: Technology and the City Michael Nagenborg, Taylor Stone, Margoth González Woge, Pieter E. Vermaas, 2021-01-25 The contributions in this volume map out how technologies are used and designed to plan, maintain, govern, demolish, and destroy the city. The chapters demonstrate how urban technologies shape, and are shaped, by fundamental concepts and principles such as citizenship, publicness, democracy, and nature. The many authors herein explore how to think of technologically mediated urban space as part of the human condition. The volume will thus contribute to the much-needed discussion on technology-enabled urban futures from the perspective of the philosophy of technology. This perspective also contributes to the discussion and process of making cities 'smart' and just. This collection appeals to students, researchers, and professionals within the fields of philosophy of technology, urban planning, and engineering.

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london underground green line: Hidden London David Bownes, Chris Nix, Siddy Holloway, Sam Mullins, 2019-09-03 Travel under the streets of London with this lavishly illustrated exploration of abandoned, modified, and reused Underground tunnels, stations, and architecture.

london underground green line: Haunted London Underground David Brandon, Alan Brooke, 2009-10-30 London's Underground is associated with a multitude of ghostly stories and sightings, particular stations and abandoned lines, many of which are in close proximity to burial sites from centuries ago. This chilling book reveals well-known and hitherto unpublished tales of spirits, spectres and other spooky occurrences on one of the oldest railway networks in the world. The stories of sightings include the ghost of an actress regularly witnessed on Aldwych Station and the 'Black Nun' at Bank Station. Eerie noises, such as the cries of thirteen-year-old Anne Naylor, who was murdered in 1758 near to the site of what is now Farringdon Station, and the screams of children who were in an accident at Bethnal Green Station during Second World War, are still heard echoing. These and many more ghostly accounts are recorded in fascinating detail in this book, which is a must-read for anyone interested in the mysterious and murky history of London's Underground.

london underground green line: Colours of London Peter Ackroyd, 2022-10-04 Celebrated novelist, biographer and critic Peter Ackroyd paints a vivid picture of one of the world's greatest cities in this brilliant and original work, exploring how the city's many hues have come to shape its history and identity. Think of the colors of London and what do you imagine? The reds of open-top buses and terracotta bricks? The grey smog of Victorian industry, Portland stone and pigeons in Trafalgar square? Or the gradations of yellows, violets and blues that shimmer on the Thames at sunset – reflecting the incandescent light of a city that never truly goes dark? We associate green with royal parks and the District Line; gold with royal carriages, the Golden Lane Estate, and the tops of monuments and cathedrals. Colors of London shows us that color is everywhere in the city, and each one holds myriad links to its past. The colors of London have inspired artists (Whistler, Van Gogh, Turner, Monet), designers (Harry Beck), and social reformers (Charles Booth). And from the city's first origins, Ackroyd shows how color is always to be found at the heart of London's history, from the blazing reds of the Great Fire of London to the blackouts of the Blitz to the bold colors of royal celebrations and vibrant street life. This beautifully written book examines the city's fascinating relationship with color, alongside specially commissioned colorized photographs from Dynamichrome, which bring a lost London back to life. London has been the main character in Ackroyd's work ever since his first novel, and he has won countless prizes in both fiction and non-fiction for his truly remarkable body of work. Here, he channels a lifetime of knowledge of the great city, writing with clarity and passion about the hues and shades which have shaped London's journey through history into the present day. A truly invaluable book for lovers of art, history,

photography, or urban geography, this beautifully illustrated title tells a rich and fascinating story of the history of this great and ever-changing city.

london underground green line: The Little Book of the London Underground David Long, 2010-12-26 Did You Know? In 1884 the Circle Line opened and was described in *The Times* as 'a form of mild torture which no person would undergo if he could conveniently help it.' According to one psychologist, Tube commuters can experience greater levels of stress than a police officer facing a rioting mob or even a fighter pilot going into a dogfight. Underground trains have only twice been used to transport deceased people in coffins: William Gladstone and Dr Barnardo. Some of the most bizarre items handed in to lost property include 250lb of sultanas, a 14ft canoe, a child's garden slide, a harpoon gun, a pith helmet, an artificial leg, someone's brother's ashes and a sealed box containing three dead bats. WITH well over a billion passengers a year, more than 250 miles of track, literally hundreds of different stations and a history stretching back at least 160 years, the world's oldest underground railway might seem familiar, but how well do you actually know it? This book offers a feast of Tube-based trivia for travellers and lovers of London alike.

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london underground green line: London's Underground Since 1985 Jim Blake, 2024-09-30 JIM BLAKE's second volume of his photographs featuring the London Underground cover the period from 1985, shortly after the Thatcher regime's destruction of London Transport and its re-birth as London Underground Ltd., to 2021 when the Northern Line gained its new branch from Kennington to Battersea Power Station. This was a turbulent time in the system's history, encompassing the withdrawal of the last pre-war passenger rolling stock (in 1988) and then the abolition of two-person operated trains at the beginning of 2000. With the exception of the Waterloo & City Line, which was transferred from British Rail to London Underground in the 1990s, all Underground lines are covered together with the rolling stock operating them. Jim's photographs concentrate on the older types. What is very striking in them is how the system seemed to be going downhill rapidly during the Thatcher years when this survey begins - plagued by the curse of graffiti and liberally littered thanks to cuts in staff who once dealt with such problems. Fortunately, since Transport for London's takeover of the Underground from 2000 onwards, things in that respect have markedly improved, trains and stations are much cleaner and therefore welcoming to passengers. The contrast between the late 1980s/early 1990s and today's Underground is very clear in Jim's photographs featured here, most previously unpublished. It is unfortunate that further improvements, not to mention long-planned extensions to the system, continue to be frustrated by government spending restrictions at the time of writing.

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london underground green line: Buses in the Border Towns of London Country 1969-2019 (South of the Thames) Malcolm Batten, 2024-04-30 London Transport was created in 1933 with

monopoly powers. Not only did it have exclusive rights to run bus (and tram and trolleybus) services in the Greater London area, it also ran services in a Country Area all around London. Green Line express services linked the country towns to London and in most cases across to other country towns the other side of the metropolis. This country area extended north as far as Hitchin, east to Brentwood, south to Crawley and west to Windsor. But what of the towns at the edge of the country area? Here the green London Transport buses would meet the bus companies whose operations extended across the rest of the counties of Berkshire, Surrey, Kent etc. In some cases the town was at a node where more than one company worked in. Elsewhere, such as at Guildford there were local independent operators who had a share in the town services. It would all change from 1970 when the London Transport Country Area was transferred to the National Bus Company to form a new company named London Country Bus Services. This would later be split into four separate companies. Deregulation in 1985 and privatisation in the 1990s led to further changes in the names and ownership of bus companies. Consolidation since then has seen the emergence of national bus groups - Stagecoach, First Group, Arriva and Go-Ahead replacing the old names and liveries. But retrenchment by these companies has given an opportunity for new independent companies to fill the gaps. This book takes the form of an anti-clockwise tour around the perimeter of the London Country area, south of the Thames featuring a number of key towns starting at Slough and Windsor and ending at Gravesend, illustrating some of the many changes to bus companies that have occurred.

london underground green line: *Lonely Planet Discover London 2019* Lonely Planet, Emilie Filou, Peter Dragicevich, Steve Fallon, Damian Harper, 2018-09-01 Lonely Planet: The world's number one travel guide publisher* Lonely Planet's Discover London 2019 is your passport to the most relevant, up-to-date advice on what to see and skip, and what hidden discoveries await you. Gallery hop along the Thames, explore dark history and glittering crown jewels in the Tower of London, and sample real ale in historic pubs—all with your trusted travel companion. Discover the best of London and begin your journey now! Inside Lonely Planet's Discover London 2019: Full-color maps and images throughout Highlights and itineraries help you tailor your trip to your personal needs and interests Insider tips to save time and money and get around like a local, avoiding crowds and trouble spots Essential info at your fingertips - hours of operation, phone numbers, websites, transit tips, prices Honest reviews for all budgets - eating, sleeping, sightseeing, going out, shopping, hidden gems that most guidebooks miss Cultural insights provide a richer, more rewarding travel experience - covering history, art, architecture, politics, cuisine, customs, etiquette Covers Westminster, the West End, the City, the South Bank, Camden, Islington, Notting Hill, Kensington, Clerkenwell, Shoreditch & Spitalfields, East London and more eBook Features: (Best viewed on tablet devices and smartphones) Downloadable PDF and offline maps prevent roaming and data charges Effortlessly navigate and jump between maps and reviews Add notes to personalise your guidebook experience Seamlessly flip between pages Bookmarks and speedy search capabilities get you to key pages in a flash Embedded links to recommendations' websites Zoom-in maps and images Inbuilt dictionary for quick referencing The Perfect Choice: Lonely Planet's Discover London 2019 is filled with inspiring and colorful photos, and focuses on London's most popular attractions for those wanting to experience the best of the best. Looking for more extensive coverage? Check out Lonely Planet's England guide for a comprehensive look at all the country has to offer. About Lonely Planet: Lonely Planet is a leading travel media company and the world's number one travel guidebook brand, providing both inspiring and trustworthy information for every kind of traveler since 1973. Over the past four decades, we've printed over 145 million guidebooks and grown a dedicated, passionate global community of travelers. You'll also find our content online, and in mobile apps, video, 14 languages, nine international magazines, armchair and lifestyle books, ebooks, and more. TripAdvisor Travelers' Choice Awards 2012, 2013, 2014, 2015 and 2016 winner in Favorite Travel Guide category "Lonely Planet guides are, quite simply, like no other." - New York Times "Lonely Planet. It's on everyone's bookshelves; it's in every traveller's hands. It's on mobile phones. It's on the Internet. It's everywhere, and it's telling entire generations of people how

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london underground green line: Railway and Highway Transportation Abroad William Rodney Long, 1935

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