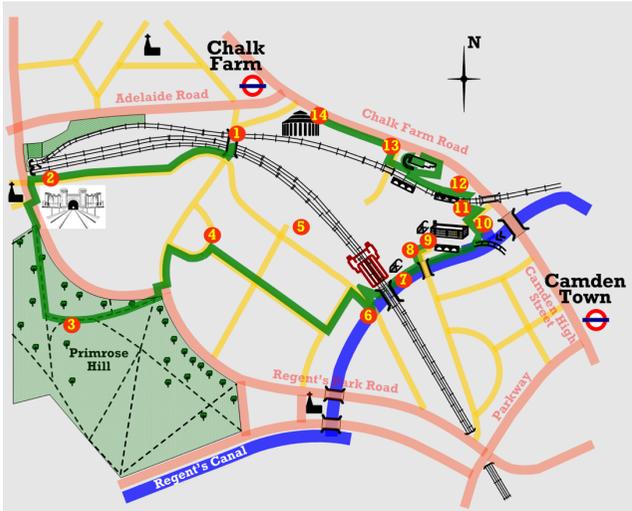
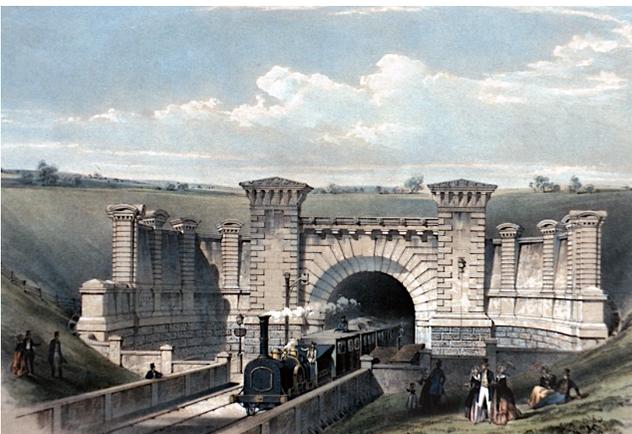


# Camden Railway Heritage Trail



## Primrose Hill to Camden Lock and Chalk Farm



Primrose Hill Tunnel East Portal, c1840

## Camden Railway Heritage

Development of railways in the London Borough of Camden has been almost continuous from the 1830s, which saw the construction of the London & Birmingham Railway – the first main line into London – to the present day, with the completion of the Channel Tunnel Rail Link to St Pancras Station and the redevelopment of King's Cross. The result is a greater range of significant railway heritage than any other area of London.

## The Railway Heritage Trail

The focus of the Heritage Trail is on features in the area bounded by Regent's Park Road, Primrose Hill Road, Adelaide Road, Chalk Farm Road and the Regent's Canal, and the social history that underlies the area and defines its character. The map opposite shows this area.

The Heritage Trail is two miles (three kilometres) in length. Although the guide starts at Chalk Farm underground station, the Trail can be followed from any starting point and in clockwise or anti-clockwise senses. It can also be truncated if time available is too short to follow the full trail.

## How to use this guide

Numbers at the head of the text represent Trail Points shown on the map at the back and the map on the centre pages. At the back of the guide you can find general information about the history of the London & Birmingham Railway.

While this guide has been updated, the original pocket trail guide, published in 2009, remains substantially accurate. Copies can be obtained from Camden Railway Heritage Trust via the contacts at the back of this guide. The 24 page pocket trail guide includes a pull-out map that can be viewed as you follow the walk.

The following abbreviations are used:

L&BR	London & Birmingham Railway
LNWR	London & North Western Railway
LMS	London Midland & Scottish Railway
NLR	North London Railway
TP	Trail Point

Imperial units are used throughout this guide.



## Regent's Park Road Bridge

*From Chalk Farm underground station cross Adelaide Road and go up Bridge Approach onto bridge*

The first bridge on Chalk Farm Lane crossing the railway was a brick built arch. The picture shows the bridge with the two chimneys of the stationary winding engines (TP7) and that of the coke ovens on the right. The bridge was replaced in 1846 by a tubular girder bridge to span three additional tracks.



Chalk Farm Bridge, Birmingham Railway, 1837

The present steel girder bridge dates from electrification of local lines in the early 20th century. The view east would have been to the locomotive sheds and goods yard. The Passenger Locomotive Shed, or Camden Motive Power Depot (TP5), was pulled down in 1966 to be replaced by smokeless sidings. The Roundhouse (TP14) is now the only shed to have survived.

The NLR was conceived to join the L&BR to the docks at Limehouse. Hampstead Road station opened in 1851, was re-sited four years later, renamed Chalk Farm in 1862 and rebuilt in 1871. Chalk Farm Station had platforms on both LNWR and NLR lines linked with a footbridge after 1872. The LNWR Station was demolished in 1915.

In 1950 Chalk Farm Station became Primrose Hill Station and the street building was reconstructed. Primrose Hill Station closed in 1992. The island platform with its buildings and ornate ironwork was demolished in 2008.

A relic of the Motive Power Depot is the enginemen's hostel located off Bridge Approach and overlooking the line to the west. Iron Bridge House of 1928, formerly Stephenson House, is now offices for media companies. The railway lines in the tunnel approach cutting were reconfigured after World War 1 to create one of the most complex layouts in the entire railway system.

## 2 Primrose Hill Tunnel East Portals

*Along King Henry's Road to the railings just before the junction with Primrose Hill Road*

This affords a limited view of the Primrose Hill Tunnel East Portals (Grade II\*) dating from 1837 (far side) and 1879 (near side). Any new development around the portals should be planned to provide public access and a suitable viewing platform, and could be on either side of the tracks.



**East end of Primrose Hill Tunnel, October 1837**

The L&BR agreed with Eton College, owners of the land, to construct a tunnel through the Chalcots Estate. Eton insisted that "...the mouth of the Tunnel at the eastern end shall be made good and finished with a substantial and ornamental facing of brickwork or masonry to the satisfaction of the Provost and College."

Public anxiety about tunnels was not set at rest until a trial trip was made into Primrose Hill Tunnel carrying engineers and doctors to blow off steam for 20 minutes, an expedition with which all expressed themselves delighted.

Considered a great feat of engineering in its time, the 1837 tunnel was London's first railway tunnel and the first to treat one of its portals architecturally. Primrose Hill had for long been a favourite resort for London's citizens who came for a day out to view the London skyline and for entertainment at Chalk Farm Tavern. Crowds gathered to watch the construction of the railway and strolled along the cutting to admire the trains emerging from the tunnel.

When it opened in 1837 the railway appeared modern and appealing without the later environmental problems. This helped publicise the Chalcots Estate as a desirable new area to live for the respectable middle classes.

## 3 Primrose Hill

*Turn left into Primrose Hill Road*

You will be opposite the church of St Mary the Virgin (Grade II) on the corner of Elsworth Road, built in 1871-2 in the Early French Gothic style.

*Cross to west side at pedestrian crossing. Enter park and ascend to top of Hill*



Primrose Hill offers one of London's six statutory protected views of St Paul's Cathedral. The panorama facing you reveals many other familiar landmark buildings.

*Descend to corner of Primrose Hill Road and Regent's Park Road. Cross Primrose Hill Road to The Queens pub*



**The Queens and Regent's Park Road**

The Queens was built around 1855 in a style matching the neighbouring St George's Terrace. The inn sign has Queen Alexandra on the park side and a young Queen Victoria on the other side. Opposite, at No 122, lived Friedrich Engels, co-author with his friend Karl Marx of the Communist Manifesto.

## 4 Chalcot Square

*Continue along Regent's Park Road. Turn right at Sharpleshall Street to Chalcot Square*

In 1830 Chalk Farm Tavern stood alone on Chalk Farm Lane and, with Primrose Hill nearby, was a popular destination for excursions by Londoners from the 17th century until 1865.

It began selling ale in the 17th century (although farming continued until at least 1732) and had become the Chalk Farm Tavern by 1790. It included pleasure gardens on the site now bounded by Berkley Road, Chalcot Square and Sharpleshall Street. At the height of its fame the Tavern boasted a dance floor capable of taking one thousand people as well as a bandstand, known as the Chinese Orchestra, which was 36 feet high.



**Chalk Farm Tavern on Regent's Park Road, c1840**

When Primrose Hill Tunnel was being built, the Chalk Farm Tavern was usually the first resting place of navvies killed in the works. By then the Tavern was separated from its gardens by the new road that became Regent's Park Road. The Tavern was rebuilt in 1853-4 to a size much smaller than its predecessor. The popular Greek restaurant, Limonia, now occupies the 1854 building.

Chalcot Square, bounded by tall terraced stucco Italianate houses, is one of the most charming features of the area, and unchanged since the late 1850s. The garden is planted with acacia trees. On the south side of the square is a blue plaque marking one of the houses where Sylvia Plath briefly lived.

5

## Dumpton Place

*Walk up Chalcot Road to the intersection with Fitzroy Road. Dumpton Place can be seen at the end of Fitzroy Road to the left*

Robert Dockray, who built the Roundhouse under Robert Stephenson as Chief Engineer, was also responsible for the rectangular Passenger Locomotive Shed, built in the same contract.

In October 1866 there were 100 locomotives stationed at Camden: 33 passenger, 4 banking, 46 main line goods, 15 shunting, and 2 ballast engines. From 1873 the shed was mainly used by large express passenger locomotives and it became a mecca for train buffs.



**Passenger Locomotive Shed c1958 (by GPM Green)**

Dumpton Place provided the access for drivers and firemen to the locomotive sheds located between the Lansdowne and Pembroke public houses.

The Lansdowne opened early for railway workers coming off shift, one of many pubs in Chalk Farm and Primrose Hill that served thirsty railway workers. Some continue to flourish to this day.

Locomotives discharged smoke and steam continuously as they shunted. Steam engines were fired and cleaned out behind the wall close to Dumpton Place. The smoke, dust and grit created an enormous and demoralising domestic cleaning effort, as well as respiratory diseases. Soot settled everywhere, and was responsible for urban and social decay in the neighbouring areas.

Steam lasted until 1962, to be replaced by diesel, but the diesels did not stay long and the Passenger Locomotive Shed was closed completely on 3 January 1966.

6

## Fitzroy Bridge

*Continue to the end of Chalcot Road and turn left into Princess Road*

You pass Manley Steet on the right, which retains some former railway cottages and Primrose Hill School in Princess Road (Grade II), built to educate the children of railway workers.

Just beyond, on the corner with Gloucester Avenue is the Engineer (Grade II), built in Italianate style c1845 for Calvert, the well-known brewers that owned Chalk Farm Tavern and a brewery at Waterside Place. The pub sign has the stovepipe-hatted Isambard Kingdom Brunel, gazing down on the railway built by his friend and rival, Robert Stephenson.

*Turn right into Gloucester Avenue and stop on west side of Fitzroy Bridge over Regent's Canal*



Regent's Canal was built between 1812 and 1820 to link the Grand Junction Canal's arm at Paddington Basin to the Thames and docks at Limehouse. It was used to deliver construction materials for the railway, as shown above in JC Bourne's print of 1837.



The Canal's high value trade was lost to the railways, but it continued in business carrying lower value bulk freight such as coal and hay.

The 40-foot hydraulic accumulator tower (*see photo*) dates from the 1850s, and supplied water under high pressure to drive the cranes and capstans in the Goods Depot.

Pickfords at Waterside Place and Allsopp on the other side of Gloucester Avenue had stables with access to the Goods Depot via the western horse tunnel, a safe passage for horses under the railway.

7

## Regent's Canal Towpath

*Cross road to take sloping path to towpath. Turn left on towpath and stop after railway bridge at metal gate in retaining wall*

Notice a section of the western horse tunnel incorporated into Michael Nadra's restaurant, visible from the path en route.

The rusted metal gate on the towpath opens to an earlier tramway tunnel that crosses the western horse tunnel and links with the stationary winding engine vaults. It was used to convey coal to the vaults from the Canal.

Two 60-hp steam-powered winding engines were used to work trains up Camden Incline, from Euston to Camden Town, by an endless rope. The reverse journey was under gravity. It operated from 1837 until 1844. The rope ran around a 20 feet driving wheel and other large sheaves and pulleys.

Both the winding engines and the 19-foot-deep cutting to Euston were a response to influential local residents concerned about the noise and smoke from locomotives toiling up the Incline.

The engine house is a large vaulted structure, 170 feet long by 135 feet wide, located under the main line. Two 133-foot-high chimneys tapering from 12 to 6 feet diameter were a highly prominent feature and a tourist attraction. Although the engines were sold and the chimneys demolished the vaulted structure has survived well.



**Stationary Winding Engine Vaults**

In 1837 Robert Stephenson introduced trials of Cooke and Wheatstone's electric telegraph for signalling on the Incline, the first example of its use. However it was decided to retain the pneumatic telegraph.

*Along towpath, ascend by stairs to Oval Road. Turn left*

8

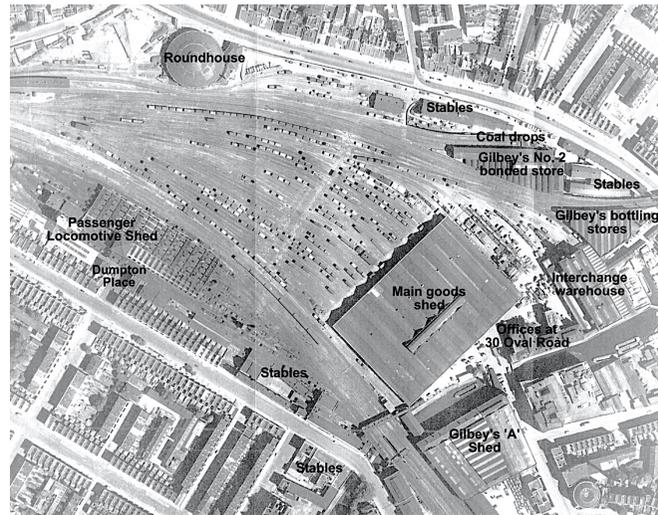
# Camden Goods Depot

Road vehicles entered the Goods Depot at Oval Road. Note the weighbridge frame embedded in granite setts, and the rails and turntable reset in footpath to housing in Gilbey's Yard.

In 1839 the Depot of some 30 acres included a locomotive shed, a goods shed, coke ovens, cattle pens, stabling for 50 horses, wagon building/repair facilities and offices.

The goods shed and stabling were soon much expanded. The goods shed of 1864 had a plan area of 100,000 sq. ft. and was the largest in the country. It was further enlarged in the 1930s. Pickfords had a large warehouse with stabling in the basement south of the Canal (site of present Lock Place). Train access was via two rail bridges. Following a major fire, horses were moved to new stables at Waterside Place (TP 6).

As the economy grew, goods brought by the LNWR were dispersed to every part of London. By the 1870s Camden was a major transport hub in a sea of railway lines handling up to 30 goods trains to and from "the country" each night.



Aerial view of part of Goods Yard, 1948

9

# Gilbeys Yard

Follow granite sett paving round to right

Land was raised up to 15 feet to railway level as far as Oval Road in the east using fill from Primrose Hill Tunnel and cutting. This level was extended to its present boundaries in 1854-6.

Early railway buildings were raised on foundation vaults, creating an extensive underground network that linked with the viaduct of the NLR. The horse tunnels (see photo) were built at this time of round-arched construction. Cast-iron ventilation grilles placed regularly in the roof can be seen in the granite sett pavement.



Eastern Horse Tunnel

The vaults below the forecourt of The Interchange also date from this expansion (see photo below).

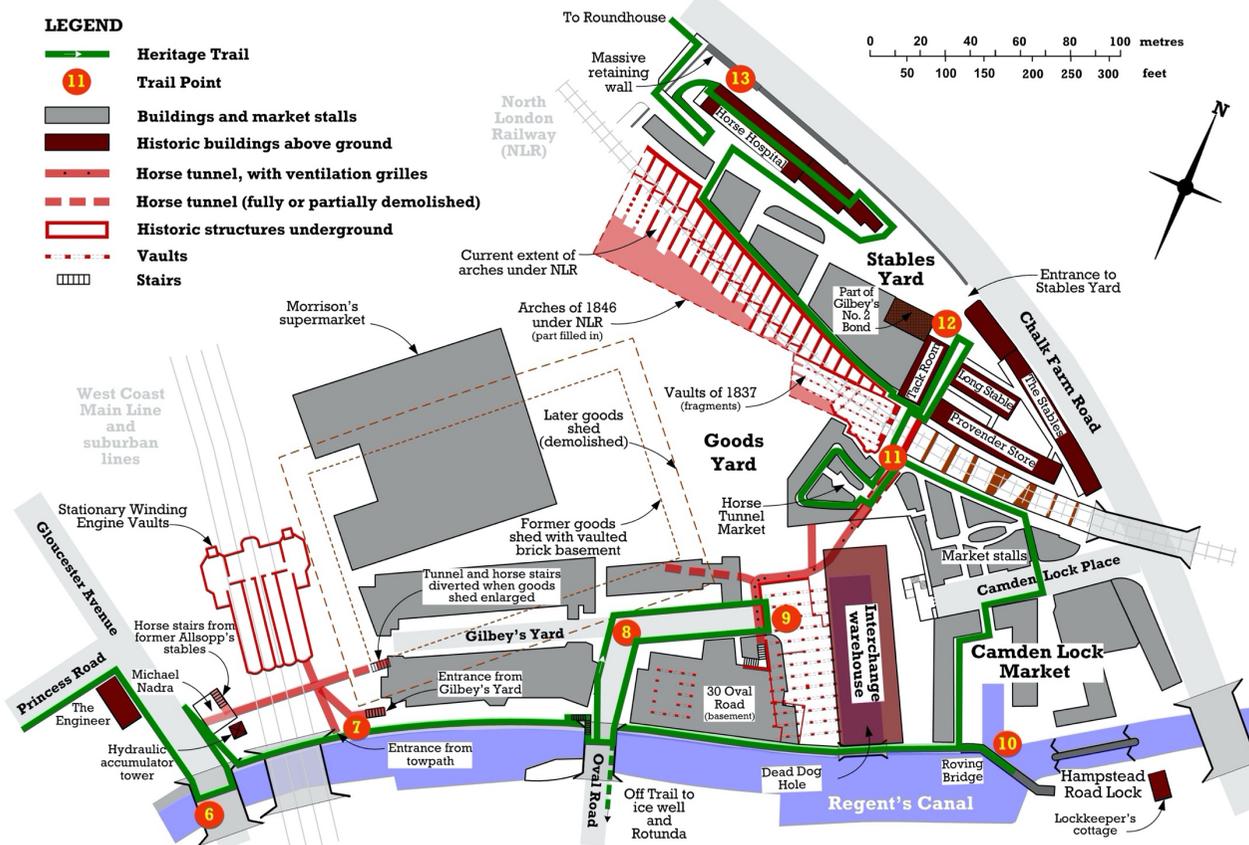
The Interchange building (Grade II), completed in 1905, was designed to facilitate transshipment between canal, rail and road and to provide storage in the magnificent warehouse on three floors above. Massive octagonal pillars support brick fire-resisting floors with solid timber floors above. Rail access was on the east side, and road access on the west, with a canal basin 210 feet long and 44 feet wide – known as 'Dead Dog Hole' – providing room for six 14 feet wide barges. A water tower at the north end serves for firefighting.



Overlooking the Canal is a new development at 30 Oval Road, that incorporates some of the façade of the former railway offices. It later became the Jim Henson Muppet Studios. The horse stairs leading to the eastern horse tunnel are just inside the social housing entrance. Rail tracks set in the granite cobbles lead from the Goods Depot towards the new building.

LEGEND

- Heritage Trail
- Trail Point
- Buildings and market stalls
- Historic buildings above ground
- Horse tunnel, with ventilation grilles
- Horse tunnel (fully or partially demolished)
- Historic structures underground
- Vaults
- Stairs



## 10 Camden Lock

*Return to Southampton Bridge*

Off Trail: Several heritage sites can be visited from here (see map). The Rotunda on Oval Road was built as a piano factory in 1851 when Camden was the centre of the piano industry. The ice well below 34-36 Jamestown Road was built in 1839 and deepened in c1846 to 100 feet to hold about 2400 tons of ice. There is an information panel at the site.

*Down steps to towpath. Along towpath to Roving Bridge*

Note vent openings in the wall alongside towpath. These serve the underground vaults west of the Interchange formerly used for storing wine and beer. The towpath crosses Dead Dog Hole by a bridge dating from 1845.

The Roving Bridge of cast iron (Grade II) also dates from 1845. From the bridge there is a fine panorama of the Lock Keeper's Cottage, Hampstead Road Lock, Camden Lock Market, The Interchange and the Regent's Canal. The stone and metal parapets and handrails are scarred by the tow ropes of barges drawn by powerful, specially trained horses out of the lock and under the bridge which takes the towpath back onto the northern side of the canal.



**Hampstead Road Lock**

The lock keeper's cottage (Grade II) on the south bank is now the Regent's Canal Information Centre and dates from c1816. It was extended and altered c1975.

Problems over water supply to the Regent's Canal led to construction of a two stage single lock with an innovative hydro-pneumatic mechanism. This was abandoned in 1818 for the conventional double lock seen today.

*To Camden Lock Market yard*

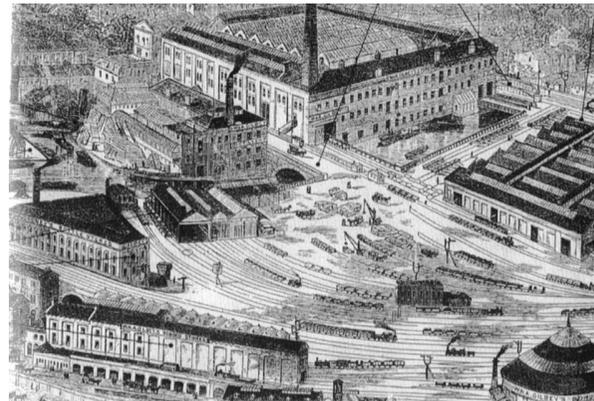
## 11 Camden Market and Gilbeys

In the early 1970s a property company bought the yard at Camden Lock and converted it to workshops let to crafts people. The creative energy released was translated at weekends into an exciting retail market that grew and spread up the high street into clothes, music, and entertainment. The five Camden markets are among the top tourist destinations in London.



*Over Camden Lock Place into passage under Gilgamesh opposite an entrance to Camden Lock.*

'Gilgamesh' occupies the site of Gilbey's bottling works, a very large industrial building destroyed by fire in 1985. Two bas-relief panels above head height represent the Gilbey's bottling plant (with an inset panel of Stables Yard), and the Goods Depot at its 1890s height (see picture below).



W&A Gilbey Ltd, formed in 1857 as importers of cheap wine, was by 1914 the major employer in the area and the world's largest drinks firm. Its premises in Camden covered a floor area of 20 acres with the bottle and bonded warehouses capable of storing 800,000 gallons. Daily a whole train, the Gilbeys Special, left for the north.

## 12 Stables Yard

*Continue under Gilgamesh and turn left along arches under NLR, now market stalls. Turn left at end of passage into Horse Tunnel Market*

Here the eastern horse tunnel emerges into Stables Yard. The last 40 yards have been renovated.

*Exit Horse Tunnel Market via arch under NLR*

The long narrow vaults on the left are the oldest, dating from the opening of the Goods Depot in 1839. They connected with the 1855 horse tunnel at the south end and were used by Gilbeys as bonded storage. Parts were filled in for the car park above and other parts demolished.

*Continue into Stables Yard*

In 1854-56 four new stable blocks were built in Stables Yard for the railway company's horses. Identified as The Stables, Long Stable, Provender Store and Tack Room on map in TP8, some retain their haylofts with pitching doors at the upper level, but others have upper floors reached by ramps that were added later. Horses were also stabled in the vaults under the NLR arches. A fifth stable block was added in 1883, and became known as the 'Horse Hospital'.

Stables Yard had a single entrance from Chalk Farm Road. At its peak, some 400-500 shire horses worked in the Depot and sidings moving goods and shunting railway wagons. A London horse's workload, including frequent trotting, required an extra allowance of oats.

Stables Yard is the largest surviving stables complex in London, and witness to the importance of the horse in the 19<sup>th</sup> and early 20<sup>th</sup> century. As late as 1938 the LMS Railway had some 2000 horses employed in the London area and had the largest stud in the UK.



**Provender Store, Tack Room and Long Stable**

13

## Horse Hospital

*Return to north side of arch under NLR and turn right along front of arches*

A complex of vaults and arches was created by the evolution of the Goods Depot. Vaults supported the 1846 wagon construction shop, which was demolished in 1854-6 when the NLR was moved northwards. They were later used for stabling and then became part of Gilbey's bonded stores. Named the Catacombs (see photo), they included the 1846 vaults, 1855 extensions as railway arches and surface extensions, as 'coal drops', into Stables Yard.



Development, completed in 2009, has seen the coal drops removed and some of the deeper vaults closed. The 1846 arches have been restored using salvaged bricks that have been cleaned and will revert to a darker tone over time. The Catacombs remain a captivating feature of Stables Yard.

*Into Stables Yard and around Horse Hospital to enter on north side*

The Horse Hospital (Grade II) retains the original layout and furniture of loose boxes and stables at railway level, with cart sheds adapted for stables at ground level.



**Loose boxes in Horse Hospital**

A massive retaining wall was built along Chalk Farm Road to resist the pressure from fill deposited to raise the level of the Goods Depot, reaching 6ft 9in thickness at its base.

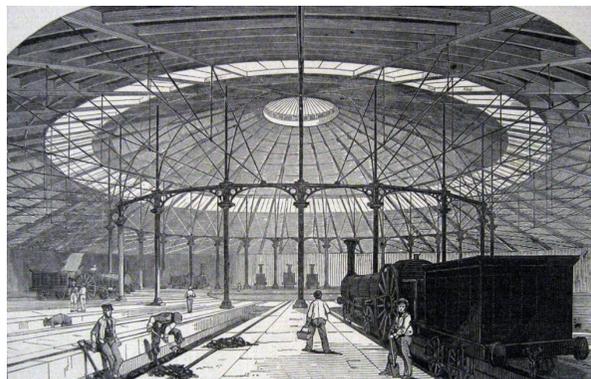
*Exit Horse Hospital; descend curved ramp to ground level.*

14

## The Roundhouse

*Exit Stables Yard to Chalk Farm Road. Along Chalk Farm Road to Roundhouse*

The Roundhouse (Grade II\*), 160 feet in diameter, was designed as an engine shed around a turntable for goods locomotives by Robert Dockray in 1846 under Robert Stephenson as Chief Engineer. The first example of a truly circular engine house, it was much admired in its day.

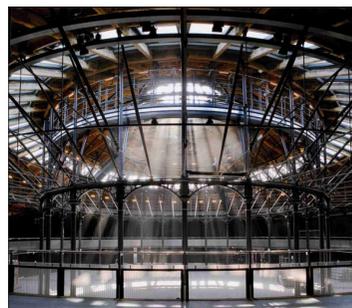


**'The New Great Circular Engine House', 1847**

The building could hold 23 engines, one between each pair of columns, with the 24<sup>th</sup> track left clear for entrance and exit. In the centre was a turntable 36 feet in diameter onto which engines ran to be turned into their berths. Below were brick vaults, founded at natural ground level, that raised the turntable and engine storage bays to the railway level.

The Roundhouse was taken out of service on strategic grounds in 1855 to permit replanning and enlargement of the Goods Yard. It became a store for corn and potatoes, and in 1869 was leased to Gilbeys as a bonded warehouse for spirits. Gilbeys used the warehouse for almost 100 years, till 1964.

The Roundhouse has been a centre of the performing arts intermittently for over 40 years. It has recently undergone a comprehensive £30M restoration and development to create a major performance space at railway level and creative centre for young people at street level.



The walk can be rounded off by a stop at Marine Ices on the east side of Chalk Farm Road, where the best Italian ice cream in North London has been sold for 70 years. You are now a stone's throw from Chalk Farm underground station.

## Stephenson Walk

Camden Railway Heritage Trail is a long-term project with the aim of linking heritage sites to create a fascinating walk through our social and industrial past. Associated with this aim is the restoration and preservation of the sites, and provision of public access and information about the sites.

With Camden Lock and Stables Market on the route, the Trail not only offers a heritage experience but also traverses some of London's most vibrant attractions.

The ongoing reconfiguring of the former Camden Goods Station area creates a unique opportunity for new routes through the area that serve the wider community. Stephenson Walk uses this opportunity to provide a car-free through route for pedestrians, cyclists and wheelchair users from Oval Road and the Regent's Canal towpath to Regent's Park Road bridge, as shown on the map at the end of this guide.

The Walk will create new links between communities as well as providing access to the heritage facilities along the Walk, notably the Winding Engine Vaults and, with a possible extension to Primrose Hill Road, Primrose Hill Tunnel east portal



**Stephenson Walk looking south to Winding Vaults Visitor Centre**

Stephenson Walk uses the redevelopment opportunity to celebrate one of our greatest engineers. Robert Stephenson was closely involved with the area for a decade (see below) and will have walked the route innumerable times while planning the London & Birmingham Railway and supervising its construction.

# London & Birmingham Railway

The London & Birmingham Railway (L&BR) was London's first main line and the largest civil engineering project yet attempted in the country. It was the first railway of any length, and the first that really changed the travel and commercial habits of the British people.

The experience gained formed the basis of much of the general development of civil engineering in Britain and established the construction technology of the railway age. It also precipitated the railway mania of the 1840s.

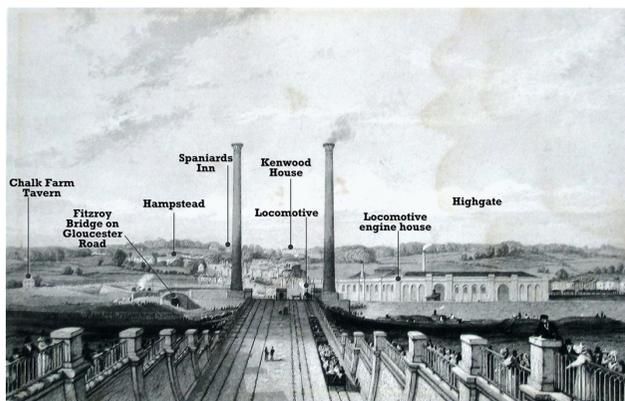
Robert Stephenson, son of George Stephenson, was appointed engineer-in-chief for the whole line in September 1833. He was not yet thirty. He lived from 1834 to 1843 in a house then called 5 Devonshire Place, on the west side of Haverstock Hill, at the corner of Belsize Grove. His wife, Frances, died there and is buried in Hampstead churchyard.



The first sod for the L&BR was cut at Chalk Farm on 1 June 1834. Difficult ground conditions on the Primrose Hill contract, including the tunnel and deep approach cutting, bankrupted the contractor. The work had to be taken over by Robert Stephenson himself, the company using direct labour.

The Regent's Canal had to be crossed at a height that allowed boats to pass below; the ground at Camden Depot therefore had to be raised, while that at Hampstead Road and six other road crossings had to be lowered for rail tracks to pass under the roadways.

Stationary winding engines, housed in vaults beneath the rail tracks, pulled the trains up the Camden Incline from Euston to Camden Town. The picture shows a train, detached from its locomotive, descending to Euston under gravity, controlled by a brakeman or 'bankrider'.



Camden Incline and Stationary Engine Chimneys c1838

Later railways in the Camden area were to avoid the steep gradient imposed by the Canal either by going under it, as at Kings Cross, or by raising the rail terminus on arches, as at St. Pancras.

Only passengers went as far as Euston. Camden handled all freight, which was transferred to road for distribution around London, or to the Regent's Canal for transport to and from London docks.



The Station at Euston Square, 1837

The Euston to Boxmoor section opened in July 1837. The through line from London to Birmingham opened for public service on 17 September 1838. In 1837 there were three trains a day going north from Euston pulled by small and slow locomotives.

First class passengers travelled in comfortable covered coaches but third class wagons were open, without windows, curtains or cushions on the seats. Both forms can be seen in the figure, showing Euston Station in 1837. Third class was stopped in October 1837 to be resumed three years later with third class trains and closed carriages.

In 1846 the London & Birmingham Railway (L&BR) amalgamated with several other companies to become the London & North Western Railway (LNWR), the largest of the Victorian era companies.

Revival of interest in the L&BR will be stimulated if the remains of the demolished Euston Arch that have been recovered can be incorporated into the layout of gardens in Euston Square, fronting the redevelopment of Euston Station that is planned for HS2. This would create a powerful reminder of one of the most infamous acts of heritage destruction.

The 1837 Doric propylaeum designed by Philip Hardwick was described by John Betjeman as the finest arch of its type in the world. The gateway to London's first mainline station, and heralding the new era of travel, its scale was symbolic of the exuberance of the steam age as captured by JC Bourne in 1838.



## Camden Railway Heritage Trust

Camden Railway Heritage Trust (CRHT) is a charity promoting, for public benefit, the preservation and restoration of the railway and associated heritage, access to the heritage and the education of the public in the broad appreciation of the social and industrial history of the area.

Projects include restoration of Primrose Hill Tunnel east portals and stationary winding engine vaults, creation of a Railway Heritage Trail, and Stephenson Walk, a pedestrian walkway and cycleway that follows the line of the railway Stephenson built.

For pocket Trail Guides and for information contact:

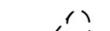
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Camden Railway Heritage Trust  
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# Camden Railway Heritage Trail

## LEGEND

-  Main Road
-  Minor Road
-  Railway
-  Canal
-  Footpath
-  Underground
-  Heritage Trail
-  Bridge
-  PH
-  Viewpoint
-  Church
-  Places of Interest
-  Vaults and Catacombs
-  Horse Tunnel
-  Trail Point
-  Stephenson Walk

