

LONDON BRIGHTON AND SOUTH COAST RAILWAY.

NOTICE TO THE OFFICERS AND SERVANTS
OF THE

LONDON BRIGHTON AND SOUTH COAST
AND
SOUTH EASTERN AND CHATHAM RAILWAYS.

OPENING OF NEW LINES

BETWEEN

SOUTH CROYDON, STOATS NEST & EARLSWOOD.

The New Lines between South Croydon, Stoats Nest and Earlswood will be opened for Traffic on Sunday, November 5th, at 6.0 a.m., when the following New and Altered Points and Signals, with the exception of the Signals, &c., at Star Lane Quarry and Worsted Lane, will be brought into use:—

SOUTH CROYDON STATION.

The Facing Crossover Road between Down and Up Local Lines will be done away with.



The existing Down Local Distant Signal will be replaced by a new Down Local Distant Arm fixed under the East Croydon South Box Down Local Advanced Starting Signal.

1. East Croydon South Box Down Local Advanced Starting Signal.
2. South Croydon Station New Down Local Distant Signal.

As seen from Down Local
Trains leaving New
Croydon Station.



The existing Down Local Home Bracket Signal will be replaced by a New Signal erected on same site on Up Local side of Line.

1. Down Local Home Signal.
2. Down Local Distant for South Croydon Junction.

As seen from Down Local
Trains approaching
South Croydon Station.

New Catch Points laid in Down Siding No. 1 to Up Local will be brought into use, together with new Ground Disc Signals at each end.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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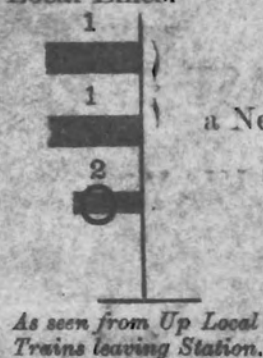
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SOUTH CROYDON STATION—*continued.*

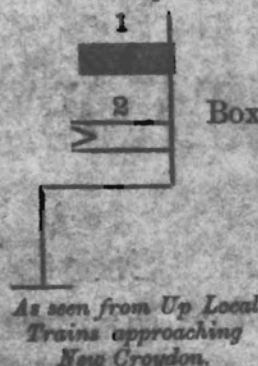
New Ground Disc Signals at each end of No. 2 Siding Points; the existing ringed-arm Signal will be removed.

New Ground Disc Signal at South end of Crossover Road between Up and Down Local Lines.



The Old Up Local Starting Bracket Signal will be replaced on same site by a New Up Local Starting Signal with high and low Arms and Lights.

1. Up Local Starting Signal.
2. Up Local Shunting Signal (stands normally blind).



New Up Local Advanced Starting Arm, fixed over East Croydon South Box Up Local Distant Signal.

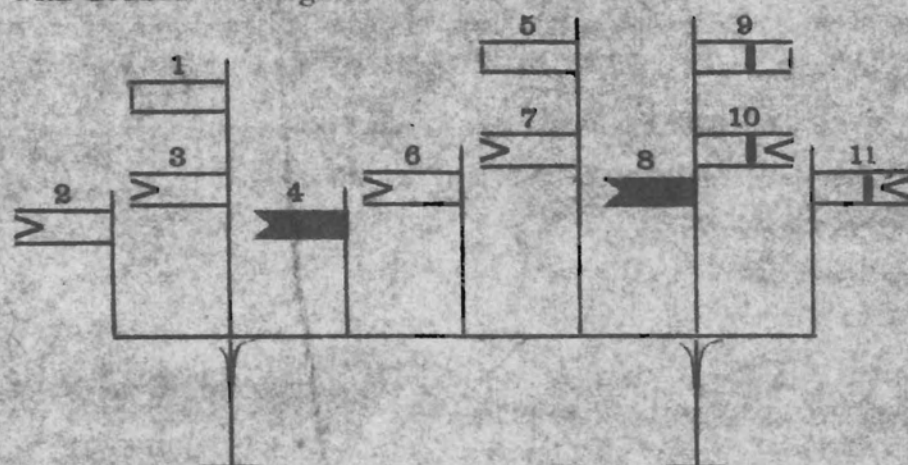
1. New Up Local Advanced Starting Signal.
2. Existing East Croydon South Box Up Local Distant.

SOUTH CROYDON JUNCTION.

The Old Signal Box will be removed and the existing Points and Signals which will be worked from a New Box, erected in the Fork between Down Main and Up Oxted Lines, will be brought into use, together with the following New Signals and Points.

A New Double Junction with Facing Points on Down Main and Up Local Lines, laid in on Main Line, 32 yards South of Down Relief Trailing Points, will be brought into use, and all Drivers of Trains when running from Up Local Line to Up Main Line must reduce speed to 15 miles an hour.

New Crossover Road between Up and Down New Local Lines at South end of Station, with Ground Disc Signals each end.

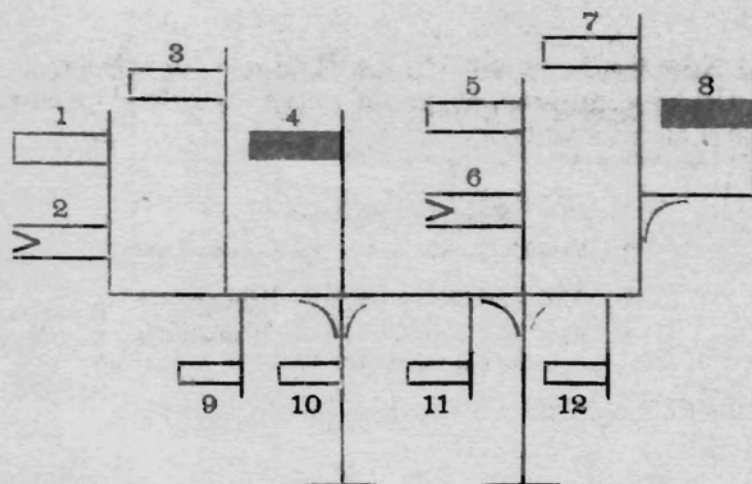


As seen from Down Main and Relief Line Trains approaching South Croydon Station.

New Down Inner Distant Signal Arms, on existing group of Down Home Signals, will apply for New Down Local Line from Down Main and Down Relief Lines.

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Existing Down Relief Home Signal. 2. Existing Down Relief Inner Distant Signal for Down Oxted Line. 3. Existing Down Relief Inner Distant Signal for Down Main Line. 4. New Down Relief Inner Distant Signal for Down Local Line. 5. Existing Down Main Home Signal. | <ol style="list-style-type: none"> 6. Existing Down Main Inner Distant Signal for Down Oxted Line. 7. Existing Down Main Inner Distant Signal for Down Main. 8. New Down Main Inner Distant Signal for Down Local Line. 9. Existing Up Main Starting Signal. 10, 11. Existing East Croydon South Up Main Distant Signals. |
|---|--|

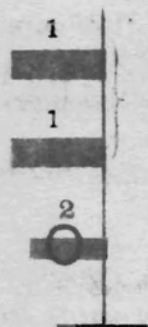
SOUTH CROYDON JUNCTION—continued.



New Down Starting Signal Arms, fixed on existing group of Down Starting Signals, which will apply for New Down Local Line from Down Main and Relief Lines.

As seen from Down Main and Relief Trains departing from South Croydon Station.

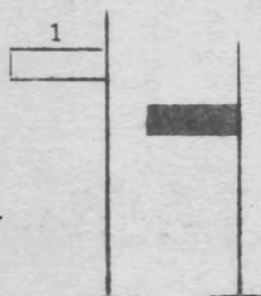
- | | |
|--|--|
| 1. Existing Down Relief Starting Signal to Oxted Line. | 5. Existing Down Main Starting Signal to Oxted Line. |
| 2. Existing Selsdon Road Down Relief Distant Signal. | 6. Existing Down Selsdon Road Main Distant Signal. |
| 3. Existing Down Relief Starting Signal to Down Main Line. | 7. Existing Down Main Starting Signal to Down Main Line. |
| 4. New Down Relief Starting Signal to Down Local Line. | 8. New Down Main Starting Signal to Down Local Line. |
| | 9, 10, 11, 12. Existing Repeating Arms. |



New Down Local Starting Signal with high and low Arms and Lights, erected at end of Down Local Platform.

- | |
|---|
| 1. New Down Local Starting Signal. |
| 2. New Down Local Shunt Signal (stands normally blind). |

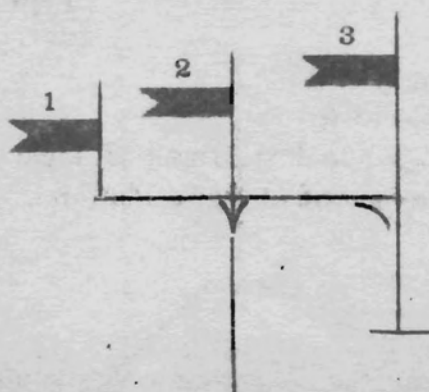
As seen from Down Local Trains departing from South Croydon Station.



New Down Local Advanced Starting Signal, erected on same site as Down Main Advanced Starting Signal.

- | |
|---|
| 1. Existing Down Main Advanced Starting Signal. |
| 2. New Down Local Advanced Starting Signal. |

As seen from Down Main and Local Trains approaching Purley Oaks Station.

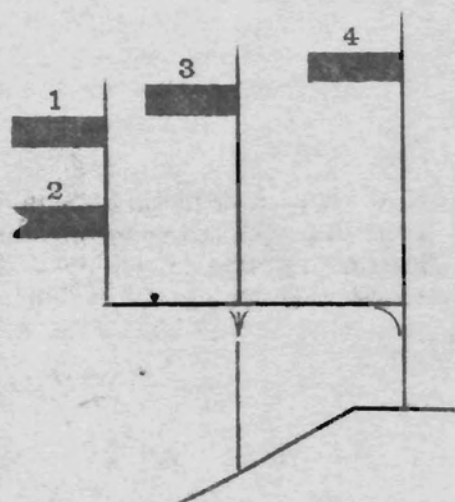


New Up Main and Up Local Distant Signals, erected on Up side of Line, 800 yards from Up Main and Up Local Home Signals.

- | |
|---|
| 1. New Up Local Distant Signal. |
| 2. New Up Local Distant Signal to Up Main Line. |
| 3. New Up Main Distant Signal. |

As seen from Up Main and Local Trains approaching South Croydon Station.

SOUTH CROYDON JUNCTION—continued.



As seen from Up Main and Local Trains approaching South Croydon Station.

New Up Main and Up Local Home Signals erected on Up Side of Line, 50 yards South of New Up Local Line Facing Points.

1. New Up Local Home Signal.
2. New Up Local Station Box Distant Signal.
3. New Up Local to Up Main Home Signal.
4. New Up Main Home Signal, in place of the old one removed.

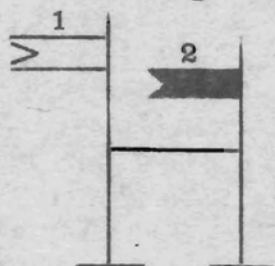
PURLEY OAKS STATION.

A New Station with Platforms for Trains running on the Up and Down Local Lines only, together with the following New Signals and Points, worked from Purley Oaks New Signal Box, will be brought into use.

New Crossover Road between Up and Down Main Lines, at South end of Station, with Ground Disc Signals at each end.

New Crossover Road with Catch Points between Up Main and Down Local Lines, at South end of Station, with Ground Disc Signals at each end.

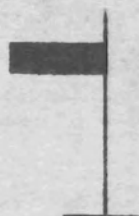
New Crossover Road between Up and Down Local Lines, at South end of Station, with Ground Disc Signals at each end.



As seen from Down Main and Local Trains approaching Purley Oaks Station.

New Down Local Distant Signal erected on Down Side of Line on same site as Down Main Distant Signal, 800 yards from Down Local Home Signal.

1. Existing Down Main Distant Signal.
2. New Down Local Distant Signal.



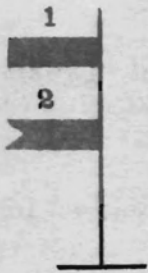
As seen from Down Local Trains approaching Purley Oaks Station.

New Down Local Home Signal erected between Down Local and Up Main Lines, 85 yards from Station.



As seen from Down Local Trains departing from Purley Oaks Station.

New Down Local Starting Signal with high and low Arms and Lights, erected between Down Local and Up Main Lines at end of Down Platform.

PURLEY OAKS—continued.

New Down Local Advanced Starting Signal erected on Up Local side of Line, 270 yards South of Signal Box.

1. New Down Local Advanced Starting Signal.
2. New Down Local Purley North Box Distant Signal.

*As seen from Down Local
Trains approaching
Purley Station.*

NOTE.—See Purley North for Up Local Distant Signal.



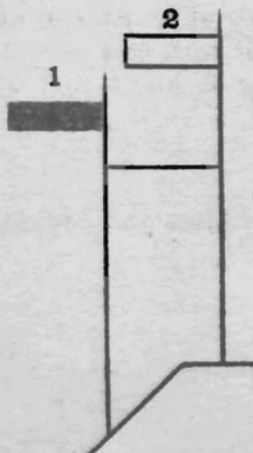
New Up Local Home Signal erected on Up Local side of Line, 80 yards South of Local Crossover Road.

*As seen from Up Local
Trains approaching
Purley Oaks Station.*



New Up Local Starting Signal with high and low Arms and Lights, erected on Up side of Local Line at end of Up Platform.

*As seen from Up Local
Trains departing from
Purley Oaks Station.*



New Up Local Advanced Starting Signal erected on Up Local side of Line, 300 yards from Up Local Starting Signal.

1. New Up Local Advanced Starting Signal.
2. Existing Up Main Advanced Starting Signal.

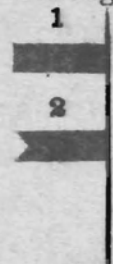
*As seen from Up Local and
Main Trains approaching
South Croydon Junction.*

PURLEY.

A new Local Station with Up and Down Lines and Platforms will be opened for use.

PURLEY NORTH BOX.

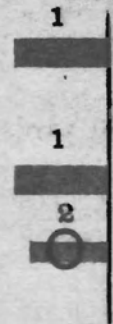
New Crossover Road between Up and Down Local Lines, at North end of Station, with Ground Disc Signals at each end, will be brought into use, and worked from the existing North Signal Box, together with the following new Signals:—



New Down Local Home Signal, erected on Up Local side of Line, 190 yards from North Signal Box.

1. New Down Local North Box Home Signal.
2. New Down Local South Box Distant Signal.

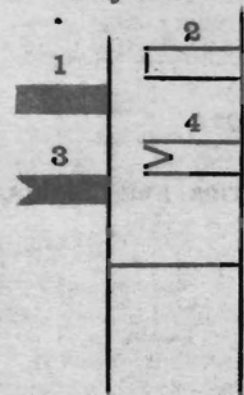
*As seen from Down Local
Trains approaching
Purley Station.*



New Up Local Starting Signal with high and low Arms and Lights, erected on Up Local side of Line, at end of Up Local Platform.

1. Up Local Starting Signal.
2. Up Local Shunt Signal (stands normally blind).

*As seen from Up Local
Trains departing from
Purley Station.*



New Up Local Advanced Starting Signal, erected on Up Local side of Line, 340 yards from Local Crossover Road.

1. New Up Local Advanced Starting Signal.
2. Existing Up Main Advanced Starting Signal.
3. New Up Local Purley Oaks Distant Signal.
4. Existing Up Main Purley Oaks Distant Signal.

*As seen from Up Local and
Main Line Trains approach-
ing Purley Oaks Station.*

PURLEY SOUTH BOX.

The following New Points and Signals will be brought into use, and worked from the existing South Box.

A New Crossover Road between Up Local and Up Main Line Siding at South end of Station, with Slip Points on Down Local Line with Ground Disc Signals at each end.

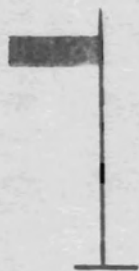
New Crossover Road between Up Local Line and Up Local Siding at South end of Station, with Ground Disc Signals at each end.



New Down Local Starting Signal with high and low Arms and Lights, erected at end of Down Platform.

1. New Down Local Starting Signal.
2. New Down Local Shunt Signal (stands normally blind).

*As seen from Down Local
Trains departing from
Purley Station.*

PURLEY SOUTH BOX.—continued.

New Down Local Advanced Starting Signal, erected between Down Local and Up Main Lines, 390 yards South of Local Crossover Road.

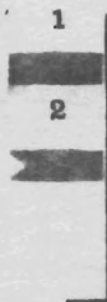
*As seen from Down Local
Trains approaching
Stoats Nest.*



New Up Local Distant Signal, erected on same site as Up Main Distant Signal, 880 yards from Up Home Signal.

1. New Up Local Distant Signal.
2. Existing Up Main Distant Signal.

*As seen from Up Local and Main
Trains approaching Purley
Station.*



New Up Local Home Signal erected on Up Local side of Line, 100 yards from South Box.

1. New Up Local Home Signal.
2. New Up Local North Box Distant Signal.

*As seen from Up Local Trains
approaching Purley
Station.*

STOATS NEST.**STOATS NEST NORTH BOX.**

The existing Up Distant Signal will be removed, and fixed on the same posts carrying Main and Through, Central Box Up Home Signals.

The existing Up Main Home Signal will be renewed on same site.

The Down Main Starting Signal will be abolished.

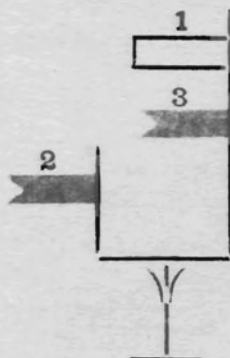
The Down Main Advanced Starting Signal will be moved further out, and worked from Central Box.

STOATS NEST CENTRAL BOX—MAIN LINE.

A New Junction, with Facing Points on Down Main Line laid in 10 yards North of New Local Station, and worked from the New Central Box, together with the following New Points and Signals, will be brought into use.

New Crossover Road leading from Down Siding to Down Main Line, North of New Junction, with Ground Disc Signals at each end.

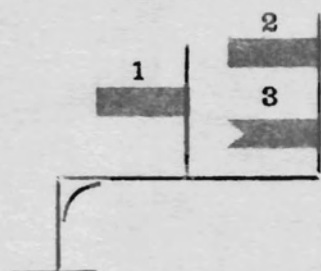
New Crossover Road leading from Down Siding to Down Main Line, South of New Junction, with Ground Disc Signals at each end.



As seen from Down Main Line Trains approaching Stoats Nest Central Junction.

New Down Main Distant Signals fixed under Stoats Nest North Box Down Main Home Signal.

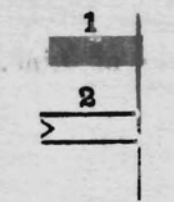
1. North Box existing Down Main Home Signal.
2. Central Box Down Main Distant Signal.
3. Central Box Down Main to Through Distant.



As seen from Down Main Line Trains approaching Stoats Nest Central Junction.

New Down Main Home Signals erected on Down Side of Line, 120 yards North of Stoats Nest New Central Junction.

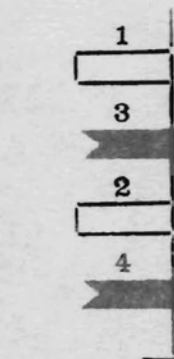
1. Central Box Down Main Home Signal.
2. Central Box Down Main to Through Home Signal.
3. South Box Down Through Distant Signal.



As seen from Down Main Line Trains approaching Coulsdon Station.

New Down Main Line Starting Signal erected on Down Side of Line, 380 yards South of Stoats Nest New Central Junction.

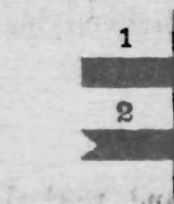
1. Central Box Down Main Starting Signal.
2. Coulsdon Down Distant Signal.



As seen from Up Main Line Trains leaving Coulsdon Station.

Central Box New Up Main Distant Signal with high and low Arms and Lights, fixed on Coulsdon existing Up Starting Signal Post.

- 1, 2. Coulsdon Up Starting Signal.
- 3, 4. Stoats Nest Central Box Up Main Distant Signal.

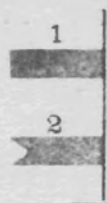


As seen from Up Main Line Trains approaching Stoats Nest Junction.

New Up Main Home Signal erected on Up Side of Main Line, 150 yards South of Stoats Nest Central Junction.

1. Central Box Up Main Home Signal.
2. North Box Up Main Distant Signal.

STOATS NEST CENTRAL BOX—MAIN LINE.—*continued.*



New Through to Up Main Home Signal, erected on Up Side of Through Line, 150 yards North of Stoats Nest Central Junction.

1. Central Box, Through to Up Main Home Signal.
2. North Box, Through to Up Main Distant Signal.

As seen from Up Through Trains approaching Stoats Nest Junction.

STOATS NEST.

The New Station at Stoats Nest will have Up and Down Local Line Platforms for Trains terminating at Stoats Nest, also Platforms for Up and Down Through Line Trains running via the Local Lines only.

STOATS NEST CENTRAL BOX—LOCAL LINE.

A new Station with Up and Down Local Lines, and Nos. 1 and 2 Bay Lines, and Middle Siding on Up Side of Line, and connected to Local Line, with Facing Points 40 yards North of new Central Box will be brought into use, together with the following Points and Signals, at the North end of the Station.

New Scissors Crossing, laid in 100 yards North of New Central Box, with Down Facing and Up Facing and Down Trailing and Up Trailing Points on Local Line, together with Ground Disc Signals at each end of Trailing Points of Scissors Crossing.

New Connection leading from Up Local to No. 2 Bay, with a Ground Disc Signal for Shunting from Up Local to No. 2 Bay.

New Crossover Road between No. 2 Bay and Middle Siding, with a Ground Disc Signal for Shunting from Middle Siding to No. 2 Bay.

New Crossover Road between No. 1 Bay and Up Siding, with Ground Disc Signal at each end.

New Crossover Road between No. 1 Bay and Middle Siding, with Ground Disc Signal at each end.

New Crossover Road between No. 1 Bay and Up Local Siding, with Slip Points leading into Horse and Carriage Dock, with Ground Disc Signals at each end.



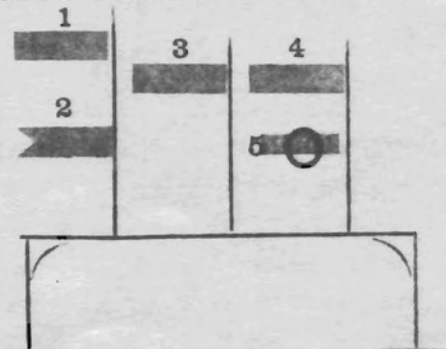
New Down Local Distant Signal, erected on Up Local Side of Line, 800 yards from Down Local Outer Home Signal.

As seen from Down Local Line Trains approaching Stoats Nest Station.



New Down Local Outer Home Signal erected between Down Local and Up Main Lines, 400 yards from Down Local Inner Home Signal.

As seen from Down Local Line Trains approaching Stoats Nest Station.



As seen from Down Local Line Trains approaching Stoats Nest Station.

New Down Local Inner Home Signals erected over Local Lines, 50 yards North of Down Local Facing Points.

1. Central Box Down Local Inner Home Signal to Through Line.
2. South Box Down Through Distant Signal.
3. Central Box Down Local Inner Home Signal to No. 2 Bay.
4. Central Box Down Local Inner Home Signal to No. 1 Bay.
5. Central Box Down Local Shunt to Middle Siding (stands normally blind).

STOATS NEST CENTRAL BOX—LOCAL LINE.—continued.



Up Starting Signal, No. 1 Bay to Local Line, erected at the North end of the Platform.

1. Up Starting Signal from No. 1 Bay to Local Line.
2. Shunt Signal from No. 1 Bay to Up Local Line, or Up Local Siding (stands normally blind).

*As seen from Up Local Line
Trains leaving Stoats
Nest Station.*



Up Starting Signal No. 2 Bay to Local Line erected at North end of Platform.

1. Up Starting Signal to Local Line from No. 2 Bay.
2. Shunt Signal to Up Local Line or Middle Siding from No. 2 Bay (stands normally blind).

*As seen from Up Local Line
Trains leaving Stoats
Nest Station.*



New Up Local Starting Signal with high and low Arms and Lights, erected at North end of Up Through Platform.

1. Up Local Starting Signal from Through Line Platform.
2. Up Local Shunt Signal from Through Line Platform (stands normally blind).

*As seen from Up Local Line
Trains leaving Stoats
Nest Station.*



New Up Local Advanced Starting Signal, erected on Up Local side of Line, 400 yards from Central Box.

*As seen from Up Local Line
Trains leaving Stoats
Nest Station.*

STOATS NEST SOUTH BOX (THROUGH AND LOCAL LINES).

A new Junction leading from New Through to Local Lines, with Facing Points on Up Through Line, laid in 200 yards South of Stoats Nest Station, will be brought into use and worked from New South Box, erected 45 yards from New Junction, together with the following Points and Signals:—

New Crossover Road from Down Through Line to Carriage and Goods Siding, with Ground Disc Signals at each end.

New Crossover Road between Up and Down Local Lines at end of Platform, with Ground Disc Signals at each end.

Temporary Catch Points laid in, 20 yards North of South Box, on Up Local Line.



Down Local to Through Starting Signal with high and low Arms and Lights, erected on Down Local Side of Line at end of Platform.

*As seen by Down Local Line
Trains leaving Stoats
Nest Station.*

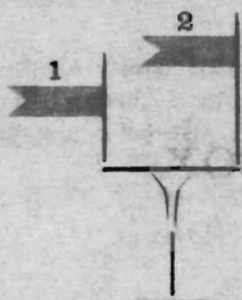
STOATS NEST SOUTH BOX (THROUGH AND LOCAL LINES)—contd.

New Down Through Line Starting Signal erected on Down Side of Through Line, 110 yards South of Stoats Nest Station.

*As seen from Down Through
Trains leaving Main
Line.*

New Down Through Line Advanced Starting Signal erected on Down Side of Line, 260 yards from South Junction.

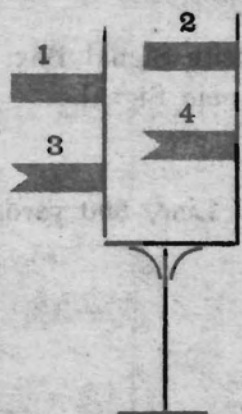
*As seen from Down Through
Trains approaching Star
Lane Intermediate Box.*



New Up Through Line Distant Signals erected on Up Side of Line, 800 yards from Up Through Home Signals.

1. Up Through Distant Signal to Local Line.
2. Up Through Distant Signal to Main Line.

*As seen from Up Through Trains
approaching Stoats Nest.*



New Up Through Line Home Signals erected on Up side of Line, 140 yards from South Box Junction.

1. South Box Up Through to Local Home Signal.
2. South Box Up Through to Main Home Signal.
3. Central Box Up Through to Local Distant Signal.
4. Central Box Up Through to Main Distant Signal.

*As seen from Up
Trains approaching
Stoats Nest.*

STOATS NEST SHUNTING BOX.

A New Signal Box erected at the South end of Bay No. 1, from which the various Points leading into the Goods and Carriage Sidings will be worked, will be brought into use, together with the following Signals:—

A Ground Disc Signal fixed at North end of Crossover Road in Bay No. 2 will apply for shunting from Bay No. 2 into Goods Yard or Sidings.

Ground Disc Signal fixed between Middle Road and Bay No. 1 will apply for shunting into Goods Yard or Sidings.

Double Ground Disc Signal fixed at South end of Crossover Road leading from Goods Yard will apply for shunting to Bays Nos. 1 or 2, or Middle Siding.

STOATS NEST SHUNTING BOX—*continued.*

Ground Disc Signal fixed in No. 6 Siding will apply for Shunting Out.

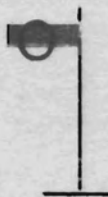
Ground Disc Signal fixed at North end of long Crossing leading from Middle Siding to Down Through.

Catch Points are provided at South end of Bays Nos. 1 and 2.



New Shunting Signal fixed at South end of Bay No. 1.

As seen from Trains shunting into Goods or Carriage Sidings.



New Shunting Signal fixed at South end of Bay No. 2.

As seen from Trains shunting in'to Goods or Carriage Sidings.

STAR LANE INTERMEDIATE BOX.

This Signal Box and Signals are not yet completed; further notice will be given when they are ready for use.

A New Intermediate Signal Box erected on Down Side of Through Line, 1 mile 70 chains from Stoats Nest South Box, will be brought into use, together with the following New Points and Signals:—

New Crossover Road between Up and Down Lines, laid in opposite Signal Box.

Runaway Catch Points on Down Line, 550 yards from Down Home Signal.



New Down Distant Signal erected on Down Side of Line, 800 yards from Down Home Signal.



New Down Home Signal erected on Down Side of Line, 75 yards North of Signal Box.



New Down Starting Signal erected on Down Side of Line, 275 yards South of Signal Box.



New Up Distant Signal erected on Up Side of Line, 800 yards from Up Home Signal.

STAR LANE INTERMEDIATE BOX—continued.

New Up Home Signal erected on Up Side of Line, 75 yards South of Signal Box.



New Up Starting Signal erected on Up Side of Line, 275 yards North of Signal Box.

QUARRY INTERMEDIATE BOX.

This Signal Box and Signals are not yet completed; further notice will be given when they are ready for use.

A New Intermediate Signal Box erected on Down Side of Line, South end of New Tunnel, 1 mile 66 chains from Star Lane Intermediate, will be brought into use, together with the following new Points and Signals:—

New Crossover Road between Up and Down Lines, laid in opposite Signal Box.



New Down Distant Signal fixed in Tunnel between Up and Down Lines, 800 yards from Down Home Signal.



New Down Home Signal erected on Down Side of Line, 75 yards North of Signal Box.



New Down Starting Signal erected on Down Side of Line, 275 yards South of Signal Box.



New Up Distant Signal erected on Up side of Line, 800 yards from Up Home Signal.



New Up Home Signal erected on Up side of Line, 180 yards South of Signal Box.

QUARRY INTERMEDIATE BOX—continued.

New Up Starting Signal erected on Up side of Line, 170 yards North of Signal Box.

WORSTED GREEN INTERMEDIATE BOX.

This Signal Box and Signals are not yet completed; further notice will be given when they are ready for use.

A new Intermediate Signal Box erected on Down side of Line, 1 mile 23 chains North of Redhill Goods Box, will be brought into use, together with the following new Signals and Points:—

New Crossover Road between Up and Down Lines, laid in opposite Signal Box.

Runaway Catch Points, laid in on Up Line, 264 yards South of Up Distant Signal.



New Down Distant Signal erected on Down side of Line, 950 yards from Down Home Signal.

New Down Home Signal erected on Down side of Line, 75 yards North of Signal Box.

New Down Starting Signal erected on Down Side of Line, 275 yards South of Signal Box.

New Up Distant Signal erected on Up side of Line, 800 yards from Up Home Signal.

New Up Home Signal erected on Up side of Line, 75 yards South of Signal Box.

New Up Starting Signal erected on Up side of Line, 275 yards North of Signal Box.

REDHILL GOODS BOX.

The existing Signal Box will be removed and a New Signal Box erected opposite old site, between Up Through and Down Main Lines, will be brought into use, together with the following New and Altered Points and Signals:—

The existing Points and Signals on Main Line will also be worked from the New Signal Box.

New Crossover Road with Slip Points, laid in between New Up and Down Through Lines, and New Down Siding with Ground Disc Signal at South end and Double Ground Disc Signal at North end.

New Crossover Road between Down Through Line and Down Siding with Ground Disc Signal at each end.



New Down Through Line Distant Signal erected on Down side of Line, 800 yards from Down Through Line Home Signal.

*As seen from Down Through
Trains approaching
Redhill Goods.*



New Down Through Line Home Signal erected between Down Line and Down Siding, 50 yards North of Crossover Road.

1. Redhill Goods Down Through Home Signal.
2. Earlswood Junction Down Through Distant Signal.

*As seen from Down Through
Trains approaching
Redhill Goods.*



New Up Through Line Home Signal erected between Up Through and Down Main Lines, 100 yards South of Signal Box.

*As seen from Up Through
Trains leaving
Earlswood Junction.*



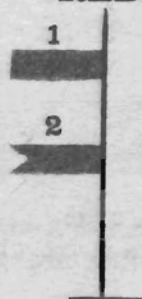
New Up Through Line Starting Signal erected on Up side of Line 200 yards North of Signal Box.

*As seen from Up Through
Trains leaving
Earlswood Junction.*

MAIN LINE SIGNALS.

The existing Down Main Distant Signal will be renewed on same site.

REDHILL GOODS BOX.—MAIN LINE SIGNALS—*continued.*



Existing Down Main Home Signal will be renewed near same site.

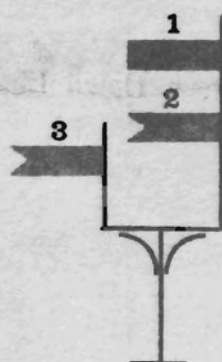
1. Redhill Goods Down Main Home Signal.
2. Earlswood Down Main Distant Signal.

*As seen from Down Main
Line Trains leaving
Redhill Junction.*



Existing Up Main Home Signal will be removed and a new Signal erected on Up Main side of Line, 110 yards South of Signal Box.

*As seen from Up Main
Line Trains leaving
Earlswood Junction.*



Existing Up Main Starting Signal and S. E. R. Up Distant Signals will be removed, and a new Signal erected on Up side of Line, 180 yards North of Signal Box.

1. Redhill Goods Up Main Starting Signal.
2. S. E. R. Redhill Up Main Distant Signal.
3. S. E. R. Redhill Up Loop Distant Signal.

*As seen from Up Main Line
Trains approaching
Redhill Junction.*

New Ground Disc Signal at North end of Crossing, from Up Main to Up Siding, North of Signal Box.

New Ground Disc Signal at North end of Crossing, from Up Main to Up Siding, South of Signal Box.

New Ground Disc Signal at each end of Main Crossover Road.

New Ground Disc Signal at South end of Crossing, from Down Main and Down Siding.

EARLSWOOD JUNCTION.

The Old Signal Box at Earlswood will be removed and a new Box erected at North end of Up Platform, from which the New Through Line Junction, and all Signals and Points will be worked and brought into use, together with the following New Points and Signals:—

New Crossover Road between New Down Through Line and Down Siding, with Ground Disc Signal at each end.

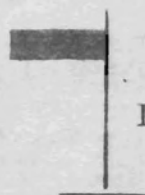
New Ground Disc Signal fixed at the New Junction Trailing Points will apply for Shunting from Down Main to New Down Sidings.

New Ground Disc Signal for Shunting from Up to Down Lines.

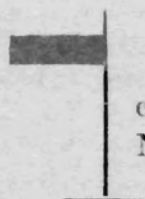
New Ground Disc Signal at each end of Crossing between Down Line and Asylum Siding.

Temporary Catch Points are laid in Up and Down New Lines North of Junction.

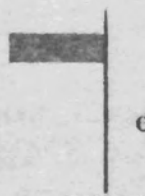
EARLSWOOD JUNCTION—continued.



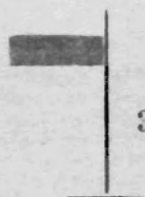
New Down Through Line Home Signal erected between Down Through Line and Down Siding, 180 yards North of New Junction.



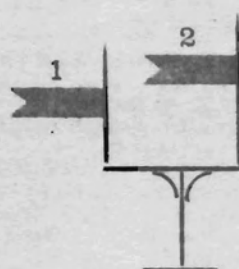
Existing Down Main Home Signal will be removed and a New Signal erected between Down Main and Up Through Lines, 180 yards North of New Junction.



Existing Down Starting Signal will be removed and a New Signal erected at end of Down Platform.



New Down Advanced Starting Signal erected on Down side of Line, 300 yards from Station.



Existing Up Distant Signal will be removed and a New Up Distant Signal erected on Up side of Line, 800 yards from Up Home Signal.

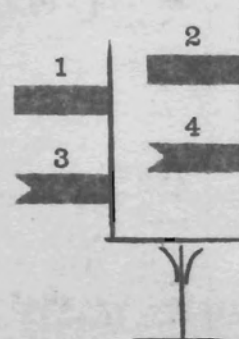
1. Up Main Distant Signal.
2. Up Through Distant Signal.

As seen from Up Trains approaching Earlswood Station.



Existing Up Home Signal will be removed and a New Up Home Signal erected on Up Side of Line, 100 yards South of Up Siding Points.

As seen from Up Trains approaching Earlswood Station.



Existing Up Starting Signal will be removed, and New Up Starting Signals erected at North end of New Signal Box.

1. Earlswood Up Main Starting Signal.
2. Earlswood Up Through Line Starting Signal.
3. Redhill Goods Up Main Distant Signal.
4. Redhill Goods Up Through Line Distant Signal.

As seen from Up Trains approaching Earlswood Junction.

ENGINE HEAD BOARDS AND LIGHTS.

	DAY ORDINARY.	DAY SPECIAL.	NIGHT ORDINARY.	NIGHT SPECIAL.
LONDON BRIDGE, WILLOW WALK and BRIGHTON (Through Line).	ONE BOARD. One White Board with two black Horizontal Bars top of Smoke Box.	TWO BOARDS. One White Board with Double Diamond top of Smoke Box. One White Board with two Black Horizontal Bars centre of Buffer Beam.	TWO LAMPS. One White Light top of Smoke Box. One Purple Light centre of Buffer Beam.	THREE LAMPS. One White Light top of Smoke Box. One Purple Light centre of Buffer Beam. One White Light off-side end of Buffer Beam.
LONDON BRIDGE, WILLOW WALK and PORTSMOUTH (via Through Line and Three Bridges).	THREE BOARDS. One White Board with Black centre top of Smoke Box. One White Board with Black centre off-side end of Buffer Beam. One White Board with two Black Horizontal Bars near side end of Buffer Beam.	FOUR BOARDS. One White Board with Black centre top of Smoke Box. One White Board with Black centre off-side end of Buffer Beam. One White Board with Double Diamond centre of Buffer Beam. One White Board with two Horizontal Bars near side end of Buffer Beam.	THREE LAMPS. One White Light centre of Buffer Beam. One White Light off-side end of Buffer Beam. One Purple Light near side end of Buffer Beam.	THREE LAMPS. One White Light top of Smoke Box. One White Light centre of Buffer Beam. One Purple Light off-side end of Buffer Beam.
LONDON BRIDGE, WILLOW WALK and HASTINGS (via Through Line, Keymer Line and Polegate direct).	THREE BOARDS. Two White Boards, one each end of Buffer Beam. One White Board, with two Black Horizontal Bars, top of Smoke Box.	FOUR BOARDS. Two White Boards, one each end of Buffer Beam. One White Board with double Diamond, top of Smoke Box. One White Board with two Black Horizontal Bars, in centre of Buffer Beam.	THREE LAMPS. One White Light top of Smoke Box. One Green Light off-side end of Buffer Beam. One Purple Light centre of Buffer Beam.	THREE LAMPS. One Green Light on each end of Buffer Beam. One Purple Light in centre of Buffer Beam.
VICTORIA, BATTERSEA YARD and BRIGHTON (via Balham Line and Through Line).	TWO BOARDS. One White Board with Black Cross top of Smoke Box. One White Board with two Black Horizontal Bars on near side end of Buffer Beam.	THREE BOARDS. One White Board with Black Cross top of Smoke Box. One White Board with double Diamond, centre of Buffer Beam. One White Board with two Black Horizontal Bars, on near side end of Buffer Beam.	THREE LAMPS. One Green Light top of Smoke Box. One Purple Light near side end of Buffer Beam. One Green Light centre of Buffer Beam.	FOUR LAMPS. One Purple Light top of Smoke Box. One White Light centre of Buffer Beam. Two Green Lights, one each end of Buffer Beam.
VICTORIA, BATTERSEA YARD and PORTSMOUTH (via Balham Line, Through Line and Three Bridges).	THREE BOARDS. One White Board with Black Cross centre of Buffer Beam. One White Board with Black Cross off-side end of Buffer Beam. One White Board with two Black Horizontal Bars near side end of Buffer Beam.	FOUR BOARDS. One White Board with Black Cross centre of Buffer Beam. One White Board with Black Cross off-side end of Buffer Beam. One White Board with double Diamond near side end of Buffer Beam. One White Board with two Black Horizontal Bars on top of Smoke Box.	THREE LAMPS. One Purple Light off-side end of Buffer Beam. One White Light centre of Buffer Beam. One Green Light near side end of Buffer Beam.	FOUR LAMPS. One Green Light top of Smoke Box. One White Light centre of Buffer Beam. One Green Light off-side end of Buffer Beam. One Purple Light near side end of Buffer Beam.
VICTORIA, BATTERSEA YARD and HASTINGS (via Balham Line, Through Line, Keymer Line and direct from Polegate).	THREE BOARDS. One White Board off-side end of Buffer Beam. One White Board with Black Cross near side end of Buffer Beam. One White Board with two Black Horizontal Bars in centre of Buffer Beam.	FOUR BOARDS. One White Board off-side end of Buffer Beam. One White Board with Black Cross near side end of Buffer Beam. One White Board with Double Diamond centre of Buffer Beam. One White Board with two Black Horizontal Bars on top of Smoke Box.	TWO LAMPS. One White Light off-side end of Buffer Beam. One Purple Light near side end of Buffer Beam.	FOUR LAMPS. One Green Light top of Smoke Box. One Purple Light centre of Buffer Beam. Two Green Lights, one each end of Buffer Beam.
KENSINGTON or LILLIE BRIDGE and NORWOOD JUNCTION (via Balham Line); also KENSINGTON or LILLIE BRIDGE and BRIGHTON (via Balham Line and Through Line).	THREE BOARDS. One White Board with Black centre each end of Buffer Beam. One White Board with two Black Horizontal Bars top of Smoke Box.	FOUR BOARDS. One White Board with Black centre each end of Buffer Beam. One White Board with Double Diamond centre of Buffer Beam. One White Board with two Black Horizontal Bars top of Smoke Box.	THREE LAMPS. One White Light top of Smoke Box. One Purple Light centre of Buffer Beam. One White Light off-side end of Buffer Beam.	FOUR LAMPS. One White Light each end of Buffer Beam. One Purple Light in centre of Buffer Beam. One White Light top of Smoke Box.
KENSINGTON to BRIGHTON (via Crystal Palace and Through Line).	...	FOUR BOARDS. One White Board with Black centre on centre of Buffer Beam. One White Board with Black centre near-side end of Buffer Beam. One White Board with double Diamond top of Smoke Box. One White Board with two Black Horizontal Bars off-side end of Buffer Beam.	...	THREE LAMPS. One White Light centre of Buffer Beam. One Green Light near-side end of Buffer Beam. One Purple Light off-side end of Buffer Beam.

ENGINE WHISTLES.

Engine Whistles at South Croydon Junction, Stoats Nest Central, Stoats Nest South, Red Hill Goods and Earlswood Junction.

SOUTH CROYDON JUNCTION.		STOATS NEST SOUTH JUNCTION.	
ROUTE OF TRAIN OR ENGINE.	No. OF WHISTLES.	ROUTE OF TRAIN OR ENGINE.	No. OF WHISTLES.
Up or Down Main Line	One.	Up or Down Through Line to Main Line ...	One.
Down Relief to Main Line	Three.	Up or Down Through Line to Local Line ...	Two.
Up or Down Main to Oxted Line... ..	Two (long).		
Down Relief Line to Oxted Line... ..	Four.		
Up or Down Local Lines	Two (short).		
New Up Local Line to Main Line ...	Five.		
Down Main or Down Relief Line to Down Local Line	Six.		
STOATS NEST CENTRAL JUNCTION.		RED HILL GOODS SIGNAL BOX.	
ROUTE OF TRAIN OR ENGINE.	No. OF WHISTLES.	ROUTE OF TRAIN OR ENGINE.	No. OF WHISTLES.
Up or Down Main Line	One.	Up or Down Main Line	One.
Up or Down Through Line	Two.	Up or Down Through Line	Two.
Up or Down Local Line	Three.		
		EARLSWOOD JUNCTION BOX.	
ROUTE OF TRAIN OR ENGINE.	No. OF WHISTLES.	ROUTE OF TRAIN OR ENGINE.	No. OF WHISTLES.
Up or Down Main Line	One.	Up or Down Main Line	One.
Up or Down Through Line	Two.	Up or Down Through Line... ..	Two.
Up or Down Local Line	Three.		

DISTANCES BETWEEN STATIONS, &c.

	MLS.	CHS.	LINKS.
South Croydon Station to South Croydon Junction	0	6	0
South Croydon Junction to Purley Oaks Station	1	7	16
Purley Oaks Station to Purley Station	0	74	39
Purley Station to Stoats Nest Station	1	37	41
Stoats Nest Station to Stoats Nest South Junction	0	14	2
Stoats Nest South Junction to Star Lane Intermediate Box ...	1	62	44
Star Lane Intermediate Box to Quarry Intermediate Box ...	1	66	0
Quarry Intermediate Box to Worsted Green Intermediate Box ...	1	34	0
Worsted Green Intermediate Box and Red Hill Goods	1	23	0
Red Hill Goods to Earlswood Junction	0	23	0
Earlswood Junction to Earlswood Station	0	6	41
TOTAL	10	33	83

ELECTRICAL DEPARTMENT.

CIRCUIT No. 19a.

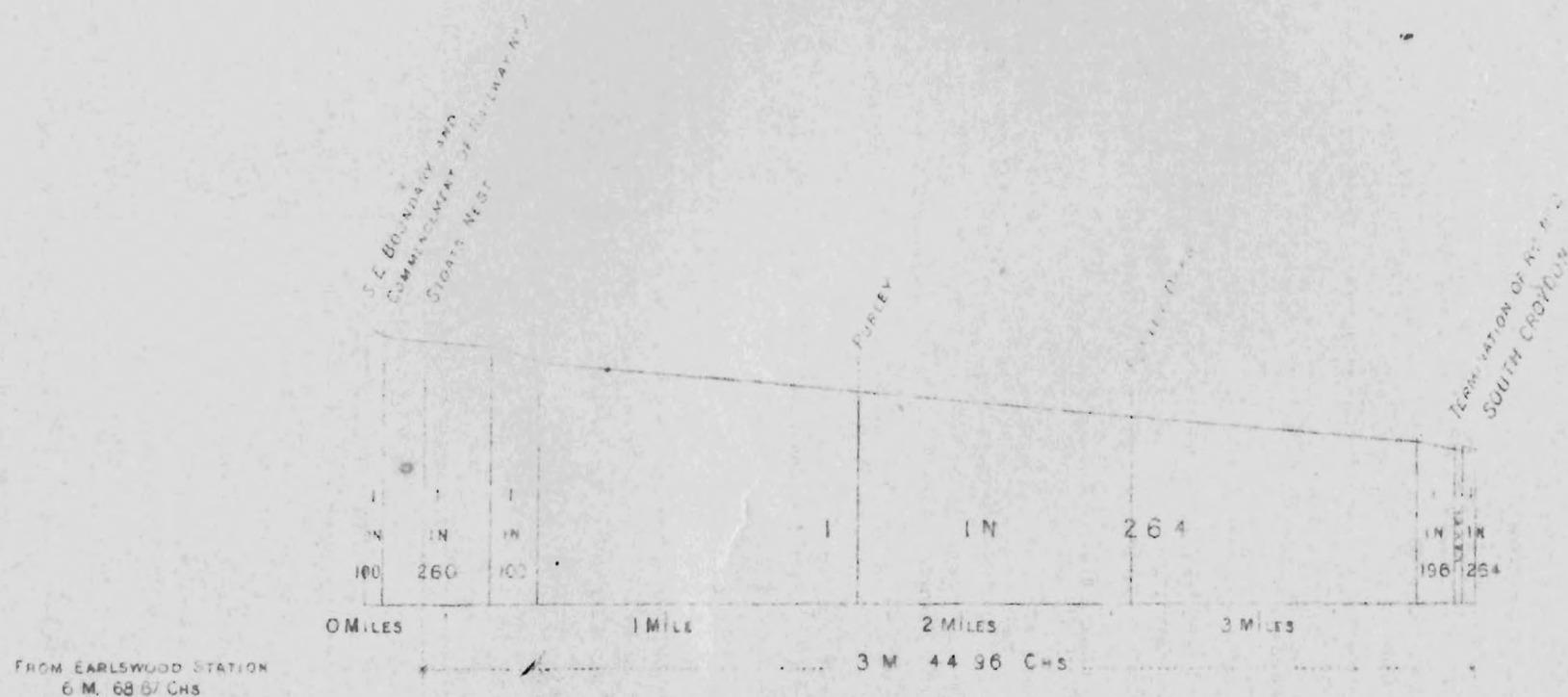
A Telephone Circuit will be established as under, viz. :—

	Boxes.
Stoats Nest North Box	1
" " Central "	2
" " Shunting Box	1-2-1
" " South Box	2-2
Star Lane Box... ..	5
Quarry Box	3-3
Worsted Green Box	2-2-2
Red Hill Goods... ..	4
Earlswood Junction	3

— L. B. AND S. C. RY —

DIAGRAM OF GRADIENTS OF RAILWAY N° 2.

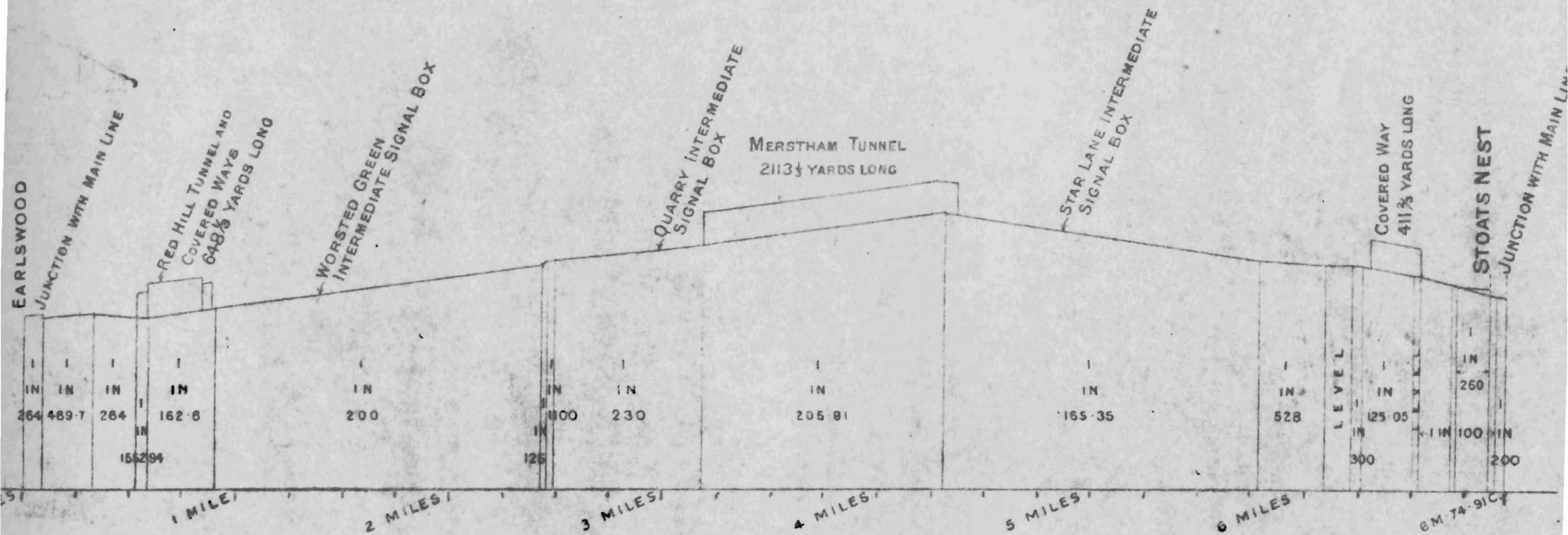
(COULSDON TO SOUTH CROYDON.)



— SCALES — HORIZONTAL — 50 CHAINS TO AN INCH —
— VERTICAL — 125 FEET TO AN INCH —

— **L. B. AND S. C. R.** —

DIAGRAM OF GRADIENTS OF RAILWAY N^o 1. — (EARLSWOOD TO COULSDON.) —



— SCALES — HORIZONTAL — 50 CHAINS TO AN INCH —
— VERTICAL — 125 FEET TO AN INCH —

OFFICE OF SUPERINTENDENT OF THE LINE,
LONDON BRIDGE STATION,
(3,500) October 31st, 1899.

D. GREENWOOD,
Superintendent of the Line.

Waterlow & Sons Limited, Printers, London Wall, London.