

# South Eastern and Chatham RAILWAY.

Each Station Master, and Foreman in the Engineer's and Locomotive Departments, will be held responsible that this Notice is properly and promptly distributed to all the Staff (Engine Drivers and Guards particularly) concerned; and it will likewise be the duty of the Officers and Servants at each Station (in the several Departments) to obtain or read a copy, as no excuse of want of knowledge, &c., will be admitted.

## OPENING CROWHURST, SIDLEY and BEXHILL RAILWAY.

The New Railway from Crowhurst, on the Main Line between Battle and West St. Leonards (2 miles 4 chains from Battle), will be opened for Passengers on **Sunday, June 1st**, and for Goods Traffic on **Monday, June 2nd, 1902.**

The Cabins, Signals and Points will be coupled up as follows:—

**Crowhurst on Sunday, May 18th.**

**Bexhill on Monday, May 19th.**

**Sidley on Tuesday, May 20th.**

### Thursday, May 22nd.

#### Crowhurst and Bexhill Railway.

A Special Goods Engine, Goods Truck and Brake Van will leave Hastings at 10.0 a.m. for Battle, where Engine will run round and Train return to Crowhurst, following 9.35 a.m. Down Tonbridge Train.

After arrival at Crowhurst, Train will work over the New Bexhill Line as arranged, the Engine returning to Battle and Hastings during the afternoon, leaving the Van and Truck at Battle for use next day.

Inspector GOODYEAR to supervise this working, and Hastings to supply a Guard.

This Special working to be made use of for Enginemen and Guards requiring to learn the road.

### Friday, May 23rd.

#### Crowhurst and Bexhill Railway.

A Special Goods Engine will leave Hastings at 10.0 a.m. for Battle, running thence with a Goods Truck and Brake Van to Bexhill, leaving Battle after arrival of 9.35 a.m. Down Tonbridge Train.

This Special will work over the New Line between Crowhurst and Bexhill as arranged, and return to Battle during the afternoon, then return to Hastings.

Inspector GOODYEAR to supervise the working, and Hastings to supply a Guard.

This Special to be made use of for Enginemen and Guards requiring to learn the road.

The length of the Railway is 4 miles 31½ chains from the Junction at Crowhurst. The Stations are Crowhurst, Sidley and Bexhill, 3 miles 28 chains Crowhurst to Sidley, and 1 mile 3½ chains Sidley to Bexhill, and the following is a list of the Signals:—

### CROWHURST PARK STATION.

Nos. 1 and 2 SIGNAL BOXES.

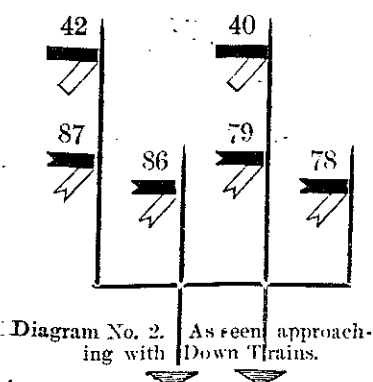
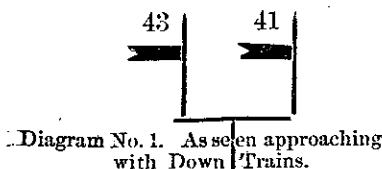
No. 1 Signal Box, Down Line side at London end of Station, and No. 2 Signal Box on Down Line side Hastings end of Station.

#### DOWN SIGNALS.

No. 1 Box Down Distant Signals on a Bracketed Post, Down Line side, about 700 yards Battle side of No. 1 Signal Box.

43.—Down Platform Line Distant.

41.—Down Through Line Distant.



No. 1 Box Down Home Slots, and No. 2 Box Distant Signals on a Bracketed Post, Battle side of No. 1 Box and on Down Line side, and about 380 yards from Down Starting Signal.

42.—No. 1 Box Down Platform Line Home Slot.

40.— Do. Down Through Line Home Slot.

87.—No. 2 Box Down Platform to Main Line Distant.

86.— Do. Down Platform to Branch Distant.

79.— Do. Down Through Line to Main Line Distant.

78.— Do. Down Through Line to Branch Distant.

# SIGNALLING RECORD SOCIETY

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**Crowhurst Park Station—continued.**

**Down Signals—continued.**

No. 2 Box Down Starting and Shunting Signals on a Signal Bridge, also Ground Discs between Platforms and Branch Starting Signals at Hastings end of Down Platform.

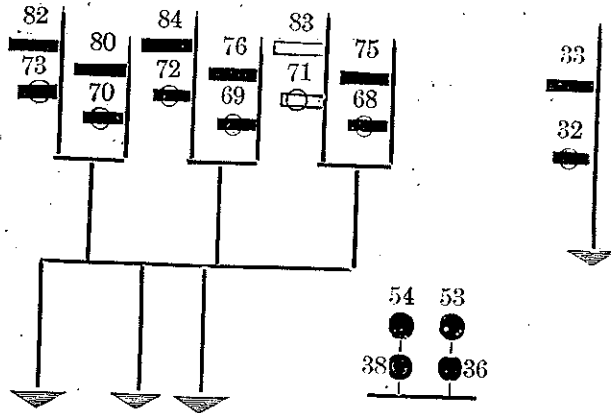


Diagram No. 3. As seen leaving Crowhurst Station with Down Trains.

- 82.—Down Bay Starter to Main Line.
- 80.—Down Bay Starter to Branch.
- 84.—Down Platform Line Starter to Main Line.
- 76.—Down Platform Starter to Branch.
- 83.—Down Through Line Starter to Main Line. (*In use.*)
- 75.—Down Through Line Starter to Branch.
- 73.—Shunt from Down Bay to Down Main Line.
- 70.—Shunt from Down Bay to Down Branch.
- 72.—Shunt from Down Platform Line to Down Main Line.
- 69.—Shunt from Down Platform Line to Down Branch.
- 71.—Shunt from Down Through Line to Down Main. (*In use.*)
- 68.—Shunt from Down Through Line to Down Branch.
- 33.—Starter from **Up Bay** to Down Branch.
- 32.—Shunt from **Up Bay** to Down Branch.
- 38.—Ground Disc Shunt from Up Through Line to Down Branch.
- 54.—Ground Disc Shunt from Up Through Line to Up Main Siding or Down Main Line.
- 36.—Ground Disc Shunt from Up Platform Line to Down Branch.
- 53.—Ground Disc Shunt from Up Platform Line to Up Main Siding or Down Main.

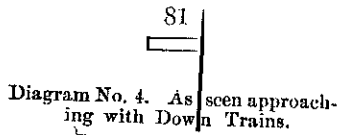


Diagram No. 4. As seen approaching with Down Trains.

81.—No. 2 Box Down Main Line Advance Signal (*In use*) on a Semaphore Post, about 400 yards from No. 2 Signal Cabin on Down Line side.

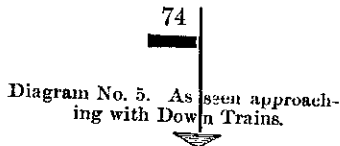


Diagram No. 5. As seen approaching with Down Trains.

74.—No. 2 Box Down Branch Line Advance Signal on a Semaphore Post, about 400 yards from No. 2 Signal Cabin on Down Line side.

**UP SIGNALS.**

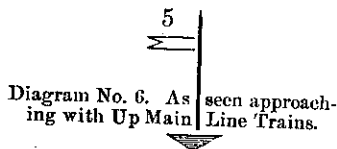


Diagram No. 6. As seen approaching with Up Main Line Trains.

5.—No. 2 Box Up Main Line Distant (*In use*) on a Semaphore Post Up Line side, about 645 yards West St. Leonards side of the Up Stop Signal.

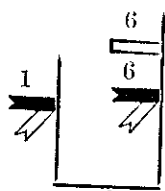


Diagram No. 7. As seen approaching with Up Trains.

No. 2 Box Up Main Outer Home, and No. 1 Box Up Main Distant Signals, on a Bracketed Post between Up Main Siding and Up Main Line, about 195 yards from No. 2 Box Inner Home Signal at Junction.

- 6.—No. 2 Box Up Main Outer Home. (*In use.*)
- 1.—No. 1 Box Up Platform Line Distant Slot.
- 6.—Lower Arm—No. 1 Box Up Through Line Distant Slot.



Diagram No. 8. As seen approaching leaving Up Main Siding.

No. 2 Box Shunt Signal on Semaphore Post in Up Main Siding, West St. Leonards side of Crowhurst Station.

- 28.—Shunt from Up Main Siding to Up Main. (*In use.*)

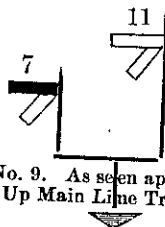


Diagram No. 9. As seen approaching with Up Main Line Trains.

No. 2 Box Up Main Line Inner Home Signals on a Bracketed Post Up Main Line side at Junction, 218 yards from West St. Leonards side of No. 2 Cabin.

- 7.—Up Main Platform Inner Home (Slotted by No. 1 Box).
- 11.—Up Main Through Line Home (Slotted by No. 1 Box). (*In use.*)

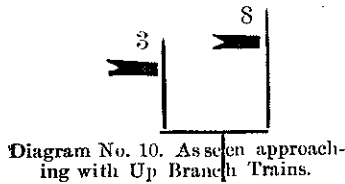
**Crowhurst Park Station—continued.**

**Up Signals—continued.**

No. 2 Box Up Branch Line Distant, on a Bracketed Post, 918 yards Bexhill side of the Up Home Signals on Up Line side.

3.—No. 2 Box Up Branch to Up Platform Distant.

8.—No. 2 Box Up Branch to Through Line Distant.



No. 2 Box Up Branch Home, and No. 1 Box Up Branch Distant Signals, on a Bracketed Post, Up Branch Line side at Junction, 255 yards Bexhill side of the No. 2 Box.

2.—No. 2 Box Up Branch to Up Bay Home Signal.

4.—No. 2 Box Up Branch to Up Platform Home Signal (Slotted).

9.—No. 2 Box Up Branch to Through Road Home (Slotted).

1.—No. 1 Box Up Platform Distant (Slotted).

6.—No. 1 Box Up Through Line Distant (Slotted).

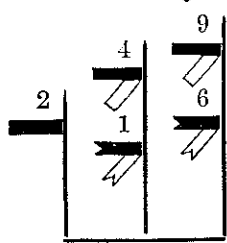
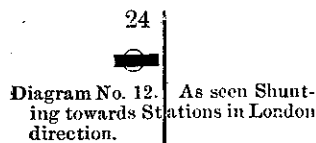


Diagram No. 11. As seen approaching with Up Branch Trains.

No. 2 Box Shunt Signal on Semaphore Post at Bexhill end of Up Bay Siding Line.

24.—Shunt from Up Bay Siding to Up Bay.



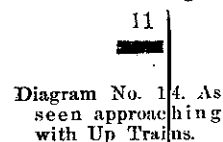
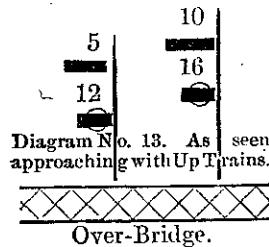
No. 1 Box Up Starting and Shunt Signals. Two Posts on the Over-Bridge at the London End of the Station—Up Line side.

5.—No. 1 Box Up Platform Line Starter.

10.—No. 1 Box Up Through Line Starter.

12.—Shunt Forward on Up Platform Line.

16.—Shunt Forward on Up Through Line.



11.—No. 1 Box Up Advance Starting Signal on Up Line side, about 340 yards London side of No. 1 Signal Box.

An Electric Treadle is provided at this Signal.

**No. 1 BOX GROUND DISC SHUNTING SIGNALS.**

Single Ground Disc, Down line side, near to No. 1 Box Stop Signals, London side of Cabin.

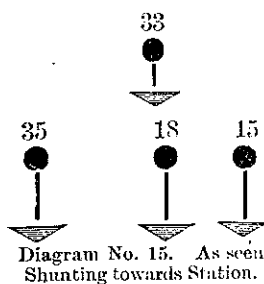
33.—Shunt forward on Down Line.

Three Ground Discs, London Side of No. 1 Box.

35.—(Between Down and Up Main Lines), Shunt from Up to Down Main Line.

18.—(Next Up Main Line), Shunt back from Up Main to Up Through Line (Slot).

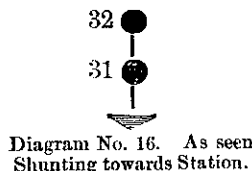
15.—(Next to No. 18), Shunt back from Up Main to Up Platform Line (Slot).



Two Ground Discs on Down Line side, Station side of No. 1 Box.

31.—Shunt from Down Line to Down Through Line.

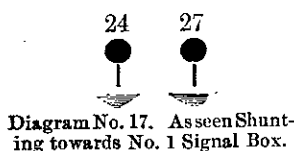
32.—Shunt from Down Line to Down Platform Line.



Two Ground Discs under Over-bridge, London end of Station.

24.—(Between Down and Up Through Lines), Shunt from Down Through Line to Up Line.

27.—(Between Down Platform and Down Through Lines), Shunt from Down Platform Line to Up Line.



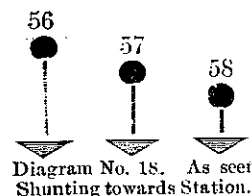
**No. 2 BOX GROUND DISC SHUNTING SIGNALS.**

Three Ground Discs, Hastings end of No. 2 Box, on Down Line side.

56.—(Next to Down Main Line), Shunt back from Down Main to Down Through Line (Slot).

57.—Shunt back from Down Main to Down Platform Line (Slot).

58.—Shunt back from Down Main to Down Bay.



**Crowhurst Park Station—*continued.*****No. 2 Box Ground Disc Shunting Signals—*continued.***

Three Ground Discs on Main Line, Hastings side of Junction, and near to Main Line Up Inner Stop Signals:

46.—(Between Down and Up Lines), Shunt from Down Main to Up Through Line.

45.—(Between Down and Up Lines), Shunt from Down Main to Up Platform Line.

55.—Outer Side of Down Line, Shunt back on Down Main Line.

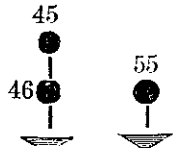


Diagram No. 19. As seen Shunting towards Station.

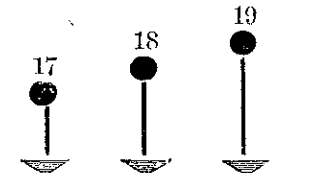


Diagram No. 20. As seen Shunting towards Station.

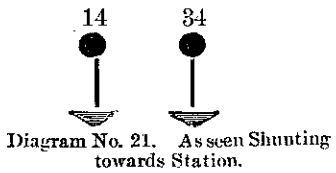


Diagram No. 21. As seen Shunting towards Station.

Three Ground Disc Signals at outer side of Up Branch Line near the Junction.

17.—Shunt from Up Branch to Up Bay.

18.—Shunt from Up Branch to Up Platform.

19.—(Next to Up Branch Line) Shunt from Up Branch to Up Through Line.

Two Ground Discs on Branch Line, Station side of Up Branch, Home Signals at Junction.

14.—(Between Down and Up Branch Lines) Shunt from Down Branch to Up Branch.

34.—(Outer side of Down Branch Line) Shunt back from Down Branch to Down Main.

Other Single Ground Discs, &c., are provided for Shunting where necessary.

**CROSS-OVER ROADS.**

Cross-over Roads are laid in as follows:—

Outside of Station at London end at No. 1 Signal Box.—Between Down and Up Main Lines.

Hastings end of Station at No. 2 Signal Box.—Between Up Platform Line and Up Through Line.

Hastings side of Junction on Main Line.—Between Down and Up Main Lines.

Bexhill side of Junction on Branch Line.—Between Down and Up Branch Lines.

**UP BAY LINES.**

London End.—Between Up Bay Siding and Up Bay Line (Bolt locked) (worked from Ground Frame).

Bexhill end, opposite No. 2 Box.—Between Up Bay Line and Up Bay Siding.

**SIDLEY STATION.****DOWN SIGNALS.**

Sidley Station is situated 3 miles 28 chains from Crowhurst and 1 mile  $3\frac{1}{2}$  chains from Buffer-Stops at Bexhill.

The Signals are as follows:—

The Signal Box is situated at the Bexhill end of Down Platform.

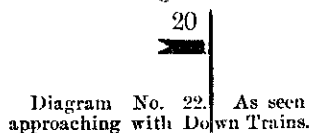


Diagram No. 22. As seen approaching with Down Trains.

20.—Down Distant on a Semaphore Post, Down Line side, about 780 yards from the Cabin.

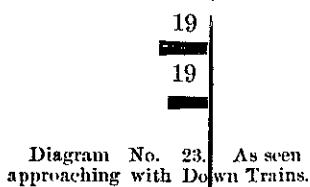


Diagram No. 23. As seen approaching with Down Trains.

19.—Down Home Signal and Repeater on a Semaphore Post, Down Line side, just on Crowhurst side of road Over-bridge at end of Platform, and about 230 yards from Station Cabin.

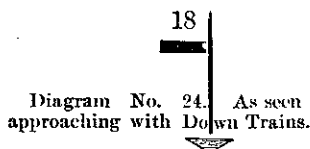


Diagram No. 24. As seen approaching with Down Trains.

18.—Down Starting Signal on a Semaphore Post at Bexhill end of Down Platform, 30 yards Platform side of Signal Box.

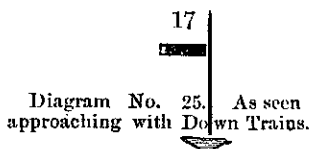


Diagram No. 25. As seen approaching with Down Trains.

17.—Down Advance Starting Signal on a Semaphore Post, Down Line side, about 440 yards from Signal Box.

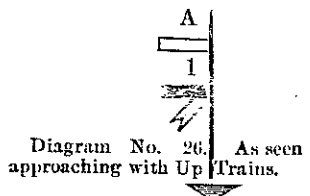
**UP SIGNALS.**

Diagram No. 26. As seen approaching with Up Trains.

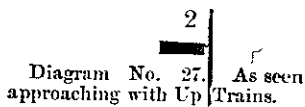
Up Distant Signal on a Semaphore Post, on Up Line side, about 850 yards from Signal Box.

1.—Up Distant Slot.

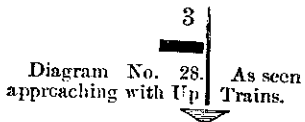
A.—Bexhill Up Advance Starter.

**Sidley Station—continued.**

**Up Signals—continued.**



2.—Up Home Signal on a Semaphore Post, on Up Line side, about 180 yards from Signal Box, and Bexhill side of Cross-over Road.



3.—Up Starting Signal, on a Semaphore Post at Crowhurst end of Up Platform, about 200 yards Crowhurst side of Signal Box.

**SIDINGS.**

Sidings are put in at the Bexhill end of the Up Platform, and are connected with the Up Main Line.

**CROSS-OVER ROADS.**

A Cross-over Road is laid in at the Crowhurst end of the Station, under the Station Over-bridge.

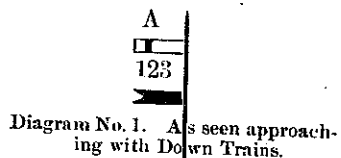
A Cross-over Road is laid on the Bexhill side of the Station, about 180 yards from the Signal Box.

**GROUND DISCS.**

Single Ground Discs have been provided to control the Crossings and Siding Points for Shunting purposes.

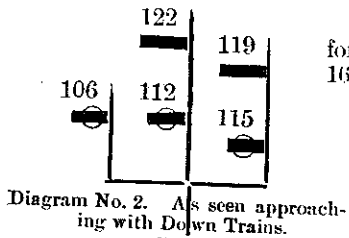
**BEXHILL STATION.**

**DOWN SIGNALS.**



123.—No. 1 Box Down Distant on a Semaphore Post, Down Line side, about 700 yards from the Down Outer Stop Signals.

A.—Sidley Down Advance.



No. 1 Box Down Main Outer Home Signals for Nos. 2 and 3 Platform Lines, and Shunt Signals on Bracketed Post Down Line side, about 160 yards from the Down Inner Home Signals.

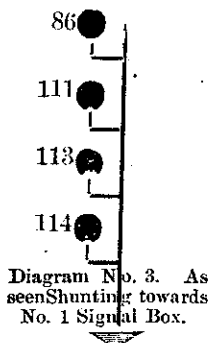
122.—Down Main Outer Home for No. 2 Platform Line.

119.—Down Main Outer Home for No. 3 Platform Line.

106.—Shunt from Down Main to Goods Yard.

112.—Shunt forward on Down Main to Nos. 1 and 2 Platform Lines or Loop Siding.

115.—Shunt forward Down Main to No. 3 Platform Line, or Middle Road No. 1 or Engine Road.



No. 1 Box Disc Shunting Signals on Post Up Main Line side, about 135 yards Sidley side of Down Inner Home Signal.

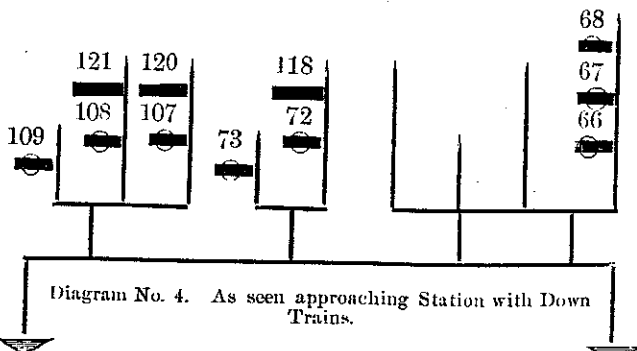
86.—Shunt back from Up Main to Goods Yard.

111.—Shunt from Up Main to Nos. 1 and 2 Platform Lines or Loop Siding.

113.—Shunt back from Up Main for Middle Road No. 1 or No. 3 Platform Line.

114.—Shunt back on Up Main Line to Engine Roads.

No. 1 Box Signal Bridge across Main Lines, about 35 yards Sidley side of No. 1 Signal Box, carrying Down Home and Shunting Signals.



121.—Down Main Inner Home to No. 1 Platform.

120.—Down Main Inner Home to No. 2 Platform.

118.—Down Main Inner Home to No. 3 Platform.

109.—Shunt from Down or Up Main to Loop.

108.—Shunt from Down or Up Main to No. 1 Platform Line.

107.—Shunt from Down or Up Main to No. 2 Platform Line.

73.—Shunt from Down or Up Main to Middle Road No. 1.

72.—Shunt from Down or Up Main to No. 3 Platform Line.

68.—Shunt from Down or Up Main to Engine Siding No. 2.

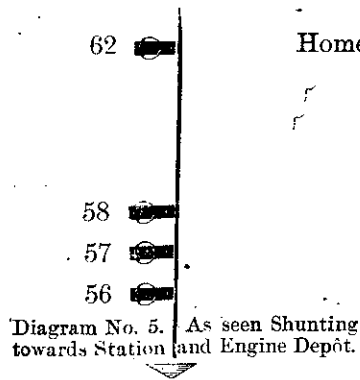
67.—Shunt from Down or Up Main to Engine Siding No. 1.

66.—Shunt from Down or Up Main to Turntable Road.

# Bexhill Station—continued.

## Down Signals—continued.

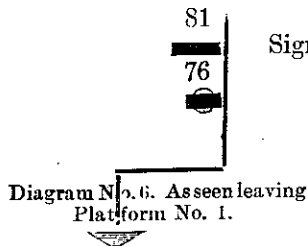
No. 1 Box Shunting Discs on Post in Siding (Up side) between Down Home Signal Bridge and No. 1 Signal Box.



- 62.—Shunt from Up Sidings to No. 3 Platform Line.
- 58.—Shunt from Up Sidings to Engine Siding No. 2.
- 57.—Shunt from Up Sidings to Engine Siding No. 1
- 56.—Shunt from Up Sidings to Turntable Road.

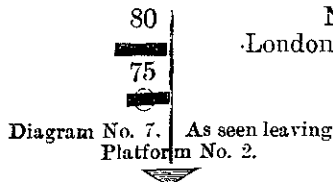
## UP SIGNALS.

No. 1 Box Up Starting Signal from No. 1 Platform Line, and Shunt Signal on Bracketed Post at London end of No. 1 Platform.



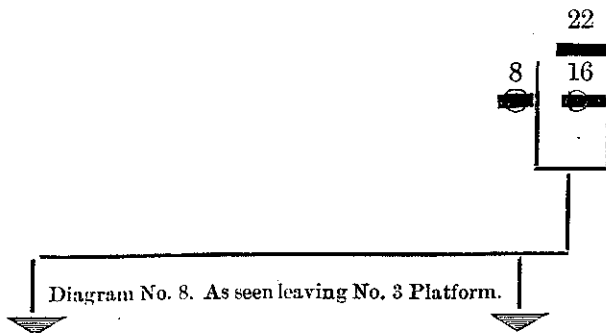
- 81.—Up Starter from No. 1 Platform.
- 76.—Shunt from No. 1 Platform Line.

No. 1 Box Up Starting and Shunt Signals from No. 2 Platform Line at London end of No. 2 Platform.



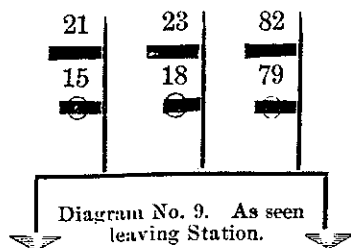
- 80.—Up Starter from No. 2 Platform.
- 75.—Shunt from No. 2 Platform.

No. 1 Box Signal Bridge (at end of No. 3 Platform), carrying No. 3 Up Starting and Shunt Signals.



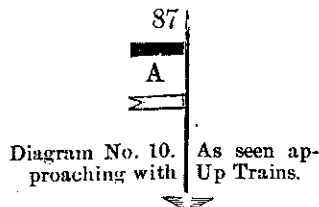
- 22.—Up Starter from No. 3 Platform Line.
- 8.—Shunt from No. 3 Platform to Up Siding.
- 16.—Shunt from No. 3 Platform to Up Main Line.

No. 1 Box Auxiliary Up Starting Signals on a Bridge, Station side of No. 1 Box.



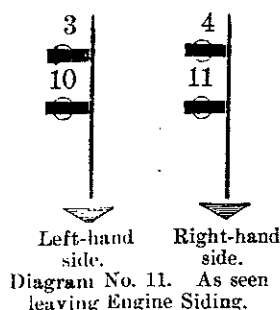
- 21.—Starter for Up Main Line from Turntable or Engine Sidings.
- 23.—Starter for Up Main from No. 3 Platform Line, or Middle Road No. 1.
- 82.—Starter for Up Main Line from Nos. 1 and 2 Platform Lines.
- 15.—Shunt from Engine Roads to Up Main Line.
- 18.—Shunt forward on Up Main Line.
- 79.—Shunt from No. 1 or 2 Platform Lines or Loop Sidings to Up Main Line.

No. 87.—No. 1 Box Up Advance Starting Signal, on a Semaphore Post on Up Line side, about 580 yards from No. 1 Signal Box.



A.—Sidley Up Distant.

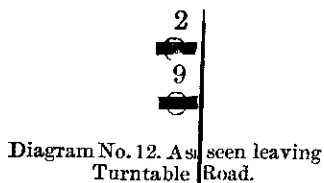
No. 1 Box Shunting Signals in Two Semaphore Posts each side of Engine Siding Lines near the Turntable.



- 3.—Shunt from Engine Siding, No. 1 to Up Siding.
- 10.—Shunt from Engine Siding, No. 1 to Up Main Line.
- 4.—Shunt from Engine Siding, No. 2 to Up Siding.
- 11.—Shunt from Engine Siding, No. 2 to Up Main Line.

## Bexhill Station—continued.

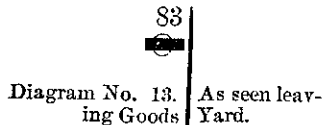
### Up Signals—continued.



No. 1 Box Shunting Signals on Semaphore Post, Outer side of Turntable Road near to Points leading to Engine Shed Lines.

2.—Shunt from Turntable Road to Up Siding.

9.—Shunt from Turntable Road for Up Main.

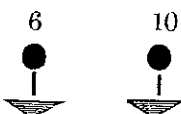


No. 1 Box Shunt Signal on Semaphore Post between Main Lines (Down side) and Goods Sidings, about 50 yards London side of No. 1 Box.

83.—Starter from Goods Yard.



77.—No. 1 Box Ground Disc between No. 1 Platform Road and Loop Line to Shunt from Loop Line and Down Main Line.



No. 2 Box Ground Shunting Discs.

6.—Between No. 2 Platform Line and Middle Road No. 1, to Shunt from Middle Road No. 1 to No. 2 Platform Line.

10.—Between No. 3 Platform Line and Middle Road No. 1, to Shunt from Middle Road No. 1 to No. 3 Platform Line.

No. 2 Box is situated at end of Nos. 2 and 3 Platforms and Middle No. 1 Line.

Cross-over Roads are provided at the end of Nos. 2 and 3 Platform Lines to Middle Line No. 1.

Other Signal Ground Disc Signals have been provided where necessary.

During the time the connecting of the Signals, Points, &c., is in hand, Platelayers will be stationed to give Hand-Signals. Enginemen and Guards to keep a SHARP LOOK-OUT for Hand-Signals, and be prepared to stop if signalled to do so.

### CATCH POINTS.

Two Pairs of Catch Points have been provided on the Up Line, one about 500 yards on the Bexhill side of Sidley Signal Box, and the other about 1,000 yards on Sidley side of Crowhurst Park No. 2 Box.

### CODE OF WHISTLES AT CROWHURST.

	WHISTLE.
Down and Up Main Line Trains ... ..	1.
Down and Up Bexhill Line Trains ... ..	2.

### CODE OF BELL SIGNALS TO DESCRIBE TRAINS BETWEEN CROWHURST, BO-PEEP JUNC. AND BEXHILL.

SECTION.		DESCRIPTION OF TRAINS.	CODE TO BE USED.
FROM	TO		
Battle ... ..	Crowhurst ... ..	Bexhill ... ..	Branch or Through Branch.
Battle ... ..	Crowhurst ... ..	All Others ... ..	Main Line or Through Main Line.
Crowhurst ... ..	Bexhill ... ..	All ... ..	Main Line.
Crowhurst ... ..	Bo-peep Junction ... ..	All ... ..	Main Line.
Bo-peep Junction ... ..	Crowhurst ... ..	All ... ..	Main Line or Through Main Line.
Bexhill ... ..	Crowhurst ... ..	All ... ..	Main Line or Through Main Line.

### ENGINE HEAD-BOARDS AND LIGHTS.

#### ORDINARY LOCALS.

The Engines of Trains working between Crowhurst and Bexhill only will carry a White Disc with Cross on by Day, and a Green Light by Night, both on Smoke Box.

#### SPECIAL LOCALS.

Oval White Board by Day in addition. White Light on centre of Buffer Beam at Night.

### THROUGH TRAINS.

THROUGH TRAINS FROM OR TO THE MAIN LINE.

#### BY DAY.

ORDINARY—Two Main Line Boards One on Smoke Box and the other on centre of Buffer Beam.

SPECIAL—Oval White Board under the ordinary Board on Smoke Box.

#### BY NIGHT.

ORDINARY—Two White Lights over each Buffer, and a Green Light in centre of Buffer Beam.

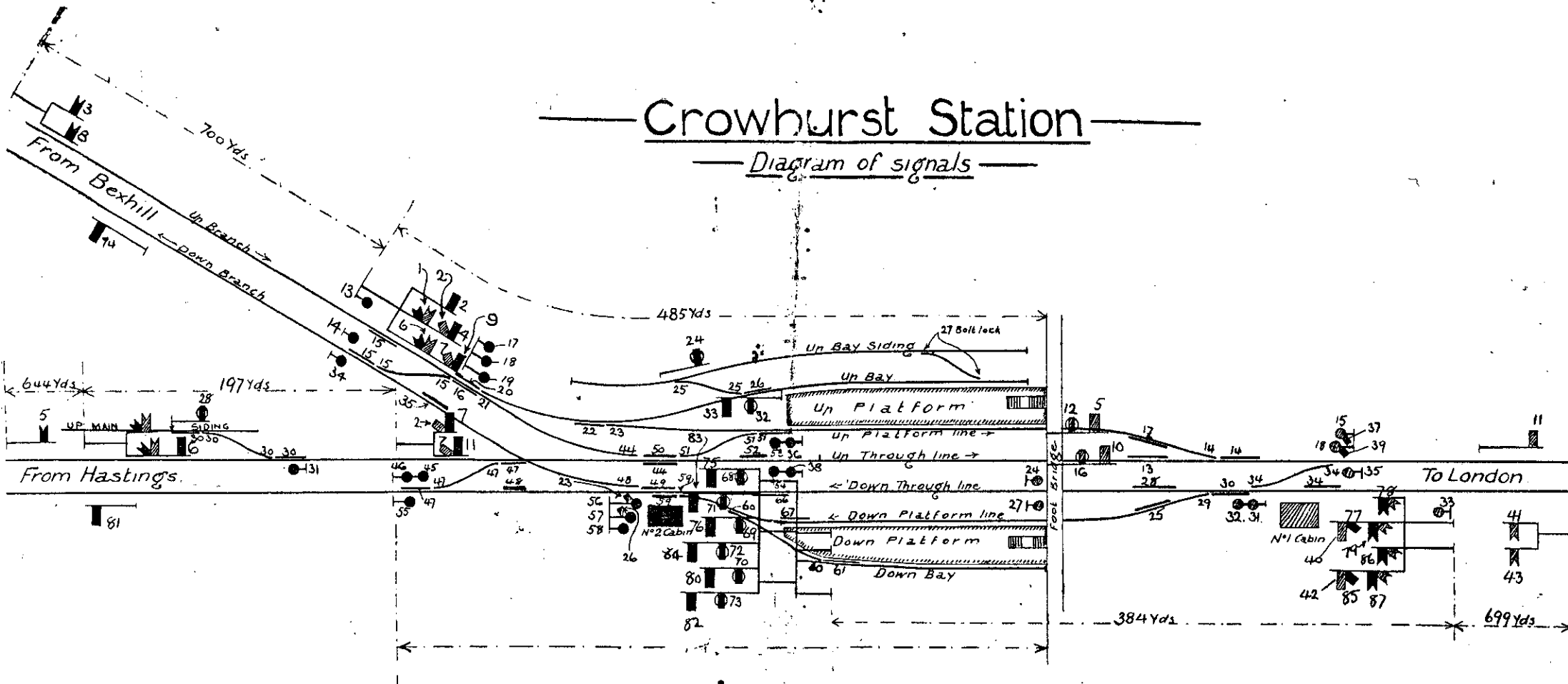
SPECIAL—Three Green Lights on Buffer Beam.

Through Bexhill Trains running in and out of Cannon Street will carry same Boards and Lights as Dover Trains.

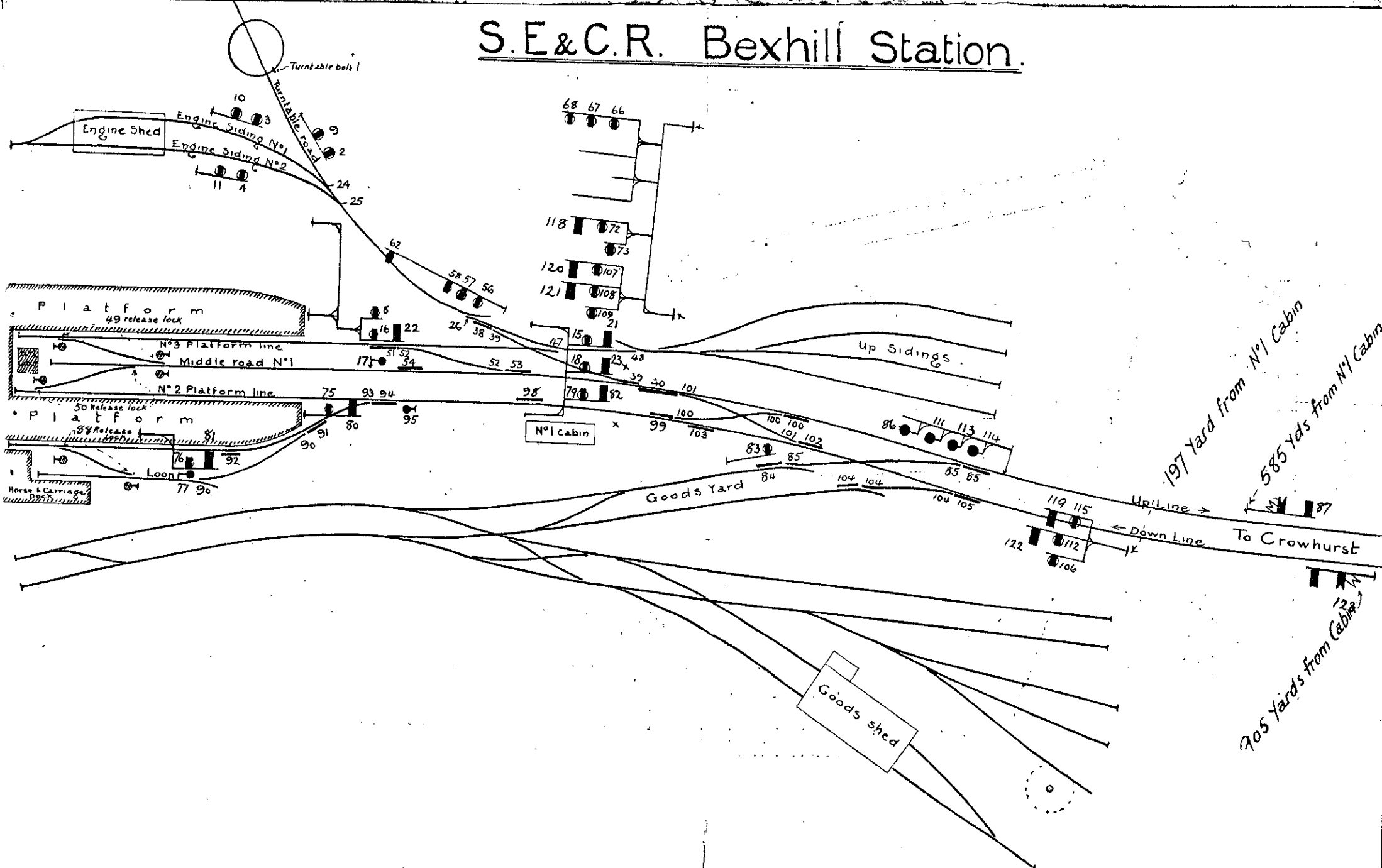


# Crowhurst Station

## Diagram of signals

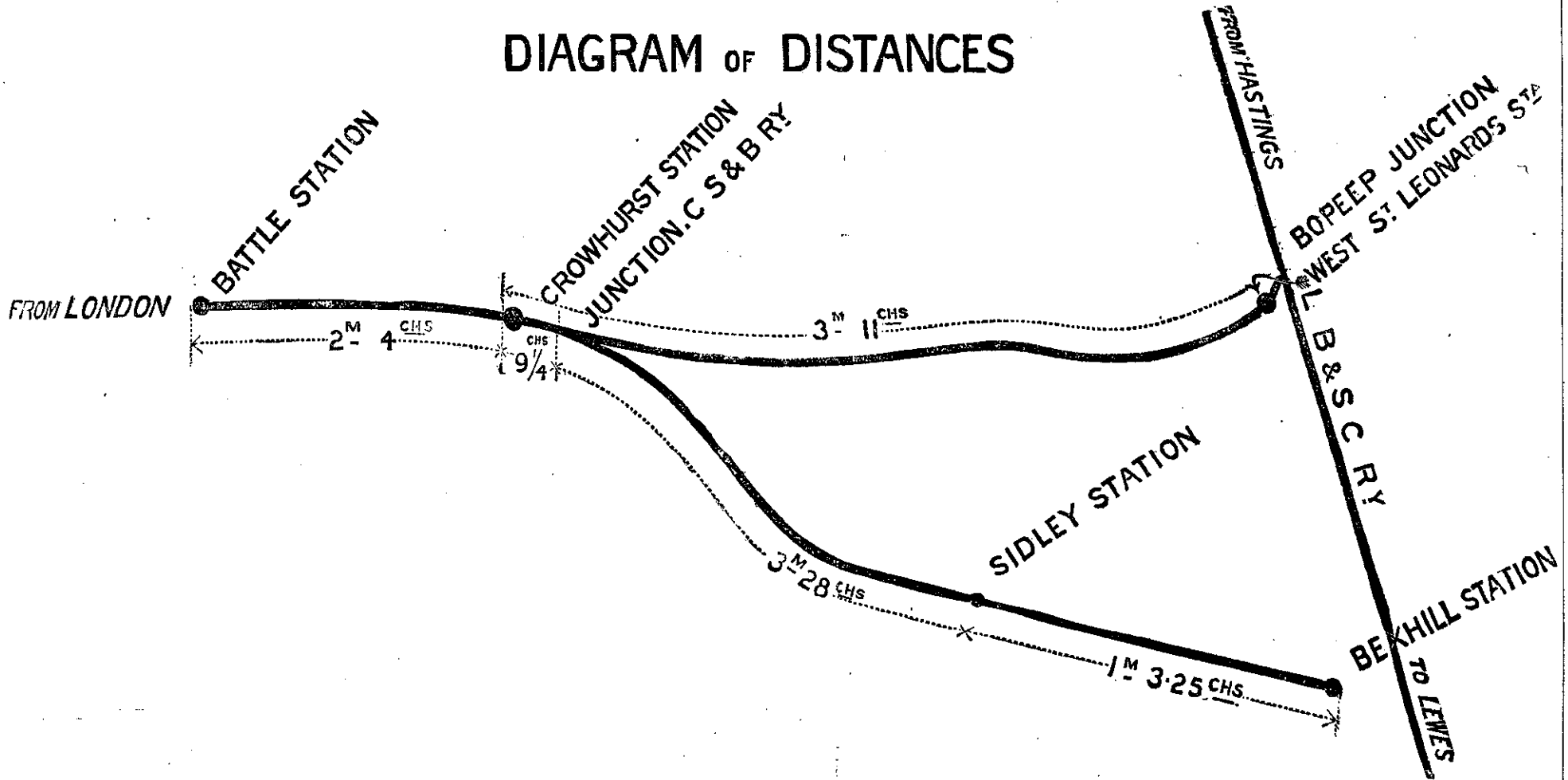


# S.E.&C.R. Bexhill Station.



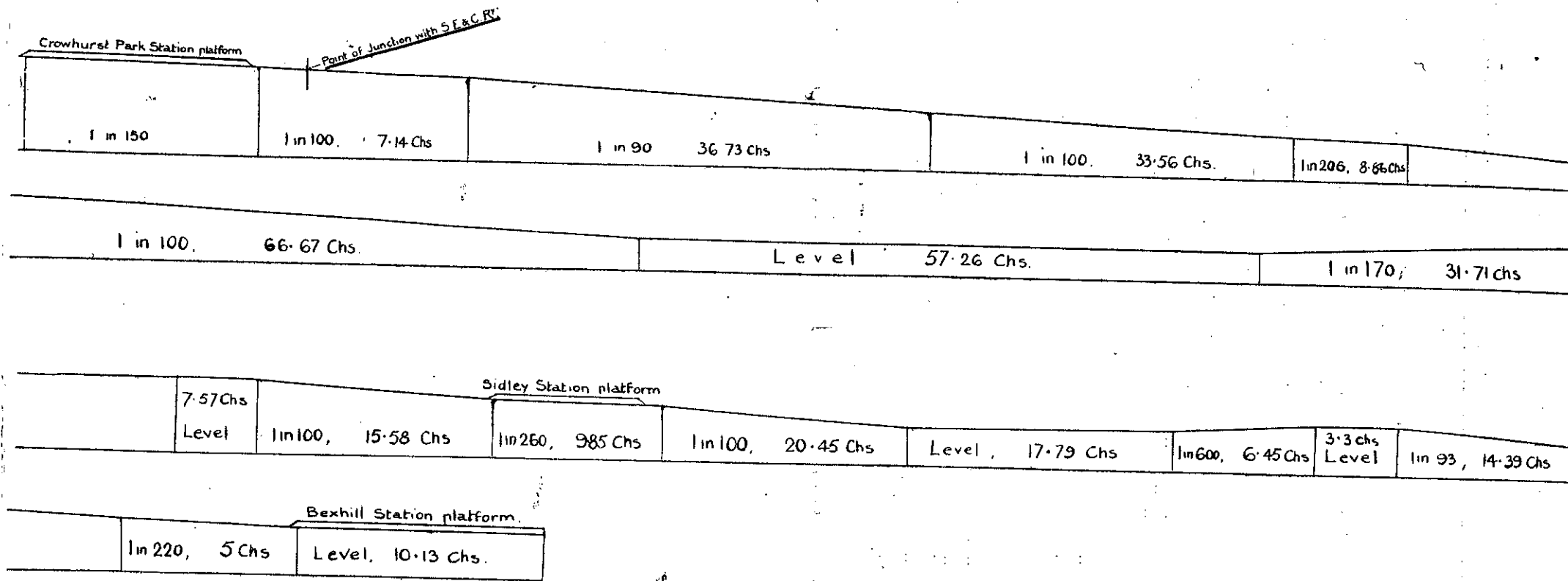
197 Yards from N°1 Cabin  
585 Yards from N°1 Cabin  
905 Yards from Cabin  
To Crowhurst

# CROWHURST SIDLEY & BEXHILL RY DIAGRAM OF DISTANCES



# CROWHURST, SIDLEY & BEXHILL RY

## Diagram of Gradients.



# BEXHILL LINE TRAIN SERVICE.

The following will be the Train Service over the New Bexhill Line on and from June 1st, 1902.

There will be Through Carriages on Trains marked **C**. Trains marked **T** are Through Trains.

DOWN.	WEEK-DAYS.														SUNDAYS.												
	am	am	am	am	C	C	C	pm	pm	pm	C	pm	pm	pm	T	pm	pm	pm	am	am	am	C	pm	pm	pm	pm	
Victoria .. dep.					10 30						3 55																
Charing Cross ..				8 15	9 8		11 15	12 40	1 20					4 50	5 33	5 58	6 55		6 55	8 30		9 20			3 10		7 0
Cannon Street ..		5 44	5 50	8 25	9 18		11 25	12 48	1 30					5 0	5 48	6 6	7 3		7 10		9 30			3 20		7 10	
London Bridge ..		5 50	5 56	8 30	9 23		11 29	12 53	1 36							6 11	7 8		7 13		9 32			3 23		7 15	
New Cross ..			6 10	8 40	9 32		11 37		1 44							6 20			7 22		9 41			3 32		7 25	
Hither Green ..			6 19	8 47					1 53										7 30		9 47			3 40		7 31	
Tunbridge Wells ..		7 1	7 46	9 48	10 37	11 29	12 25	2 5	3 15	4 54					6 2	6 45	7 40	8 23		8 58	9 49	10 41	11 29		4 58	8 45	
Crowhurst ..	arr.	7 40	8 40	10 44	11 16	12 3	1 1	2 48	4 10	5 31					6 50				8 34	8 58					5 37	9 40	
Crowhurst .. dep.		7 42	8 42	10 46	11 18	12 5	1 3	2 50	4 12	5 33					6 52				8 36	9 0					5 39	9 42	
Crowhurst .. dep.		7 25	8 20	8 50	10 50	11 23	12 10	1 3	2 54	4 15	5 36	6 19	7 36			8 40	9 20		9 42	10 45	11 27	12 8	5 10	5 55	8 25	9 46	
Sidley ..	arr.	7 31	8 26	8 56	10 56	11 29	12 16	1 14	3 0	4 21	5 42	6 25	7 42	7 24		8 46	9 26		9 48	10 51	11 33	12 13	5 15	6 0	8 30	9 51	
Bexhill ..	arr.	7 35	8 30	9 0	11 0	11 33	12 20	1 18	3 4	4 25	5 46	6 28	7 45	7 27		8 50	9 30		9 52	10 55	11 37	12 16	5 19	6 4	8 34	9 55	
St. Leonards ..	arr.		7 53	8 53	10 57	11 23	12 13	1 12	3 0	4 24	5 41		7 2		8 46	9 9		9 49	10 50	11 25	12 13			5 48	9 52		
Hastings ..	arr.		7 57	8 57	11 2	11 32	12 17	1 16	3 5	4 29	5 45		7 6		8 50	9 14		9 54	10 55	11 30	12 17			5 52	9 57		

UP.	WEEK-DAYS.														SUNDAYS.											
	A	am	am	Epty	T	Epty	am	pm	pm	pm	pm	C	C	C	C	am	am	Epty	am	pm	pm	pm	pm			
Hastings .. dep.	7 0	7 6	8 0			10 15		11 55	12 42	1 10	2 13	3 53	4 50	5 53	7 15	7 53	9 3	6 50								
St. Leonards ..	7 2	7 8	8 2			10 17		11 58	12 45	1 12	2 20	3 56	4 53	6 1	7 17	8 1	9 7	6 52								
Bexhill .. dep.	6 58	7 5	8 0	8 35	8 50	10 15	11 10	11 51	12 42		2 19	3 54	4 52	6 0	7 18	7 58	9 7	6 50	10 24	11 8	11 47	4 52	5 40	8 7	9 5	
Sidley .. dep.	7 1	7 8	8 3		8 53	10 18		11 54	12 45		2 22	3 57	4 55	6 3	7 21	8 1	9 10	6 53	10 27		11 50	4 55	5 43	8 10	9 8	
Crowhurst .. arr.	7 9	7 16	8 11	8 43		10 26	11 18	12 2	2 12	5 3	6 11	7 23	8 9	9 17	7 1	11 0	35	11 18	11 58	5 3	5 51	8 18	9 16			
Crowhurst .. dep.	7 14	7 21	8 14			10 30		12 11	12 57	1 27	2 34	4 9	5 5	6 14	7 32	8 12	9 20	7 4					5 5	6 8	8 21	9 19
Tunbridge Wells ..	7 16	7 23	8 16			10 32		12 13	12 59	1 29	2 36	4 11	5 8	6 16	7 34	8 14	9 22	7 6					5 7	6 10	8 23	9 21
Hither Green ..	8 5	8 17	9 9			9 45	11 14		1 2	1 36	2 24	3 19	5 5	5 41	7 10	8 10	8 47	10 0	8 1				5 41	7 5	8 56	9 53
New Cross ..						12 6		2 8			4 23			8 37										8 20		
London Bridge ..						12 13		2 15			3 24	4 29	6 17		8 45	8 55								8 27		10 59
Cannon Street ..	9 0	9 45	10 10			12 13		2 21			3 32	4 39	6 25		8 51	9 2		11 22	9 23					8 35		11 6
Charing Cross ..	9 6	9 49	10 14			10 34	12 18		2 25		3 37	4 43	6 30		8 56			9 24						8 40		11 10
Holborn Viaduct ..	9 17	9 50	10 25			10 41	12 30		2 34		3 50	4 57	6 43		9 7	9 13		11 34						8 51		11 21
Victoria ..								2 45						6 45										6 45		10 15

A Monday only.

**Acknowledge receipt hereof on the Form sent herewith, stating the DAY and TRAIN by which you received the same.**

W. THOMSON,  
Superintendent of the Line.

LONDON BRIDGE STATION,

May 15th, 1902.