

Locations marked on the diagram:

- A: Lewes West Junction, later Lewes West, later Lewes "K".
- B: Lewes (new) Junction, later Lewes Main Junction, later Lewes "B", now just Lewes.
- C: Lewes East Junction, later Lewes "C".
- D: Lewes South Junction, later Lewes "D".
- E: Lewes East, later Lewes Goods.
- F: Filias Walk Station.
- X: Lewes (old) Junction.
- U: Uckfield Line Junction (1869-1880).
- Z: Diversion point of Uckfield line consequent on 1889-1890 changes.
- S1: Southham Junction (until 1976).
- S2: Southham Junction (from 1976).

D to F (cyan) opened 6 June 1846.
U to S1 (blue) opened 27 June 1846.
A to X (green) opened 1 October 1847.
F to Z (orange) opened 3 August 1869.
D to C and Z (magenta) opened 28 February 1889.
F to C ~~closed~~ 28 February 1889.
D to X ~~closed~~ 28 February 1889.
A to B (red) opened 17 June 1889.

Lewes Diagram of Lines

Lewes, Sussex

A brief chronology for RailRef matters.

Probably complete for 1923 to 1968, to check against Cullum Collection up to 1922 and WONS for 1969 et seq.

1844:

Powers granted to the London and Brighton Railway to build a 32.5 mile line between the three towns. Building was left to the Brighton, Lewes & Hastings Railway and to change its name to London, Brighton & South Coast Railway (LBSCR).

1846:

8 June: Line opens on (alignment D - X - U - Friars Walk (F) which was built as a terminal station!

8 June: Platforms opened at Ham (by X) as an extended part of Friars Walk station.

27 June: Line extended (alignment U - E - C - S1 - S2) and on to Bulverhythe leaving Friars Walk on a dead end spur!

27 July: LBSCR absorbs the Brighton, Lewes and Hastings company.

Friars Walk station badly placed operationally even though it was well placed close to the lower end of the High Street and for Cliffe High Street.

1847:

1 October: Line from Keymer Junction opened (alignment A - X) to join the Brighton route at Lewes (old) Junction. Platforms opened at Pinwall, just E side of U, also as an extended part of Friars Walk station.

8 December: Line from Southerham to Newhaven opened.

1857:

27 July: Lewes and Uckfield Railway authorised.

1 November: Friars Walk station closed, replaced by a new station in the vee between A - X and D - X. Brighton side platforms on alignment D to X and London side platforms on alignment A to X.

Lewes Junction SB (at X) opened.

1858:

11 October: Lewes and Uckfield Railway opens. Trains from Brighton to Uckfield have to reverse at Lewes, passing D - X to a reversing point (at F?) and then X - A to Uckfield Junction at Hamsey. Did they call at Lewes twice? If not, did they call before or after reversing?

1859:

April: Southerham Junction SB (at S1) opened.

1860:

31 May: LBSCR absorbs Lewes and Uckfield Railway.

1861:

22 July: Brighton, Uckfield & Tunbridge Wells Railway authorised with powers to build the line beyond Uckfield.

1864:

29 July: LBSCR absorbs the Brighton, Uckfield and Tunbridge Wells company.

Lewes South SB on down side, Brighton end of station (close to D, not identified on 1875 1:2500 map) opened.

1867:

Brighton to Uckfield opened for goods.

1868:

3 August: Line F - Z and on to Uckfield opened allowing direct running between Brighton and Uckfield. Uckfield line trains withdrawn from X - A and Uckfield Junction and Hamsey Spur closed.

1874:

Southerham Junction SB (at S1) replaced by one on up side of line.

1878:

10 March: (signalling notice 14) Lewes East Junction SB (at E) opened.

1889:

28 February: (signalling notice 80) first section of rebuilt Lewes station opened. Brighton side platforms resited to alignment D - B. Brighton - Hastings trains diverted over new section of railway D - B - C. Uckfield trains diverted over new section of railway D - B - Z. Section B - Z crosses on a bridge above section U - E. Alignment D - X closed to allow second stage of rebuilding to take place. Temporary timetable put into operation.

4 March: Lewes Junction SB (at B) opened on up side of line; Lewes South SB (near D) replaced by new SB on up side (at D) by Ham Lane bridge.

March: Lewes East SB (at E) renamed Lewes Goods Yard.

17 June: (signalling notice 82) second section of rebuilt Lewes station opened. London side platforms resited to alignment A to B. London - Hastings passenger trains diverted A - B - C. Route A - X - U - E - C retained for goods trains. Lewes West Signal Box (at A) opened on up side of line. Normal timetable working resumed.

1922:

Lewes (new) Junction SB (at B) renamed Lewes Main Junction; Lewes East SB (at C) renamed Lewes East Junction. The renaming may have been earlier than this - Wagstaff volume 2 uses the new names and dates the diagrams 1920, as do the undated copy diagrams in the Cullum Collection (archive box 197).

1923:

26 August: Lewes East Down Home (with distants for Southerham on same bracket post) replaced.

28 August: Southerham Down Starting renewed.

1925:

25-26 April: (signalling notice 10) repairs to Hamsey Viaduct stage 1, up line closed, slw over down. Temporary SB added at south end and GF added at north end of viaduct.

1928:

2 July: (signalling notice 24) Lewes West Down Distant changed to yellow arm.

30 July: (signalling notice 27) Lewes South all Distants changed to yellow arm.

30 July: (signalling notice 27) Lewes West Up Distant changed to yellow arm.

31 July: (signalling notice 27) Lewes East Down Distant changed to yellow arm; Lewes Main Junction all Distants changed to yellow arm.

1 August: (signalling notice 27) Lewes East Up Distant changed to yellow arm.

1 August: (signalling notice 27) Southerham Junction all Distants changed to yellow arm.

1930:

25 May: (signalling notice 23) Southerham Junction Down Main Home and Down Branch Home signals replaced.

1933:

15 January: (signalling notice 2) Lewes South Down Distant further from SB than existing plus new Down Outer Home further from SB than existing.

8-9 September: (signalling notice 31) Lewes East Junction Down Distant replaced; Lewes Main Junction new Up Hastings Home signals on bracket post with Lewes South & West Distant below provided.

10 December: (signalling notice 45) Ground Signal from Goods Yard replaced.

1934:

29 December: (signalling notice 49) Lewes Main Junction connection from Down Tunbridge Wells line to turntable and 2 dock road abolished.

1935:

3 February: (signalling notice 3) Ground signal alterations at Lewes Main Junction.

2-3 March: (signalling notice 7) Lewes Main Junction crossover between up and down main lines, station side of SB abolished and replaced by a new one on the Tunbridge Wells lines; consequential replacement of down Tunbridge Wells home signals and relevant ground signals.

9-10 March: (signalling notice 8) Lewes South changes to ground signals.

16-17 March: (signalling notice 9) Lewes Main Junction relocation of several ground signals.

23-24 March: (signalling notice 10) Lewes Main Junction Down London and Down Brighton signals at platform ends replaced; described in notice as starting signals despite being to the 'rear' of the signal box.

2 April: (signalling notice 11) Lewes West - goods yard GF converted to electrical release from SB.

12-13 April: (signalling notice 13) Lewes Main Junction Up Hastings to Brighton Loop Home signal raised on post and new South SB Up Brighton Loop provided beneath. One ground signal moved.

27-28 April: (signalling notice 14) Lewes South Down Outer Home signal abolished, new Down Home signals (with Main Junction distant below) provided further out than previous inner homes. New Up to Down Main ringed arm signal provided.

5 May: (signalling notice 15) Lewes Main Junction and Lewes South acquired slots on some of each other's signals, new Up Brighton Loop to Tunbridge Wells signal provided, various ground signals at each SB altered. Down Tunbridge Wells trains can now be accepted under Regulation 4 provided the line is clear for 440 yards ahead of the Down Tunbridge Wells Home signal.

2 June: (signalling notice 20) Lewes West Junction SB (at A) replaced by new SB, Lewes West, on down side of line. Various signals and connections altered and slottings removed. Lewes Main Junction Down London Outer Home signals provided plus banner repeaters; Calling on signal provided beneath Up Hastings Home to be brought into use later; fouling bar lamps brought into use.

13 June: (signalling notice 21) Lewes West new Up Home and new Up Goods (ringed arm) signals, both further from SB than existing signals.

29 June: (signalling notice 24) Lewes Goods connection between 1 and 2 down sidings abolished.

7 July: (signalling notice 25) Lewes Main Junction Up Hastings Calling On signal brought into use.

15 September: (signalling notice 33) Lewes East one ground signal moved.

13 October: (signalling notice 37) Lewes East several ground signal changes including one at Lewes East GF.

1936:

20 August: (signalling notice 29) Lewes Goods ringed arm signal operated from Top Yard GF replaced.

1937:

6 June: (signalling notice 25) Lewes East ceased to slot Southerham Junction Up Starting signal at its Outer Home.

1938:

2 July: (signalling notice 30) Lewes Main Junction Down London Outer Home provided with a lower duplicate arm.

1940:

29 April: (signalling notice 8) Lewes Main Junction additional banner repeater provided at London end of Down Main platform; duplicate arm provided in 1938 abolished.

1942:

22 November: (signalling notice 5) Lewes Goods ringed arm Down Home signal replaced, various shunt signals moved.

1944:

9 July: (signalling notice 23) Lewes Main Junction Up Hastings to Brighton Distant signal abolished, the Up Hastings to London Distant will apply to both routes; Banner Repeater provided for Up Brighton Loop starting signals.

1948:

22 February: (signalling notice 8) Lewes West new Banner Repeater for Up Main Home (platform starting) replacing mechanical repeater arm.

1950:

27 July: (P/EW 30 LCD) Lewes East Junction Down Goods to Down Main Home signal replaced with plain arm (instead of ringed) and relocated.

8 October: (P/EW 41 LCD) Lewes East Junction Up Main Home signals replaced. (in index, not in printed copies).

1951:

18 February: (P/EW 8 LCD) Lewes West one shunt signal moved.

3-4 March: (P/EW 10 LCD) Lewes West training crossover between Up Main and Down Loop lines abolished and replaced by one between Up and Down Main lines.

30 December: (P/EW 1 LCD) Lewes South one shunting signal abolished.

1953:

1 July: (P/EW 26 LCD) Lewes Goods two ringed arm shunting signals abolished.

20 December: (P/EW 51 LCD) Lewes Goods Down Siding points and associated shunting signals moved.

1955:

20-21 August: (P/EW 31 LCD) Lewes South Up Main Starting signal replaced in new location.

1959:

9 August: (P/EW 29 LCD) Lewes Main Junction trailing crossover in Tunbridge Wells line moved with consequent shunt signal move.

1963:

20 March: (P/EW 11 CD) Lewes West SB (at A) renamed Lewes "A"; Lewes Main Junction SB (at B) renamed Lewes "B"; Lewes East Junction (at C) renamed Lewes "C"; Lewes South SB (at D) renamed Lewes "D".

1966:

1 October: (P/EW 36 CD) Goods lines (A - X - U - E - C) severed by Winterbourne Stream bridge. Lewes Goods Yard SB (at E) lost all running signals and some connections - notice refers to it as Lewes Goods GF. Lewes "C" various connections relating to Goods Lines and Up Siding taken out of use.

2 October: (P/EW 36 CD) Lewes "A" and Top Yard GF various connections taken out of use.

28 November: (P/EW 44 CD) Lewes Goods and Top Yard GFs closed and remaining points converted to hand operation.

1967:

5 March: (P/EW 9 CD) Lewes "B" connection from Down London Loop to Dock Roads abolished.

1968:

25 August: (P/EW 34 CD) Lewes "D" connection to Up Siding abolished.

1969:

6 January: (P/EW 1 CD) Lewes "C" SB (at C) closed and connections to Goods lines out of use.

6 January: (P/EW 1 CD) Lewes "B" down Tunbridge Wells line put out of use and single line working over up line to Barcombe Mills instituted.

4 May: Uckfield line closed and alignment B - Z and on to Uckfield taken out of use.

1971:

31 October: (P/EW 44 CD) Down London Loop taken out of uses; Lewes "A" SB (at A) closed.

1972:

5 August: (P/EW 32 CD) Lewes "B" connection from Up Main to Barcombe Mills line abolished.

6 August: (P/EW 32 CD) Lewes "D" SB (at D) closed. Lewes "B" various line designations changed and alterations to signalling plus removal of connections to Tunbridge Wells line. Lewes "B" SB (at B) renamed Lewes.

1976:

4 April: (P/EW 14 CD) Southerham Junction relocated to point of divergence of lines.

11 April: (P/EW 15 CD) Southerham Junction, part of former Up Branch line restored as Up Siding.

18 September: (P/EW 38 CD and signal instruction 13 CD) All remaining semaphore signalling in and around Lewes replaced by MAS controlled from Lewes SB. Southerham Junction SB (at S1) closed, functions transferred to panel in Lewes SB.

Milepost Mileages:

The "Lewes Short Mile" quoted in the Quail books seems to have arisen from official error. There is no mention of it in the first Southern edition (dated October 1994) of the Quail series. It does, however appear in the second edition dated September 2002.

Railtrack's Infrastructure information in early 1998 - when they were trying find out what they really owned - mentions "Keymer Junction - Site of Old Southerham Junction (short MP)". The mass exodus of engineering people in 1993-1995, people who didn't want to be privatised, took with them much of the historical knowledge and background and much valuable local information that was traditionally passed on orally rather than written down. Those who replaced them presumably had no knowledge of the original railway routing through Lewes. This lack of understanding would not have been helped by the failure to include 'changes of mileages' when the Sectional Appendix distances changed from 'between signal boxes' to milepost ones. Even today Network Rail fails to include this information in the Sectional Appendix.

Item in P/EW 43 CD, 1967, grants a possession at Lewes "C" changing rails etc 50¼ to 50½ mp. 1960-1975 Sectional Appendices refer to a speed restriction between 8¼ and 8½ mp for the same piece of railway.

Ordnance Survey Maps

1878 1:10,500 map shows -

Ham Lane Bridge just Southerham side of Hamfield Cottages (2 candidates), Southerham Lift Bridge and Southerham Arch.

Two sets of railway lines through Southerham cutting

Dual mile posts (Brighton and London) in Southerham cutting (9mp Brighton, 51mp London) after Southerham Junction

Southerham Junction SB not identified

1899 maps show -

Lewes East Junction just south of Hamfield Cottages, not named and no SB marked on 1:10,560 map; SB marked on 1:2500 map.

Southerham Junction SB shown.

Mile post markers shown without mileages or origin shown.

Lewes & Southerham

Milepost Mileages from Official Documents

| | | | Sectional Appendix 1975 | | | Sectional Appendix 1999-2008 | | | Railtrack Infrastructure Bridgebook 1998 | | |
|-------|------|----------------------------|-------------------------|--------|-------|------------------------------|--------|-------|--|-------|-------|
| | | | Miles | Chains | Yards | Miles | Chains | Yards | Miles | Yards | Yards |
| SO620 | BTL | Brighton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| SO620 | BTL | Falmer (1930) | 3 | 41 | 6182 | 3 | 39 | 6138 | 3 | 858 | |
| SO620 | BTL | Falmer Tunnel from | 3 | 62 | 6644 | 3 | 62 | 6644 | 3 | 1364 | |
| SO620 | BTL | to | 4 | 5 | 7150 | 4 | 5 | 7150 | 4 | 110 | |
| SO620 | BTL | Kingston Tunnel from | 7 | 13 | 12606 | 7 | 13 | 12606 | 7 | 286 | |
| SO620 | BTL | to | 7 | 18 | 12716 | 7 | 18 | 12716 | 7 | 396 | |
| SO620 | BTL | Lewes Station | | | | 7 | 77 | 14014 | 7 | 1650 | |
| SO620 | BTL | Lewes Main Junction | | | | 8 | 1 | 14102 | 8 | 71 | |
| | | Lewes ("B") SB | 7 | 77 | 14014 | | | 0 | | | |
| | | London Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| SO590 | KJE1 | Cooksbridge | 47 | 31 | 83402 | 47 | 31 | 83402 | 47 | 682 | |
| SO590 | KJE1 | Hamsey LC | 48 | 12 | 84744 | 48 | 12 | 84744 | | | |
| SO590 | KJE1 | Lewes Tunnel from | 49 | 49 | 87318 | 49 | 49 | 87318 | 49 | 1078 | |
| SO590 | KJE1 | to | 49 | 67 | 87714 | 49 | 67 | 87714 | 49 | 1518 | |
| SO590 | KJE1 | Lewes Station | | | | 49 | 74 | 87868 | 49 | 1672 | |
| SO590 | KJE1 | Lewes Main Junction | | | | 50 | 1 | 88022 | 50 | 17 | |
| SO590 | KJE1 | Lewes ("B") SB | 49 | 74 | 87868 | 50 | 3 | 88066 | 50 | 39 | |
| SO590 | KJE1 | Lewes Main Junction | | | | 50 | 1 | | 50 | 1 | |
| | | Lewes ("B") SB | | | | 50 | 3 | | 50 | 3 | |
| | | Lewes Junction (Mains) | | | | | | | 50 | 71 | |
| | | Lewes Junction (Up Loop) | | | | | | | 50 | 176 | |
| | | change of ELR | | | | | | | 50 | 638 | |
| | | Lewes East Junction | | | | | | | 50 | 880 | |
| | | change of ELR | | | | | | | 50 | 880 | |
| SO590 | KJE2 | Southerham LC | | | | 50 | 69 | | | | |
| | | Southerham Junction SB | 50 | 70 | 89540 | | | 0 | | | |
| SO620 | KJE2 | Southerham (1976) Junction | | | | 51 | 11 | | 51 | 231 | |
| SO620 | STS | Itford LC | 53 | 37 | 94094 | 53 | 36 | 94072 | | | |
| SO620 | STS | Southease & Rodmell | 53 | 40 | 94160 | 53 | 40 | 94160 | 53 | 880 | |
| SO620 | STS | Newhaven Town | 56 | 25 | 99110 | 56 | 25 | 99110 | 56 | 528 | |
| | | Southerham Junction SB | 8 | 71 | 15642 | | | 0 | | | |
| SO590 | KJE3 | Southerham (1976) Junction | | | | 9 | 14 | 16148 | 9 | 275 | |
| | | Beddingham LC | 10 | 8 | 17776 | | | 0 | | | |
| SO590 | KJE3 | Glynde | 11 | 32 | 20064 | 11 | 14 | 19668 | 11 | 308 | |
| SO590 | KJE3 | Ripe LC | 13 | 25 | 23430 | 13 | 25 | 23430 | | | |
| SO590 | KJE3 | Selmeston LC | 14 | 58 | 25916 | 14 | 58 | 25916 | | | |
| SO590 | KJE3 | Berwick | 15 | 50 | 27500 | 15 | 50 | 27500 | 15 | 1100 | |

Distances Between Signal Boxes from Official Documents

red figures indicate probable typos
as distinct for measurement error

| | Sectional Appendix 1970 | | Sectional Appendix 1960 | | Sectional Appendix 1934 | | LBSCR Appendix 1922 | |
|---------------------------------|-------------------------|-------|-------------------------|-------|-------------------------|-------|---------------------|-------|
| | Miles | Yards | Miles | Yards | Miles | Yards | Miles | Yards |
| Falmer (1930) | | | | | | | | |
| Falmer (1877) | | | | | | | | |
| Ashcombe (1873) | | | | | | | 2 | 720 |
| Ashcombe (1928 - 1933) | | | | | | | | |
| Lewes "D" / South | 4 | 731 | 4 | 731 | 4 | 731 | 1 | 1657 |
| Lewes "B" | 0 | 267 | 0 | 267 | | 267 | | 267 |
| Cooksbridge | | | | | | | | |
| Hamsey LC | | | 0 | 1233 | 0 | 1233 | 0 | 1245 |
| Lewes West Junction (1889) | | | | | 1 | 1309 | 1 | 1286 |
| Lewes "A" / West (1935) | 2 | 824 | 1 | 351 | | | | |
| Lewes "B" | 0 | 270 | 0 | 270 | | 312 | | 311 |
| Lewes "B" | | | | | | | | |
| Lewes "C" / East Junction | | | 0 | 694 | | 694 | | 585 |
| Southerham Junction (1874) | 0 | 1210 | 0 | 516 | | 516 | | 514 |
| Southerham Junction (1874) | | | | | | | | |
| Itford / Southease LC | 2 | 1024 | 1 | 1024 | 2 | 1024 | 2 | 1015 |
| Newhaven Town North | | | | | | | 2 | 362 |
| Newhaven Town South (1879-open) | | | | | | | | 854 |
| Newhaven Town | 2 | 1409 | 2 | 1409 | 2 | 1410 | | |
| Southerham Junction (1874) | | | | | | | | |
| Beddingham LC | | | 1 | 327 | 1 | 327 | 1 | 321 |
| Glynde | | | 1 | 100 | 1 | 100 | 1 | 105 |
| Ripe LC | | | 2 | 304 | 2 | 304 | 2 | 275 |
| Berwick | 6 | 1410 | 2 | 679 | 2 | 679 | 2 | 665 |

Lewes "A" / West (1935) route estimated at 1200 yards in total using Google Earth with old OS map overlay
 Lewes West Junction (1889)
 Lewes (old) Junction
 Lewes East / Goods
 Lewes "C" / East Junction