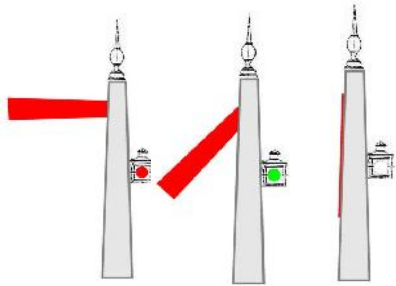


East Grinstead Town models two periods of signalling history to represent any time from 1872 - 1908.

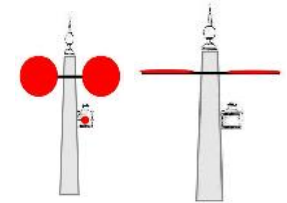
Terminus (opened 1855) – 1850s signalling [when operated as post-1882, goods only and signals cleared]



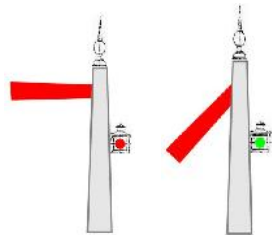
1842 - **Three position signals**, stop, caution and clear. “Caution” meant another train a few minutes ahead.

By mid 1870s – Trains separated by distance (called a “block”), rather than time, and “caution” indication redundant. Vertical “clear” position phased out and abolished in 1882 (“clear” then indicated at 45°). Signals placed by convenience (drivers knew where to stop); mounted on roof of signal box, or if separate, operated by a lever at base.

1845 - **Distant signals** indicate next signal at “stop”; drivers came to a brief stand before proceeding; turnover disc type (set “on” for danger when disc vertical) used until early 1880s.

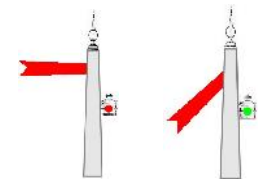


Through lines (opened 1866) – Signalled to mid-1870s standards, as used into early 1900s.



Two position signals were placed at the stop position, and operated from a separate signal box. Positions were horizontal for Stop (called “on”) and 45° for clear (called “off”).

1869 – **Semaphore distant signals** introduced; notch introduced in 1872.



All the pre-1900 signals were red with a straight black stripe, and had lamps below the arm position. Inside the lamp was a disc holding coloured filters; the disc rotated as the signal changed. Signals with two arms, one for each direction of travel, had a single lamp with lenses for each direction, and two discs of filters.

c.1900 - Black stripe across LB&SCR signals replaced by white (V-shaped for distant signal); slot mounted arms and separate lamp replaced by front mounted arm with integral coloured spectacle plate. V-shaped reflector next to the lamp on distant signals so they could be recognised at night. The use of yellow arms and lights for distant signals only came after the LB&SCR incorporated into the Southern Railway in 1923.