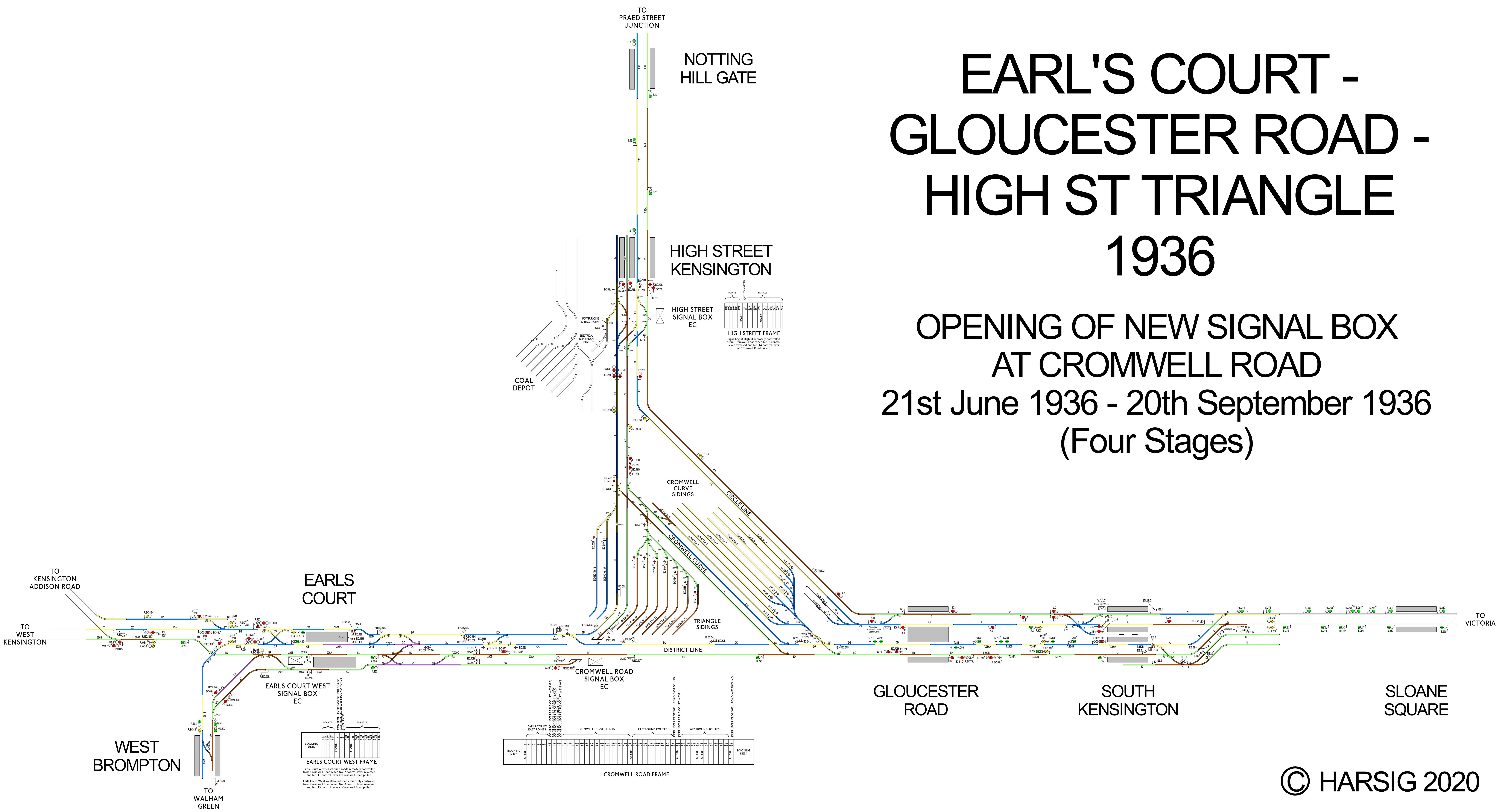


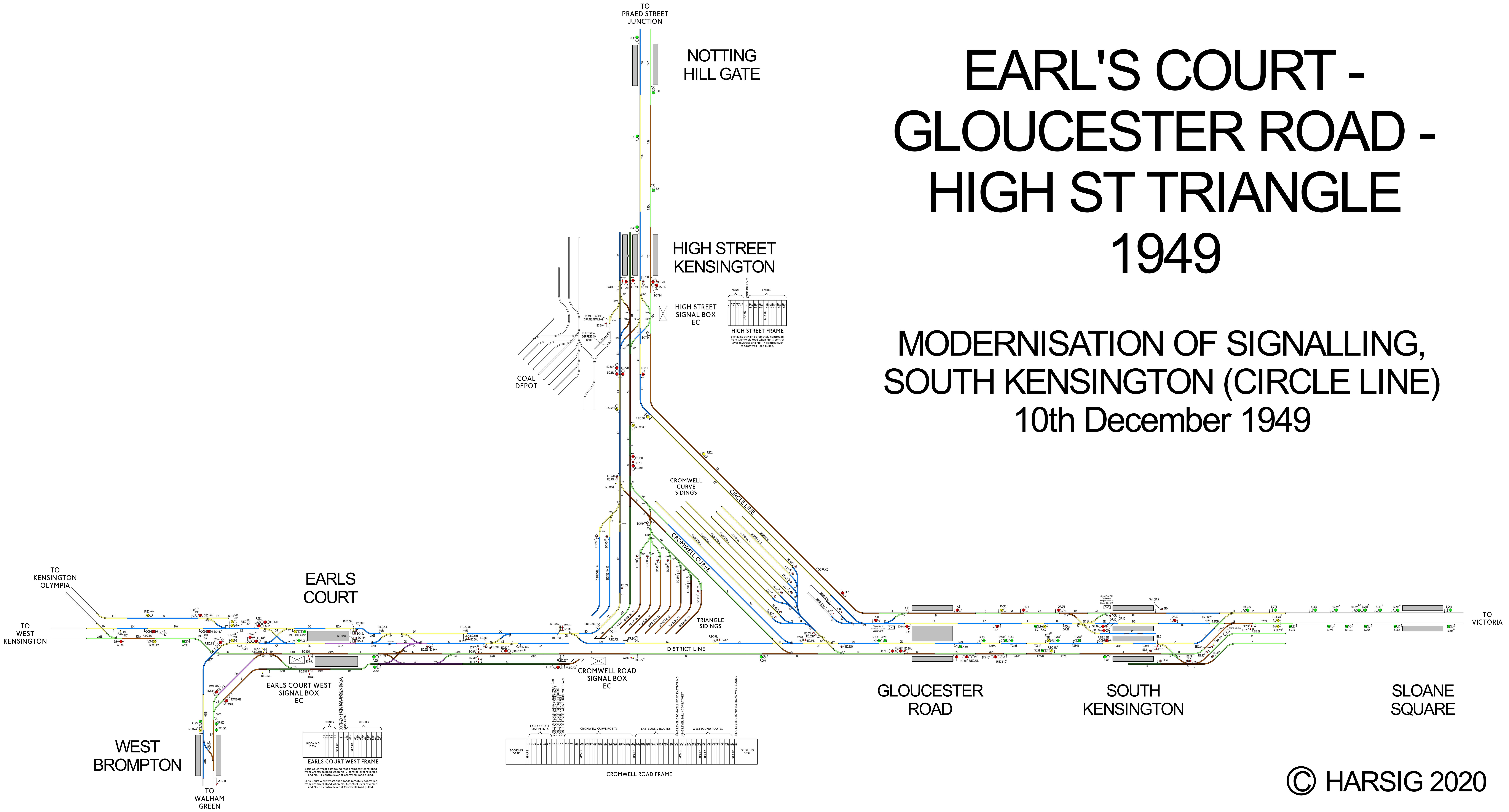
EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1936

OPENING OF NEW SIGNAL BOX
AT CROMWELL ROAD
21st June 1936 - 20th September 1936
(Four Stages)



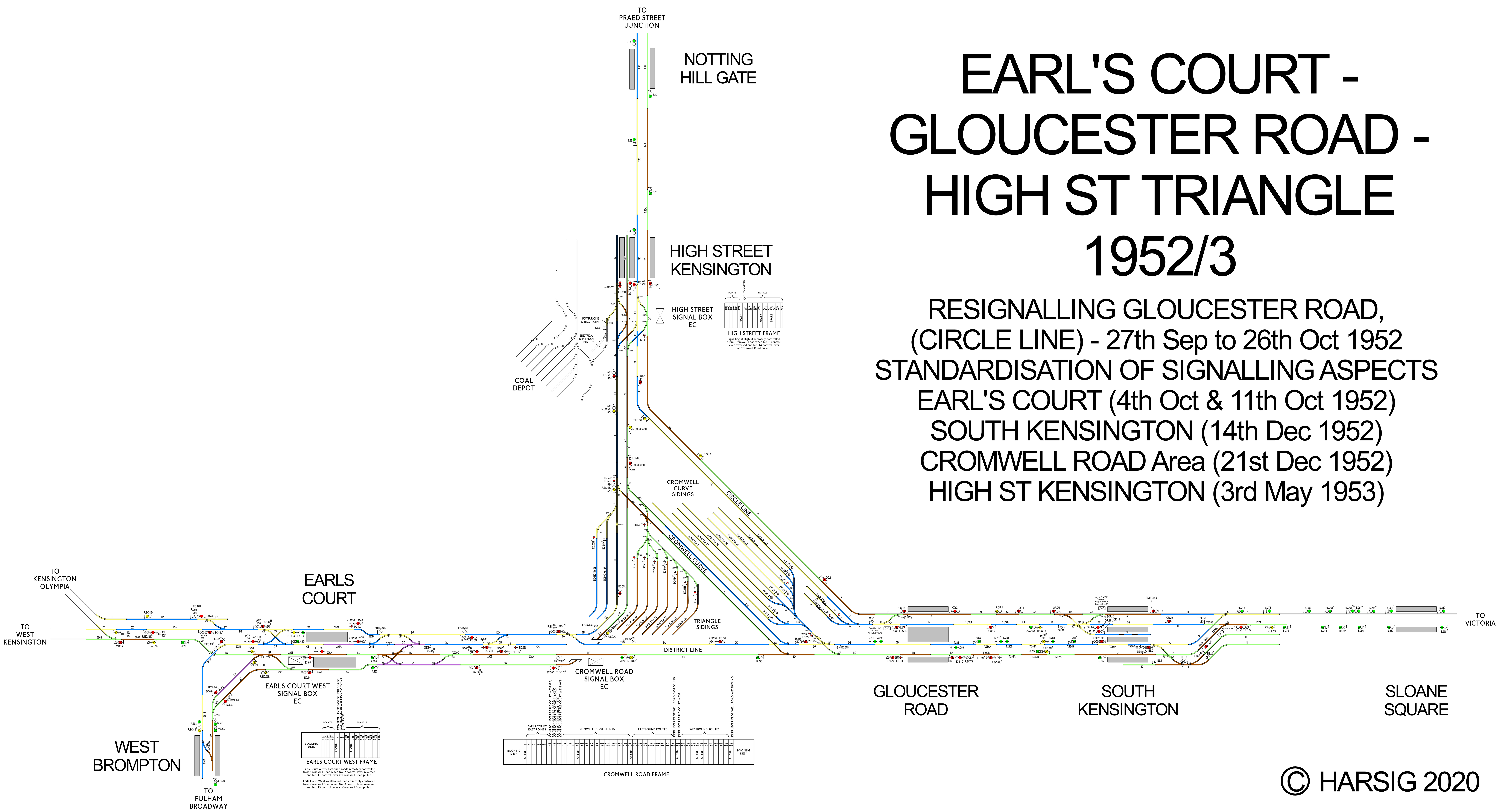
EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1949

MODERNISATION OF SIGNALLING,
SOUTH KENSINGTON (CIRCLE LINE)
10th December 1949



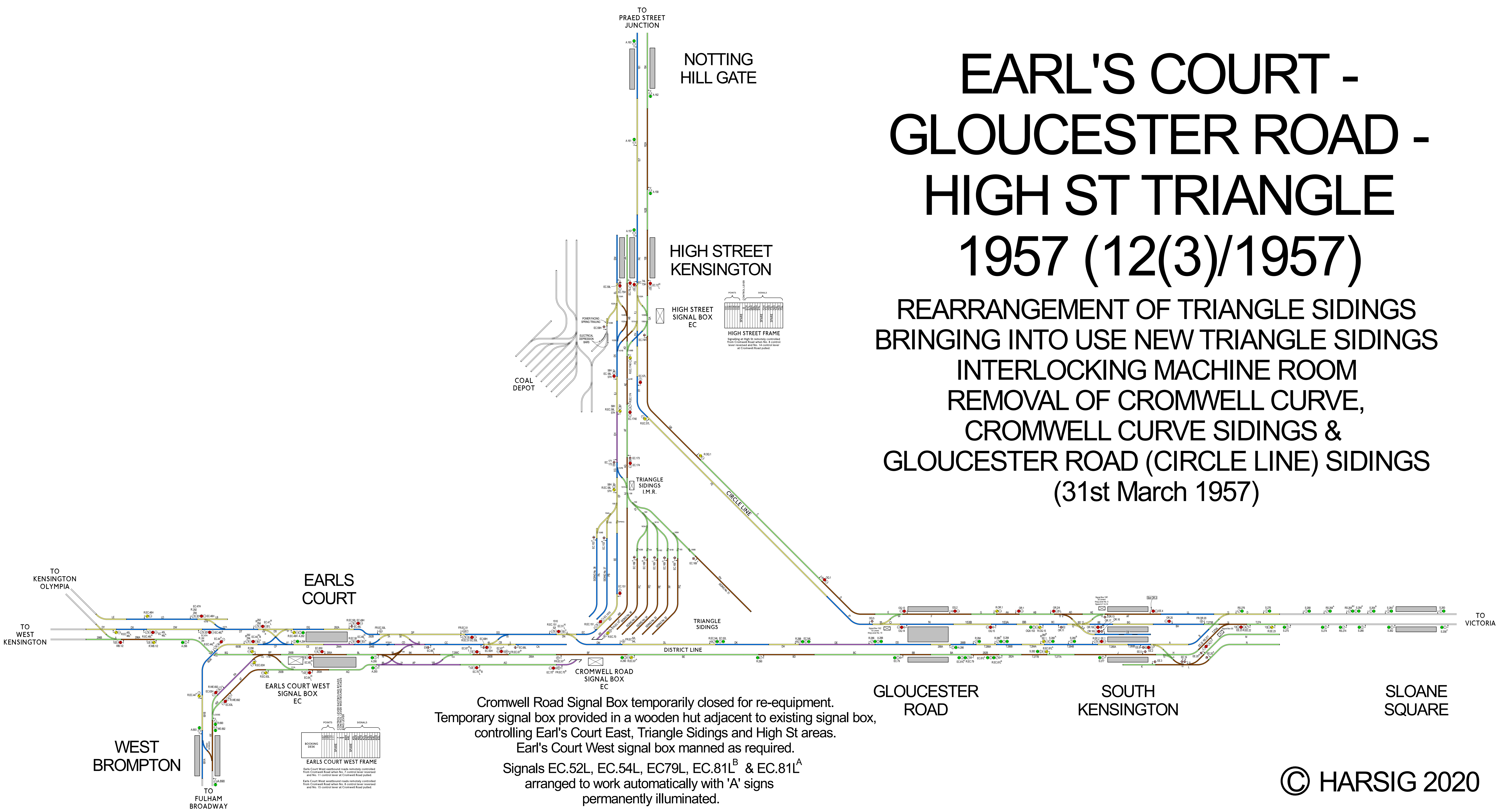
EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1952/3

RESIGNALLING GLOUCESTER ROAD,
(CIRCLE LINE) - 27th Sep to 26th Oct 1952
STANDARDISATION OF SIGNALLING ASPECTS
EARL'S COURT (4th Oct & 11th Oct 1952)
SOUTH KENSINGTON (14th Dec 1952)
CROMWELL ROAD Area (21st Dec 1952)
HIGH ST KENSINGTON (3rd May 1953)



EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1957 (12(3)/1957)

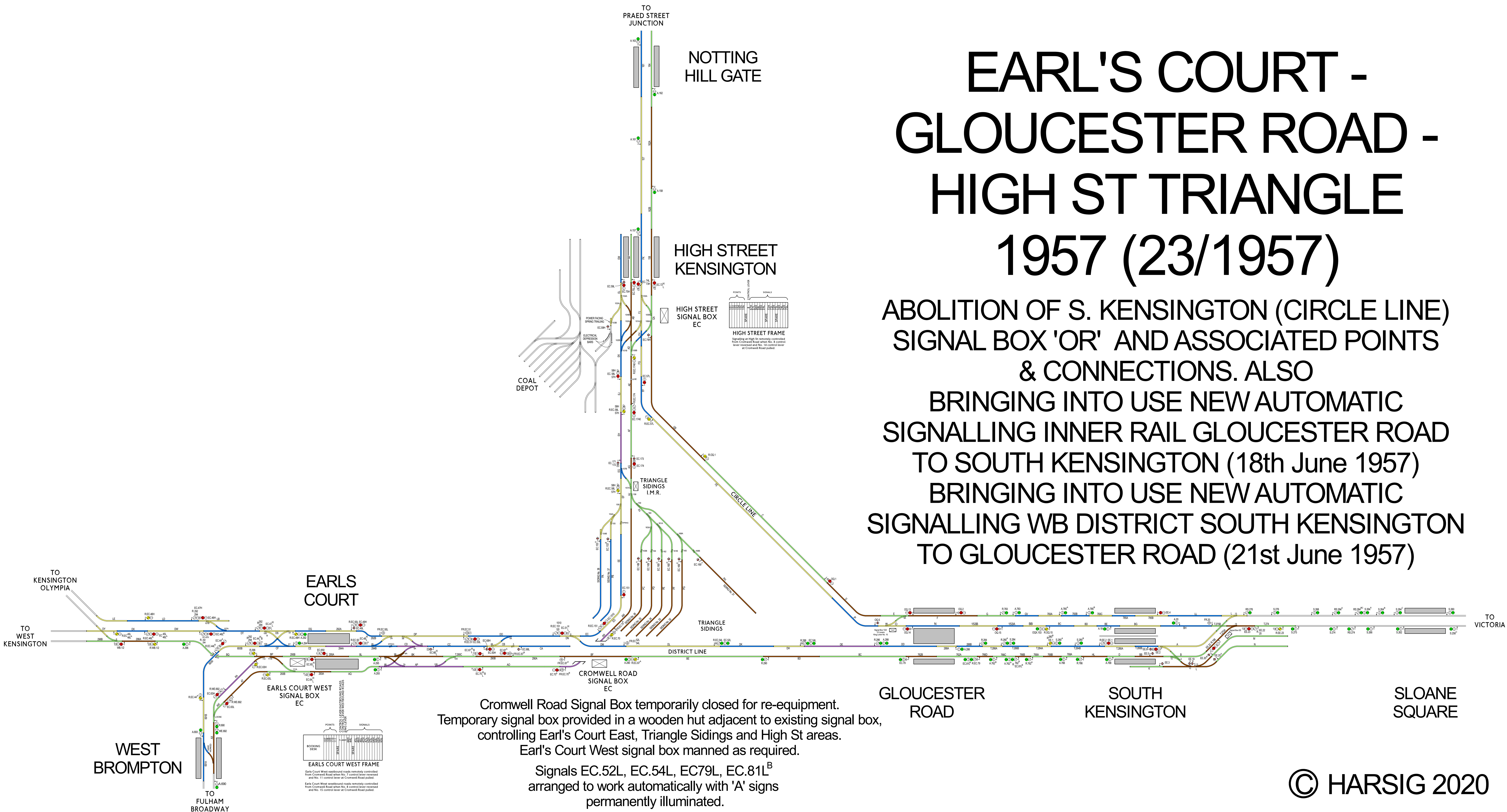
REARRANGEMENT OF TRIANGLE SIDINGS
BRINGING INTO USE NEW TRIANGLE SIDINGS
INTERLOCKING MACHINE ROOM
REMOVAL OF CROMWELL CURVE,
CROMWELL CURVE SIDINGS &
GLOUCESTER ROAD (CIRCLE LINE) SIDINGS
(31st March 1957)



Cromwell Road Signal Box temporarily closed for re-equipment.
Temporary signal box provided in a wooden hut adjacent to existing signal box,
controlling Earls Court East, Triangle Sidings and High St areas.
Earls Court West signal box manned as required.
Signals EC.52L, EC.54L, EC79L, EC.81L^B & EC.81L^A
arranged to work automatically with 'A' signs
permanently illuminated.

EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1957 (23/1957)

ABOLITION OF S. KENSINGTON (CIRCLE LINE)
SIGNAL BOX 'OR' AND ASSOCIATED POINTS
& CONNECTIONS. ALSO
BRINGING INTO USE NEW AUTOMATIC
SIGNALLING INNER RAIL GLOUCESTER ROAD
TO SOUTH KENSINGTON (18th June 1957)
BRINGING INTO USE NEW AUTOMATIC
SIGNALLING WB DISTRICT SOUTH KENSINGTON
TO GLOUCESTER ROAD (21st June 1957)



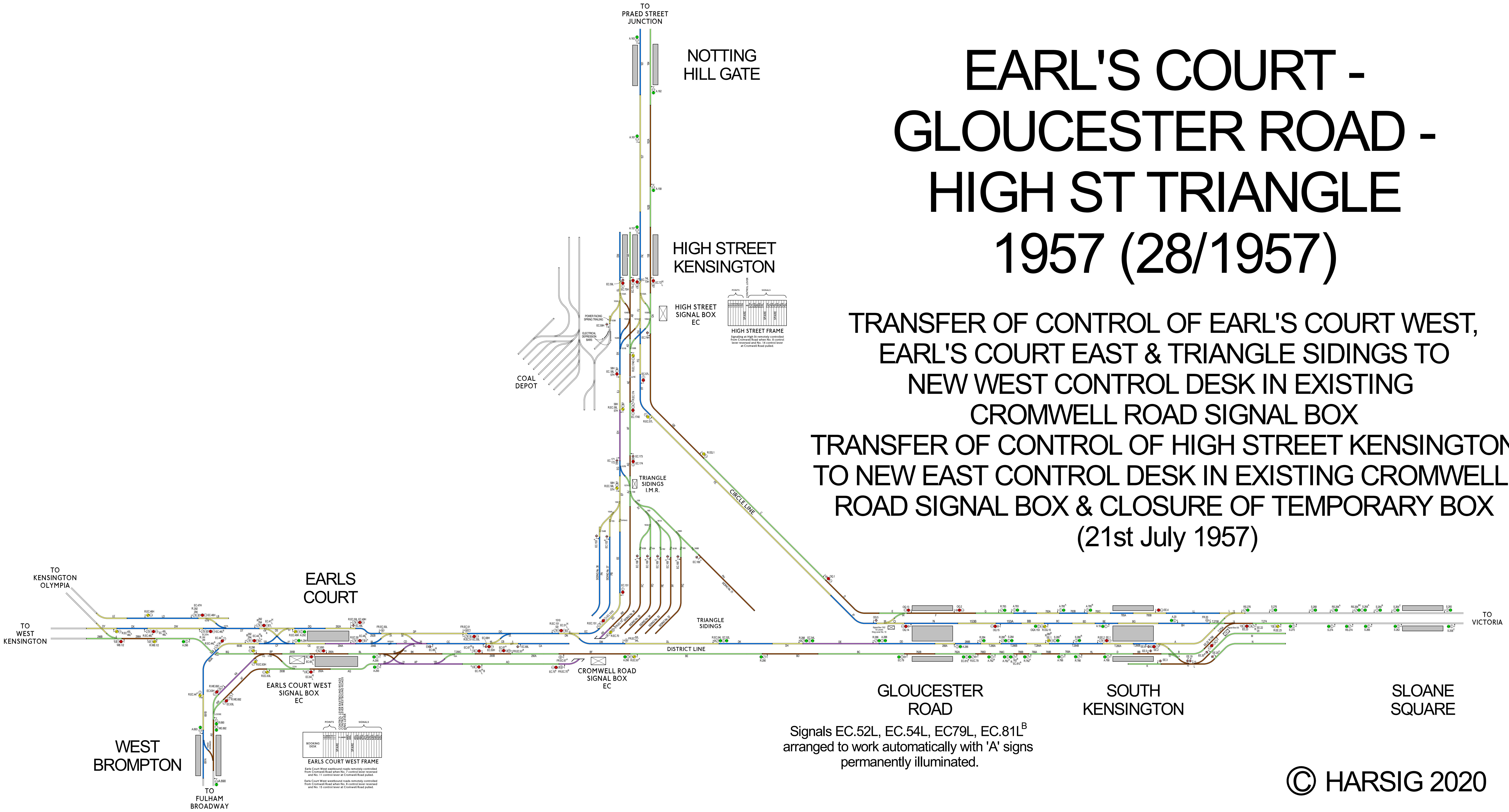
Cromwell Road Signal Box temporarily closed for re-equipment.
Temporary signal box provided in a wooden hut adjacent to existing signal box,
controlling Earls Court East, Triangle Sidings and High St areas.
Earls Court West signal box manned as required.

Signals EC.52L, EC.54L, EC79L, EC.81L^B
arranged to work automatically with 'A' signs
permanently illuminated.

EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1957 (28/1957)

TRANSFER OF CONTROL OF EARL'S COURT WEST,
EARL'S COURT EAST & TRIANGLE SIDINGS TO
NEW WEST CONTROL DESK IN EXISTING
CROMWELL ROAD SIGNAL BOX

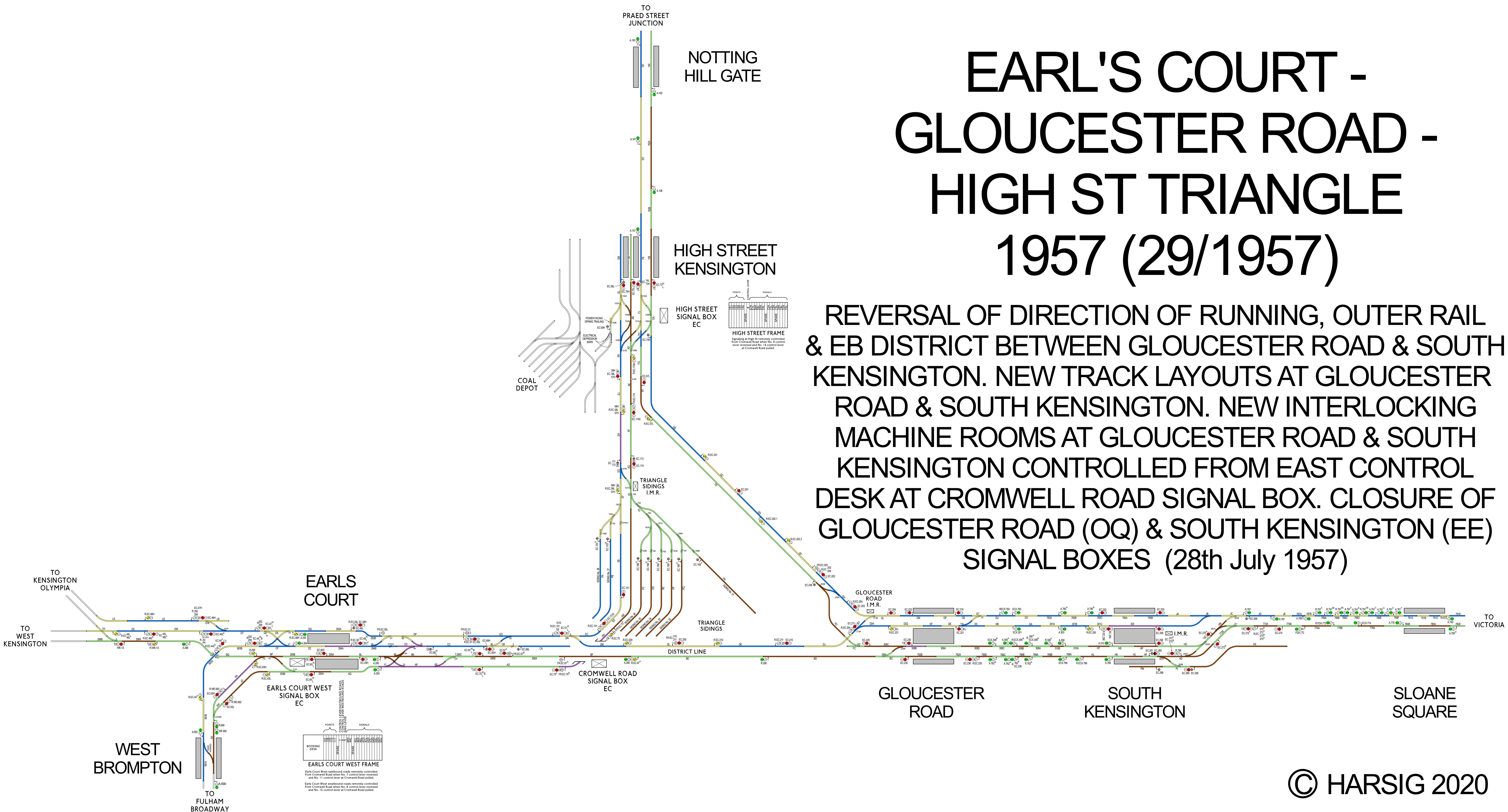
TRANSFER OF CONTROL OF HIGH STREET KENSINGTON
TO NEW EAST CONTROL DESK IN EXISTING CROMWELL
ROAD SIGNAL BOX & CLOSURE OF TEMPORARY BOX
(21st July 1957)



Signals EC.52L, EC.54L, EC79L, EC.81L^B
arranged to work automatically with 'A' signs
permanently illuminated.

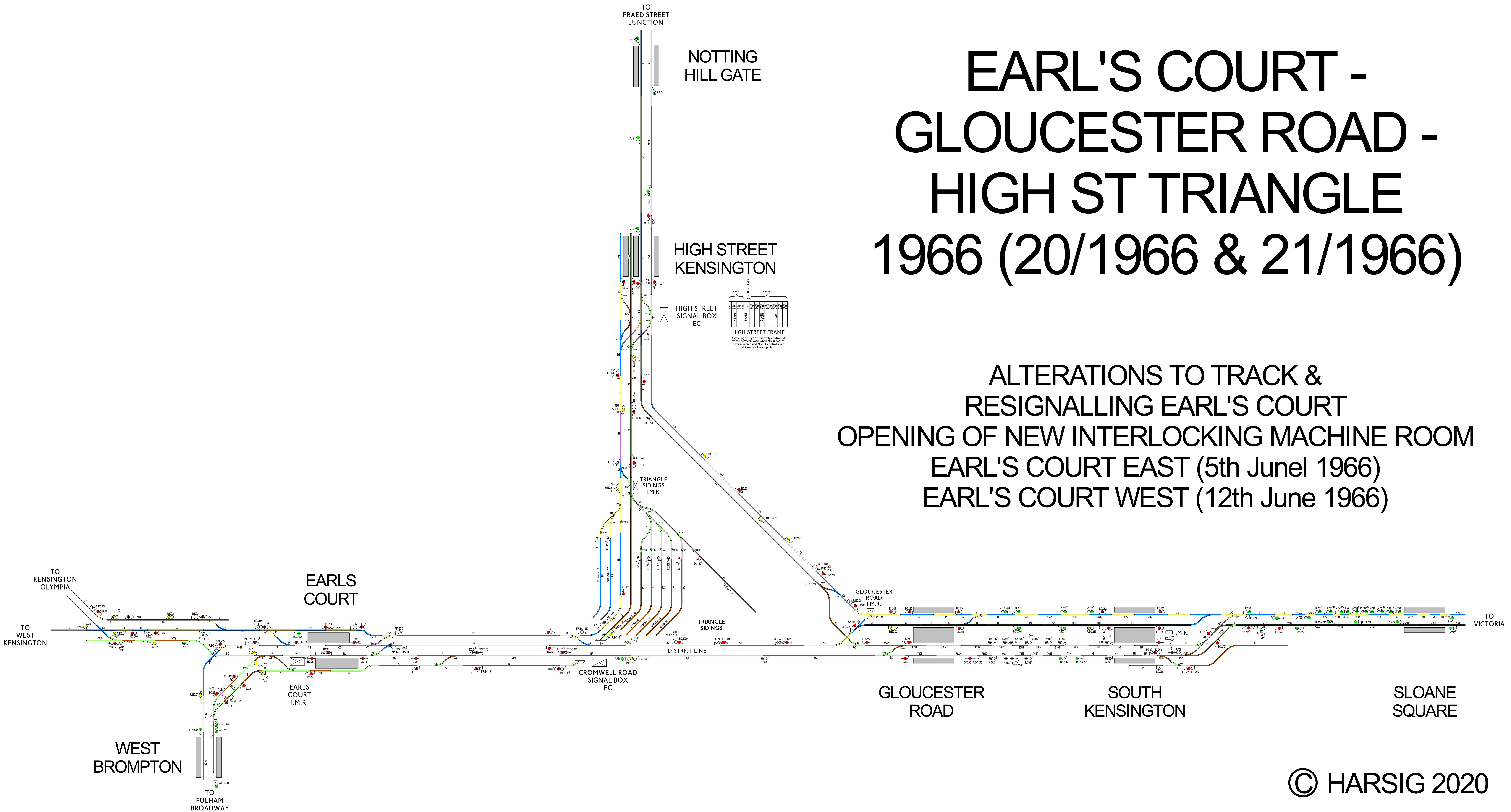
EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1957 (29/1957)

REVERSAL OF DIRECTION OF RUNNING, OUTER RAIL & EB DISTRICT BETWEEN GLOUCESTER ROAD & SOUTH KENSINGTON. NEW TRACK LAYOUTS AT GLOUCESTER ROAD & SOUTH KENSINGTON. NEW INTERLOCKING MACHINE ROOMS AT GLOUCESTER ROAD & SOUTH KENSINGTON CONTROLLED FROM EAST CONTROL DESK AT CROMWELL ROAD SIGNAL BOX. CLOSURE OF GLOUCESTER ROAD (OQ) & SOUTH KENSINGTON (EE) SIGNAL BOXES (28th July 1957)



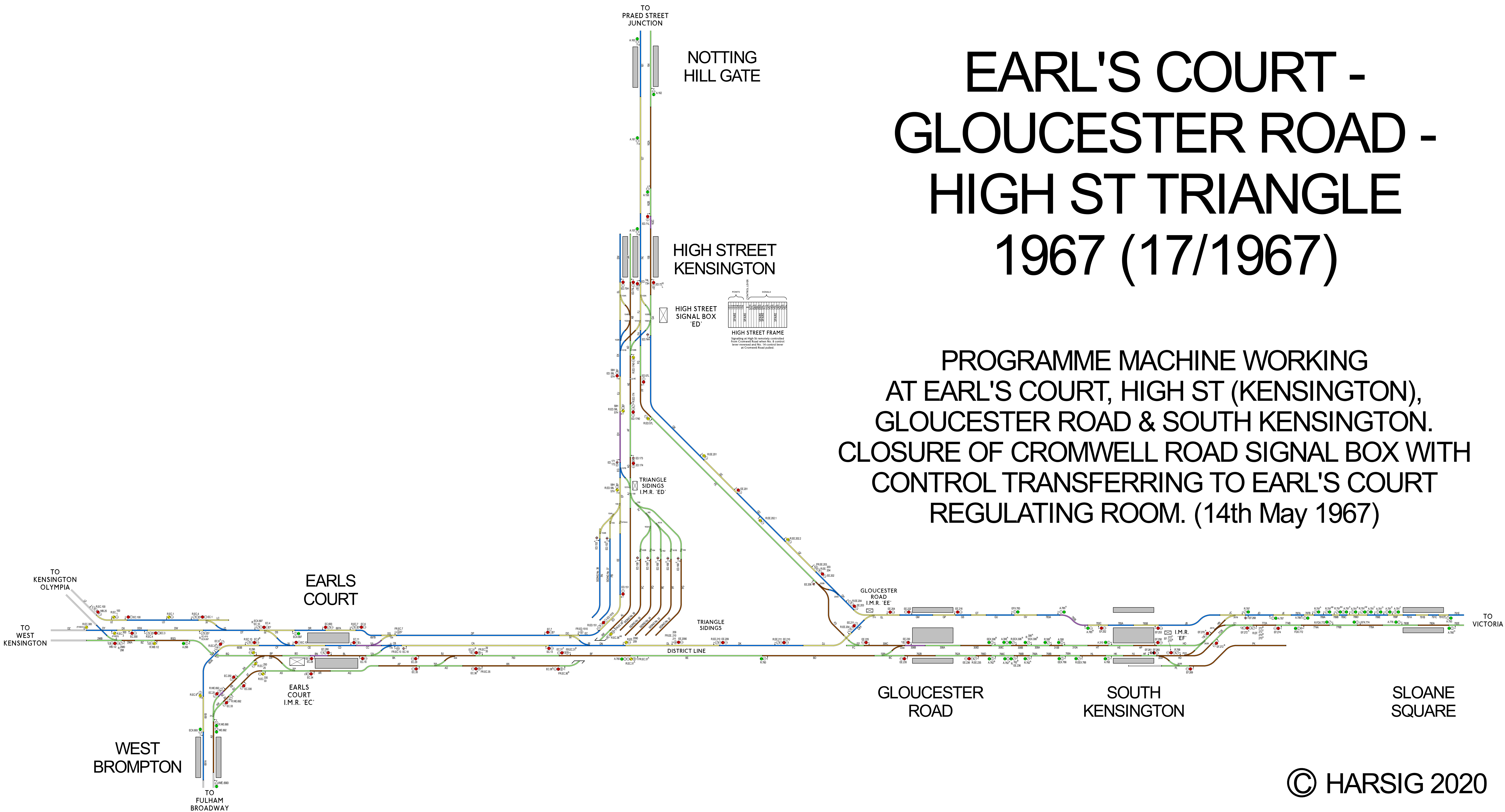
EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1966 (20/1966 & 21/1966)

ALTERATIONS TO TRACK &
RESIGNALLING EARL'S COURT
OPENING OF NEW INTERLOCKING MACHINE ROOM
EARL'S COURT EAST (5th June 1966)
EARL'S COURT WEST (12th June 1966)



EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1967 (17/1967)

PROGRAMME MACHINE WORKING
AT EARL'S COURT, HIGH ST (KENSINGTON),
GLOUCESTER ROAD & SOUTH KENSINGTON.
CLOSURE OF CROMWELL ROAD SIGNAL BOX WITH
CONTROL TRANSFERRING TO EARL'S COURT
REGULATING ROOM. (14th May 1967)



EARL'S COURT - GLOUCESTER ROAD - HIGH ST TRIANGLE 1969 (10/1969)

SIMPLIFICATION OF TRACK LAYOUT SOUTH KENSINGTON (30th March 1969)

