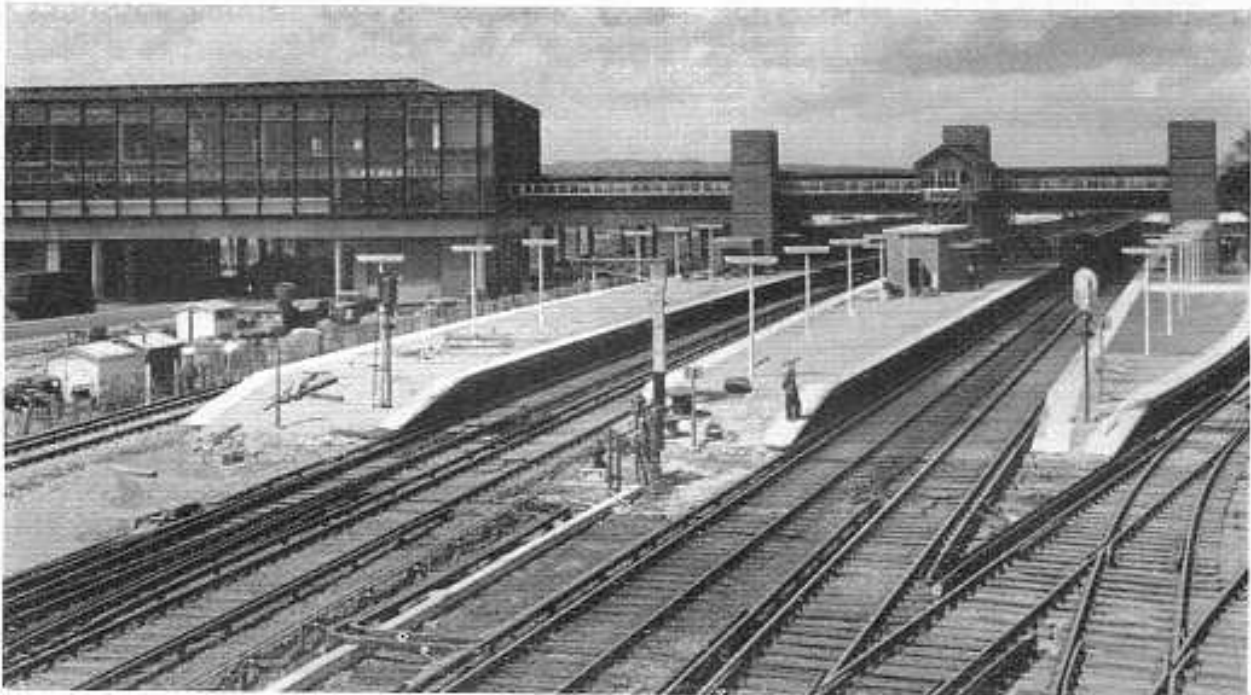


New Southern Region Station for Gatwick Airport



The recently-opened Gatwick Airport Station from the south, showing the new footbridge and, on the left, the airport terminal building straddling the London to Brighton road

A NEW station on the electrified London-Brighton main line of the Southern Region of British Railways, on the site of the old Gatwick Racecourse Station, was opened on May 28. It has been built in close connection with the development of Gatwick Airport, and supersedes the original Airport Station, to the south, which was closed as from the same day. The reconstructed airport was officially opened on June 9, when a revised summer timetable for the Brighton line, including the new Gatwick services, was introduced.

A feature in the layout of the station is the close association between the airport and railway facilities. The railway ticket and information offices are at first floor level in the main concourse of the air terminal building, which straddles the diverted London-Brighton road. Access to the station platforms is gained from an overbridge which leads from the terminal building and extends over all platforms.

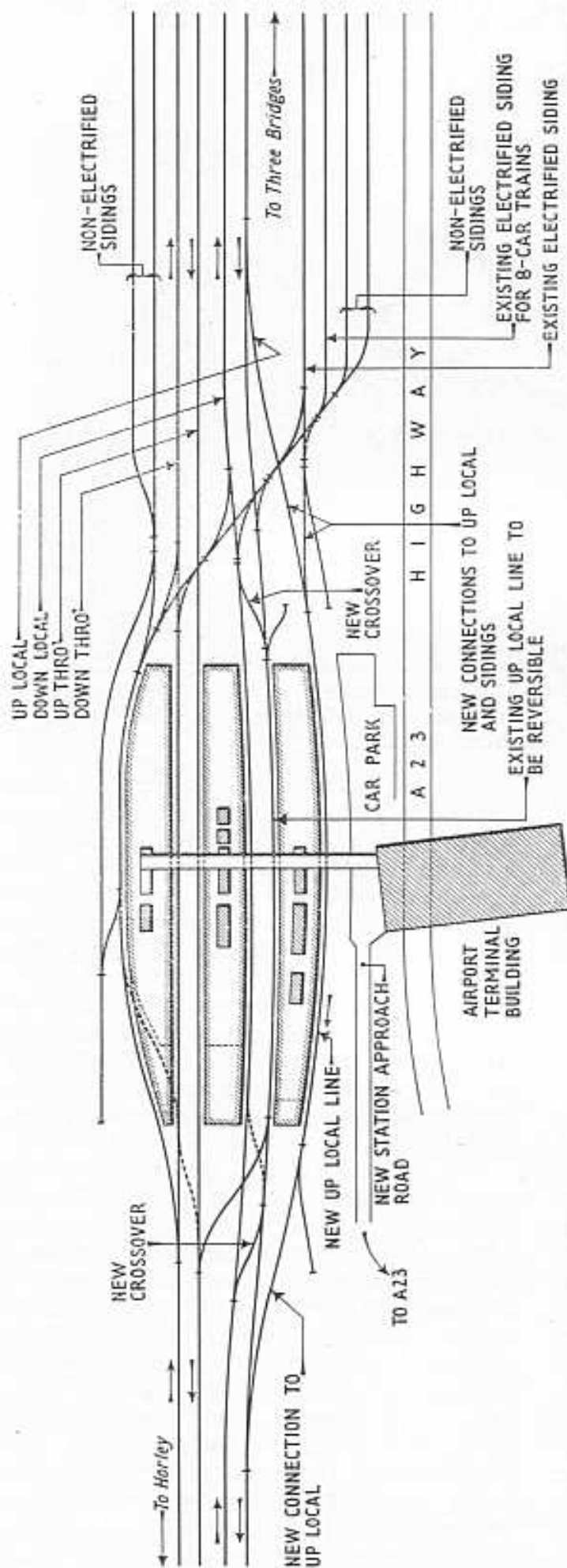
A parcels office incorporating an elevated double-roller shuttered loading bay, a store, staff mess room, lavatories and cycle store is situated underneath the main concourse in the station fore-

court. A lift connects the parcels office with the first floor of the building and the overbridge, which is divided throughout its length by a glazed partition to provide separate ways for parcels, at the south side, with lifts to all platforms, and for passengers, at the north, connecting with the stairways.

The ticket and information offices are glass-fronted, and conform architecturally with the remainder of the building. Bellmatic ticket equipment, capable of housing 670 separate issues, is installed in the ticket office.

The new station is able to deal with 12-car trains at all three pairs of island platforms, but with few exceptions the trains serving the airport will be handled on the western one (Nos. 1 and 2) serving the up local and reversible lines.

The old station platforms have been extended for some 100 ft. at the north end, and raised by 1 ft. overall. The western platform formerly was extra long to handle special racecourse trains, and this has been reduced in length from the south end. A staff block is situated towards the north end of this platform, and comprises stationmaster's office, staff mess room, and foreman's office. There



Plan of the reconstructed Gatwick station, showing alterations required to provide new up local and reversible lines

are also general and ladies' waiting rooms, ladies' and men's lavatories, and a bookstall facing the staircase. The general waiting room, as in all public rooms, is fitted with fixed seating, and has two G.P.O. telephone boxes installed.

Platforms 3 and 4 form the centre island serving the down local and up through line trains, and have waiting rooms and lavatories. The eastern island platform, Nos. 5 and 6, serves the down through and down loop lines; because only an occasional train will call there, only one general waiting room without toilet facilities is provided. Electric clocks are included in the equipment of the general waiting rooms and on all the platforms.

All the buildings are of blue brick construction, faced in places with slate-coloured enamel panels, and with interior walls tiled. Central heating throughout the station is piped through from the airport terminal building. Glazed canopies are provided on all three island platforms, supported on welded steel columns of box construction. Fluorescent lights along the length of each platform incorporate the station name in the outer cover.

The footbridge leading to the airport terminal building is supported on steel box columns. The main spans are steel girders, and the portal-effect roof framework, which is supported on the main trusses, is of lightweight steel beams. The decking is made up of pre-cast reinforced concrete units, and the roof is clad with aluminium sheeting with a waterproof coating. The side cladding is fastened to timber studding which is fixed to the steel members. On the main platform provision has been made for an escalator to be installed at a later date if the volume of airport traffic should warrant it.

The station has plug-in loud-speaker facilities with over-riding control from the signalbox. It is also intended to introduce system of recorded announce-

ments on the western platform operated by push-button panels from the platform. These recorded announcements will be bilingual to assist the foreigners who will be using the railway station. An illuminated departure indicator operated by the ticket collector is installed over the entrance to the footbridge facing the main concourse, and indicators on the platforms show the principal calling points of each train.

The scheme for the new station has involved major track and signalling

Associated with the scheme is the lengthening of the platforms at Purley, Coulsdon South, Merstham, and Redhill to accommodate 12-car trains, and the provision of additional berthing facilities for electric stock at New Cross Gate, Three Bridges, and Horsham. Track and signalling alterations between Gloucester Road Junction and South Croydon to convert the down relief line between Windmill Bridge Junction and South Croydon into a reversible line have been completed at the same time.



Looking from the main airport platform (right), which serves the reversible line, towards the other two island platforms during construction

alterations (the existing signalbox on the centre platform has been retained) including the provision of a new up local loop line and the conversion of the existing up local into a reversible line on which the new half-hourly train service is based. The down service from Victoria runs from the down local into the reversible line, detaches two or more carriages, and the front portion proceeds to Bognor Regis *via* Crawley, Horsham, and Littlehampton, leaving the rear portion in the platform. The next Bognor up train then runs up to the reversible line on to the stationary portion and they proceed to Victoria.

Passenger traffic at the new station is not confined to those travelling by air. Besides staff employed at the airport, the station will handle an appreciable volume of season ticket holders resident in the vicinity and many employees of firms in Crawley New Town industrial estate. Many of the latter were conveyed from and to the old station by a fleet of London Transport buses, the schedules of which have been adjusted to serve the new station. Air freight traffic conveyed by passenger train will be handled at the new parcels office, while that by goods train will be transported to and from the new goods yard at Crawley.