

**LONDON BRIGHTON & SOUTH COAST RAILWAY.**

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**NOTICE TO ENGINE DRIVERS, GUARDS, SIGNALMEN  
AND ALL CONCERNED, INCLUDING THE SERVANTS OF  
THE SOUTH WESTERN RAILWAY COMPANY.**

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**Opening of the Spur Line as a Double  
Line between Streatham and  
Streatham Common Stations.**

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At 6.0 a.m. on **FRIDAY**, January 1st, 1886, the above Spur Line, which is a Double Line and about 760 yards in length and forms a connection with the Peckham and Sutton Line at Streatham Station and with the Croydon and Balham Line at Streatham Common Station will be opened for Passenger and Goods Traffic, and Trains will use the same as shown in January Time Tables.

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**STREATHAM JUNCTION (DOWN SIGNALS).**

The following are the new and altered Signals worked from Streatham Junction :—

The present Down Distant Signal will remain unaltered.

# SIGNALLING RECORD SOCIETY

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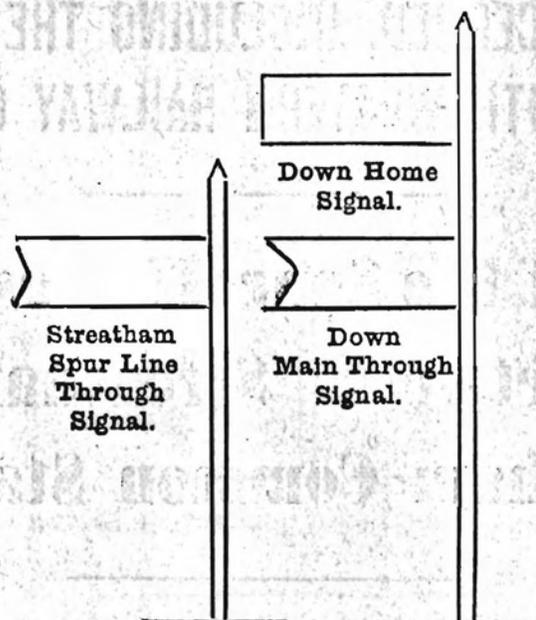
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## Streatham Junction (Down Signals)—continued.

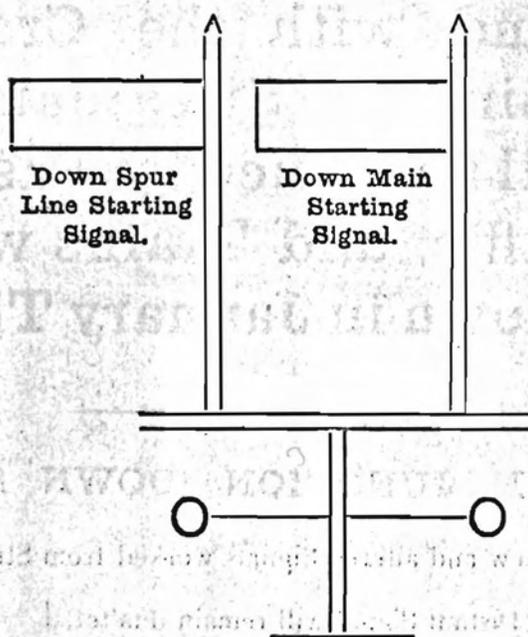
On the present Down Home Signal Post there are Through Signals for the Main and Spur Lines placed about 150 yards North of the Streatham Down Platform and will apply as follows:—The Signal on the right as a Through Signal for the Main Line and the Signal on the left as a Through Signal for the Spur Line.



As seen on approaching Streatham from Tulse Hill.

There are also two Down Starting Signals placed at the South end of the Streatham Down Platform as under:—

The Signal on the right will apply for the Main Line and the Signal on the left will apply for the Spur Line, as below:—

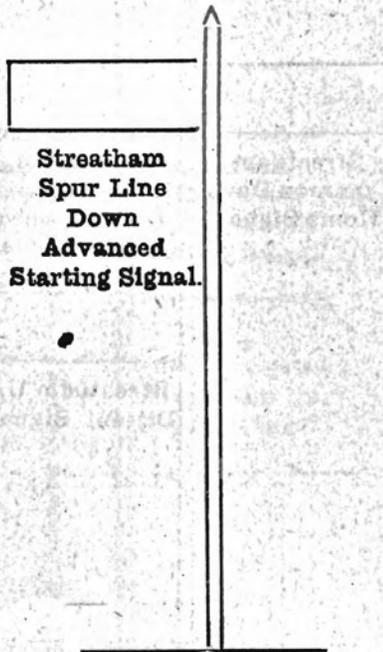


As seen from the Streatham Station Platform.

There are two Disc Signals placed under the Down Starting Signals for Shunting purposes, the one on the right applies for the Main Line, and the one on the left for the Spur Line.

## Streatham Junction (Down Signals)—continued.

An Advanced Starting Signal placed on the Down Side of the Spur Line, about 350 yards South of the Streatham Junction Signal Box.



As seen on approaching from Streatham Station.

The present Streatham Up Main Home Signal and the Streatham Down Main Starting Signal and the Streatham South Junction Down Distant Signal will be removed about 200 yards further out, and the present Streatham Down Main Starting Signal will be the Streatham Down Main Advanced Starting Signal. All these Signals are shown on the same post.

## STREATHAM COMMON JUNCTION (Down Signals).

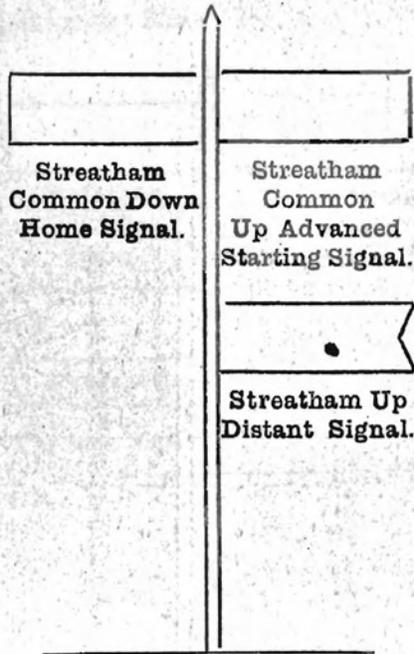
A Down Distant Signal, placed about 600 yards out on the Up Side of the Spur Line.



As seen on approaching Streatham Common Junction.

## Streatham Common Junction (Down Signals)—*continued.*

A Down Home Signal placed on the Up Side of the Spur Line, about 300 yards from the Streatham Common Junction Signal Box.



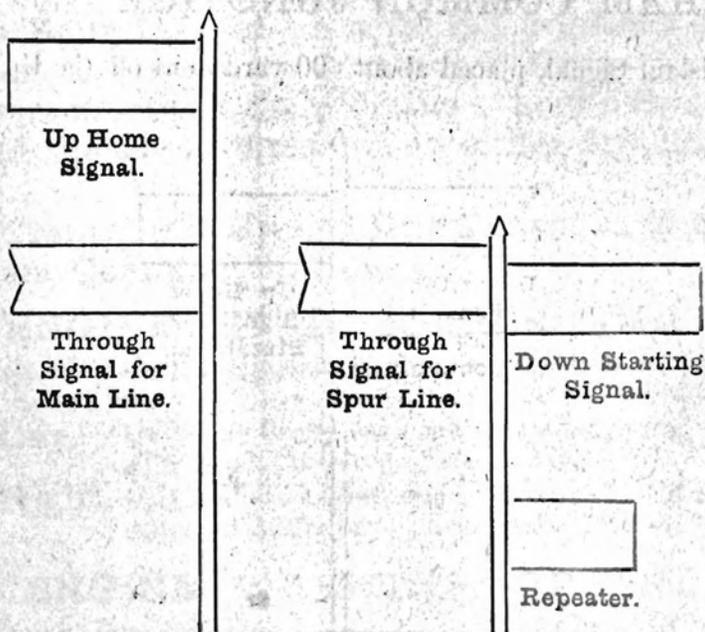
As seen on approaching Streatham Common Junction.

## STREATHAM COMMON JUNCTION (UP SIGNALS).

The present Up Distant Signal will remain unaltered.

On the present Streatham Common Junction Up Home Signal Post there are Through Signals for the Main and Spur Lines placed about 100 yards South of Streatham Common Up Platform, and will apply as follows:—

The Signal on the left will be the Through Signal for the Main Line, and the Signal on the right will be the Through Signal for the Spur Line.

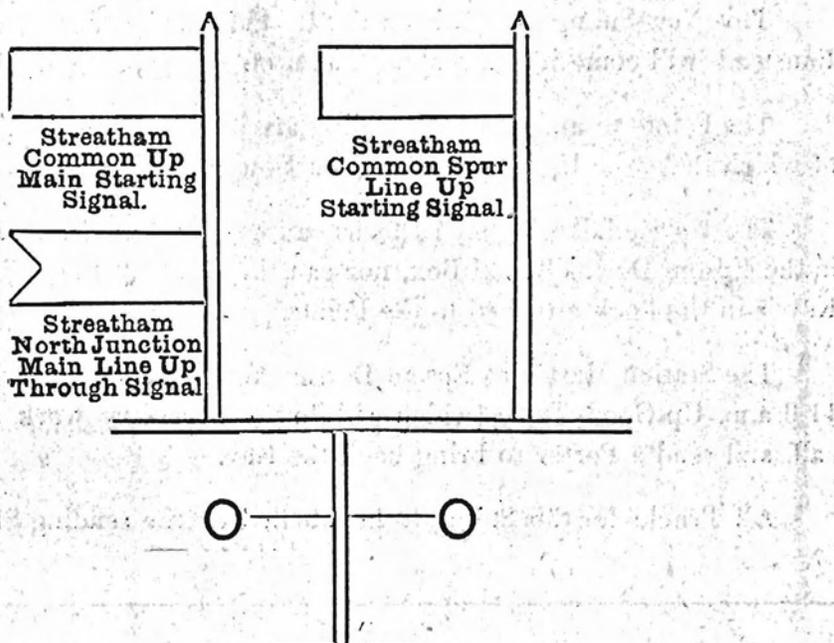


As seen on approaching Streatham Common from Norbury.

### Streatham Common Junction (Up Signals)—*continued.*

There are two Up Starting Signals and a Through Signal from Streatham North Junction placed at the North end of Streatham Common Up Platform, and will apply as follows:—

The Signals on the left for the Main Line, and the Signal on the right for the Spur Line.



As seen from Streatham Common Station Up Platform.

There are two Disc Signals placed under the Up Starting Signals as shown above. The Signal on the left will apply for anything shunting to Main Line, and the Signal on the right for anything shunting to Spur Line.

An Up Advanced Starting Signal placed on the Up Side of the Line about 300 yards from the Streatham Common Junction Box as shown at page 4.

An Up Distant Signal for Streatham Junction placed about 500 yards out from Streatham Junction Signal Box as previously described, see page 4.

An Up Home Signal for Streatham Junction placed about 300 yards from the Streatham Junction Signal Box as shown at page 3.

### STREATHAM SPUR LINE.

This Spur Line is on a falling gradient of 1 in 100 from Streatham to Streatham Common Station.

Drivers must run their Trains over the Spur Line with great care, and the speed must not in either direction exceed 5 miles per hour.

All Trains both Up and Down must stop at Streatham and Streatham Common Stations.

### ENGINE HEAD BOARDS AND LIGHTS.

The following Head Boards and Lights will be carried by Trains going via the Streatham Spur Line.

**By Day.**—One White Board each end of buffer beam, and one White Board with Black Cross top of smoke box.

**By Night.**—Two White Lights, one on off side end of buffer beam and one in centre of buffer beam, also Green Light on top of smoke box.

### ENGINE WHISTLES, UP AND DOWN.

For Main Line	...	...	One Whistle.
For Spur Line	...	...	Two Whistles.

## Instructions for working Gadesdens Siding, midway between Epsom Downs and Banstead.

This New Siding, which is on the Up Side of the Line between Epsom Downs and Banstead, will come into use at 11.0 a.m. on Friday, January 1st, 1886.

The Points to and from this Siding are fitted with Annett's Patent Lock, the Key of which locks the Up Signals at Epsom Downs.

The Up Signals at Epsom Downs cannot be lowered unless the Key is in the lock in the Epsom Downs Signal Box, nor can the Points at the Siding be opened unless the Key is in the Lock attached to the Points.

The Station Master at Epsom Downs must instruct the Driver and Guards of the 11.0 a.m. Up Goods Train (which will do the necessary work at the Siding) when to call, and send a Porter to bring back the Key.

All Tracks for this Siding to be labelled by the sending Stations.

(BY ORDER),

**J. P. KNIGHT,**

LONDON BRIDGE TERMINUS.

*General Manager.*

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