

LONDON BRIGHTON & SOUTH COAST RAILWAY.

NOTICE TO ENGINE DRIVERS, GUARDS, SIGNALMEN AND ALL CONCERNED.

LEWES NEW STATION.

Opening, on Monday, June 17th, 1889, of the Second Section of the New Station for Up and Down London and Keymer Line Traffic, &c.

Referring to Notice No. 80, dated 28th February, 1889, giving particulars of New Lines and Signals for the First Section of New Station being opened, the Engineer and Contractor have now completed the New Up and Down London Lines and Platforms, and the Brighton Down Bay Line and Platform.

Therefore at 6.0 a.m. on Monday, June 17th, 1889, the present Up and Down London Lines will be used for Goods Traffic only, and all Up and Down London Line Passenger Trains will travel by the New Route, the Up Trains entering the New Line at Lewes East Junction and the Down Passenger Trains at the New West Junction which is formed about 60 yards East of the Tunnel.

The New Junction Cabin, which will be called Lewes West Junction, and in which all the Points and Signals are concentrated, is placed on the Up side of Line, about 60 yards East of the Tunnel.

LEWES WEST JUNCTION SIGNALS.

An Up Starting Signal placed on Up side of Line at end of Platform and close to Cabin.

There is a Shunting Disc under this Signal which applies for anything shunting out on Main Up Line.

An Up Distant Signal for Hastings Line is placed on same post as the Lewes Junction Cabin Up Home Signal for that Line, see Diagram 1 of Notice 80, dated 28th February, 1889.

An Up Distant Signal for Tunbridge Wells Line placed on same post as the Lewes Junction Cabin Up Inner Home Signals for that Line, see Diagram No. 2 of Notice 80.

Three Down Inner Home and Two Distant Signals from Lewes Junction Cabin placed on Girder spanning Up and Down Line immediately East of the Tunnel and about 60 yards from the Cabin.

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The Left Hand Home Signal with ring on is for the Goods Line.

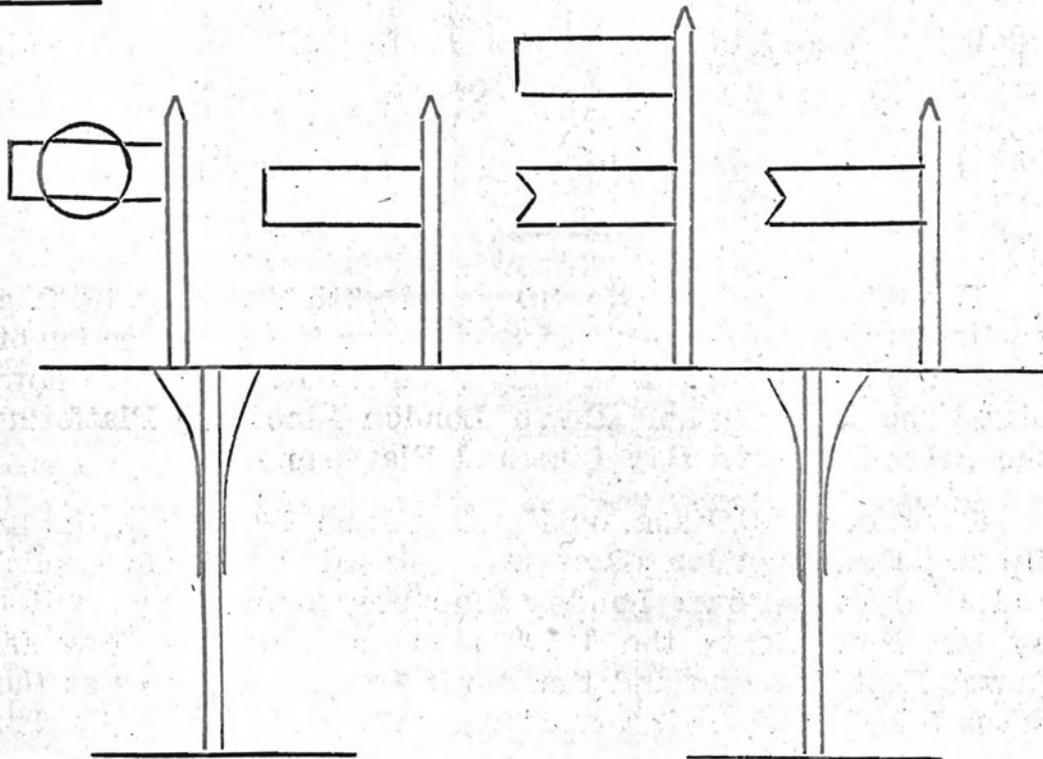
The Centre Home Signal is for the Down Bay Line left hand side of Platform.

The right hand Home Signal is for the Through Line right hand side of Platform.

The left hand Distant is the Lewes Junction Through Distant for Tunbridge Wells Line.

The right hand Distant is the Lewes Junction Through Distant for Hastings Line.

Diagram 1.



As seen on approaching from Cooksbridge.

Three Down Outer Home Disc Signals placed in the Tunnel about 50 yards from the Inner Homes.

The left hand Disc is for the Goods Line.

The Centre Disc is for the Down London Bay Line.

The right hand Disc is for the Through Line.

These Disc Signals will be kept burning day and night, and must not be passed at Danger.

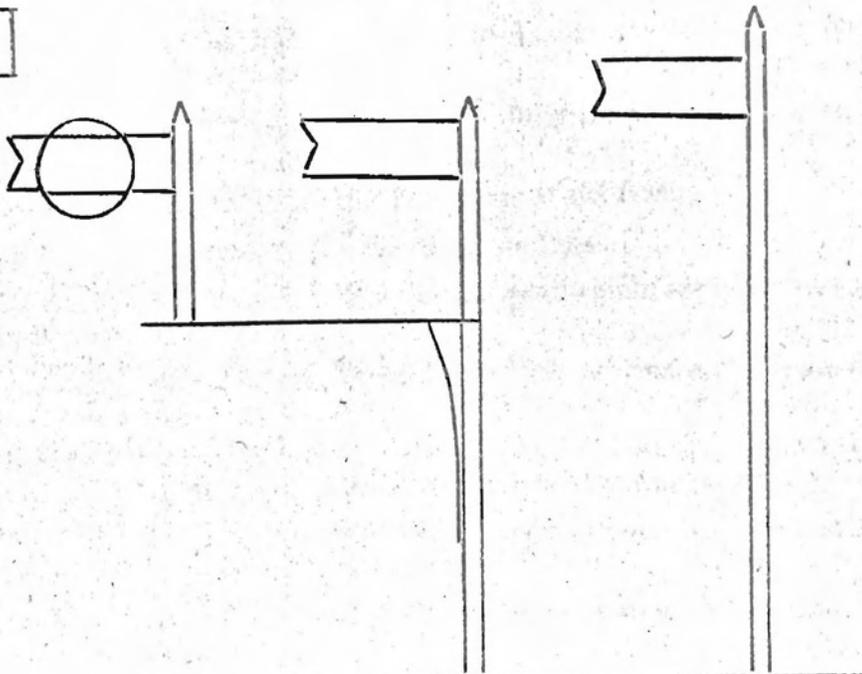
Three Down Distant Signals on Down side of Line 700 yards from the Outer Home Signals.

The left hand Distant with ring on is for the Goods Line.

The centre Distant is for the Down London Bay Line.

The right hand Distant is for the Through Line.

Diagram 2.



As seen on approaching from Cooksbridge.

An Up Starting Signal with ring on for the Goods Line placed about 100 yards East of Cabin.

Catch points are put in on Up Goods Line immediately in advance of this Starting Signal, and Catch Points are also put in Down Goods Line nearly opposite for the protection of the Passenger Lines.

The Cross-over road from Up to Down Line near Tunnel Mouth is provided with Disc Signal at either end.

LEWES JUNCTION SIGNALS.

The Up London Line Signals from Hastings, Seaford and Tunbridge Wells Lines are fully described in Diagrams. 1, 2, 3, 4 and 5 of Notice No. 80, dated February 28, 1889, and will all be brought into use at 6.0 a.m. on June 17th, 1889.

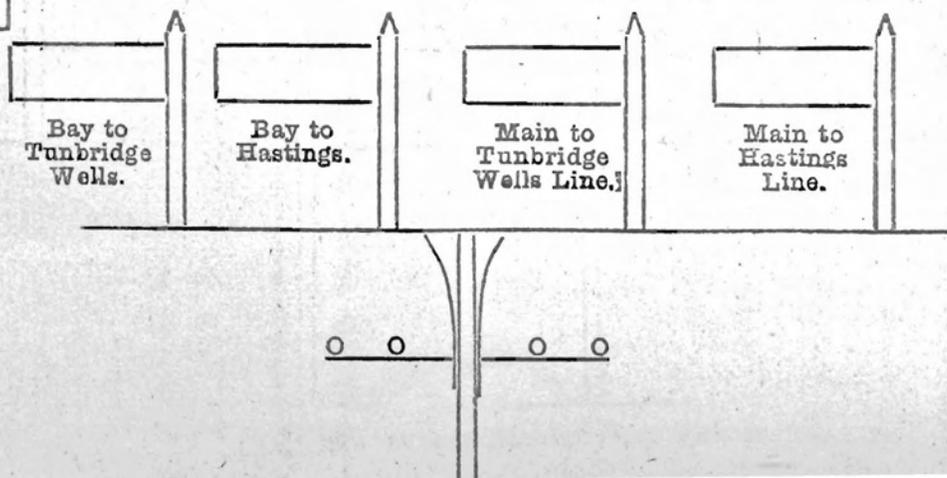
Four Down Starting Signals for Down London Through Line and Down Bay Line placed at end of Platform.

The two left hand Signals apply to the Down Bay Line and the two right hand Signals to the Down Through Line.

The left hand Signal in each case is for the Tunbridge Wells Line, and the right hand Signal in each case is for the Hastings Line.

There are four Shunting Discs under these Starting Signals which apply to the same Lines as the Signals.

Diagram 3.



Two Down Distant Signals placed on the Lewes West Junction Inner Home Girder Signal. See Diagram 1.

Two Down Starting Signals for Down Brighton Bay Line which will be brought into use on 17th June.

The left hand Signal is for the Tunbridge Wells Line.

The right hand Signal is for the Hastings Line.

There are two Shunting Discs on this post which apply to the same roads as the Starting Signals.

The Cross-over road from Up to Down Line at East end of London platform is provided with a Disc at either end.

There is a Disc to the left of the Cross-over Disc from Down to Up Line which applies to anything shunting back on Down Brighton Bay Line.

The Crossing from Outer Horse and Carriage Dock to Down London Bay Line is provided with a Disc Signal at either end.

The Inner Horse Dock Road is also provided with a Disc Signal for shunting to Down London Bay Line.

A new Crossing from Up Siding to Up Main about 70 yards east of Junction Cabin has been brought into use, and is provided with a Shunting Disc at either end.

SOUTH CABIN.

The new Down Brighton Bay Line commences opposite the Cabin. See Notice No. 80.

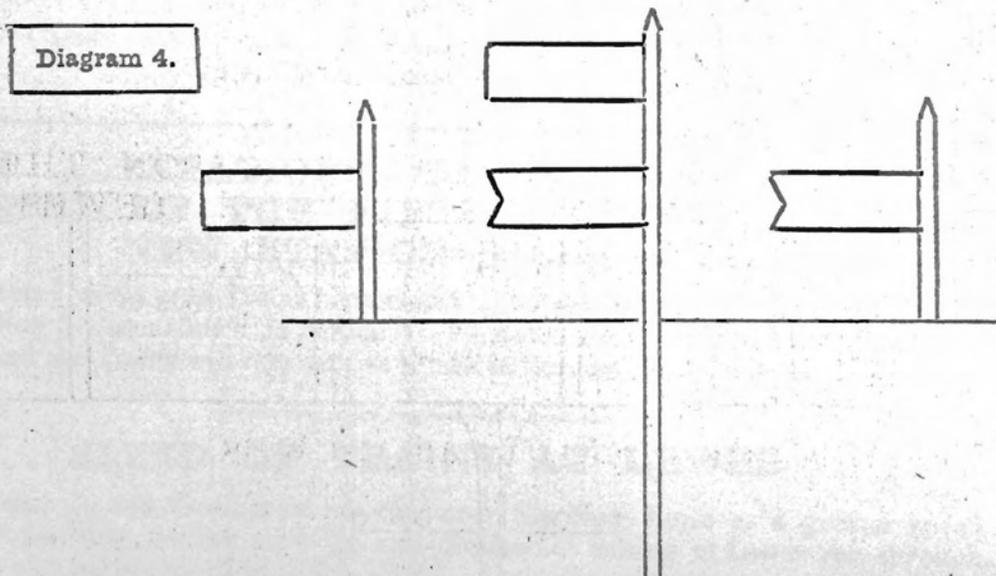
The Down Inner Home Signals for this Cabin, shown in Diagram 9 of Notice No. 80, is altered, and on and from June 17th, 1889, will apply as follows :

The left hand Home Signal will be for the Down Brighton Bay Line, left hand side of platform.

The right hand Home Signal will be for the Through Line right hand side of platform.

The left hand Distant Signal will be the Junction Through Line Distant for Tunbridge Wells Line.

The right hand Distant will be the Junction Through Line Distant for Hastings Line.



As seen on approaching from Falmer.

The Brighton Down Bay Line outer Home and Down Distant Signals are fully described in Diagrams 10 and 11 of Notice No. 80.

Two Starting Signals for Brighton placed at South end of Down platform.

The left hand Signal is for Trains starting off the Main Down Brighton Line platform.

The Signal on the right is for Trains starting from the Down Brighton Bay Line.

There are two Shunting Discs on this post which apply to the same Roads as the Signals.

LEWES EAST JUNCTION.

Catch Points are put in on Down Goods Line immediately in advance of Down Goods Line Starting Signal, and Catch Points are also put in Up Goods Line nearly opposite for the protection of the Passenger Lines.

A new Crossing from Down to Up Goods Line opposite Signal Box has been put in and is provided with a Disc Signal.

The following Signals, worked from the Old Junction, will be abolished:—

The present Old Junction Down Distant and Down Home Signals for the Keymer Line, also the Up Starting Signal.

ENGINE WHISTLES.

Name of Junction.	Route of Train or Engine.	No. of Whistles.
LEWES JUNCTION ...	Up or Down Keymer Line, to or from Hastings Line	One.
	Up or Down Brighton Line, to or from Hastings Line	Two.
	Up or Down Brighton Line, to or from Tunbridge Wells Line	Three.
	Up or Down Keymer Line, to or from Tunbridge Wells Line	Four.
	From Seaford Bay Siding	Five.
LEWES EAST JUNCTION...	Up or Down Trains, to or from the Passenger Line ...	One.
	Up or Down Trains, to or from the Goods Line ...	Two.
LEWES SOUTH CABIN ...	To or from Hastings Line	Two.
	To or from Tunbridge Wells Line	Three.
LEWES WEST CABIN ...	Up or Down Passenger Line	One.
	Up or Down Goods Line	Two.

TRAIN ALTERATIONS CONSEQUENT UPON THE OPENING OF THE FIRST SECTION OF LEWES NEW STATION—WEEK-DAYS.

The altered working of Trains consequent upon the opening of the first section of the Lewes New Station, shown in Notice No. 80, dated February 28th, 1889, is hereby cancelled, and the Trains will now run as shown in Service Time Book for June.

SPEED OF TRAINS AT LEWES.

All Trains Up and Down must not run over the New Lines at a greater speed than 5 miles per hour, neither must Up Fast Trains not calling at Lewes run through that Station at a higher speed than this limit.

(By Order)

A. SARLE,

Secretary and General Manager.