INSTRUCTION
No. 389 C.D.

BRITISH RAILWAYS

SOUTHERN REGION : CENTRAL DIVISION

Special Instructions to Signalmen

at

BRICKLAYERS' ARMS JUNCTION BOX

The "Regulations for Train Signalling by the Permissive Block System" apply between this box and North Kent West Junction Box on the Up Goods line.

The "Regulations for Train Signalling on Double Lines by the Track Circuit Block System" apply between this box and London Bridge, New Cross Gate, Streatham Junction, Battersea Park Junction and on the Down Goods line between North Kent West Junction Box and this box.

Recording in Train Register

When a Signal Lad is not on duty, the Signalman at this box is not required to record the times at which the IS LINE CLEAR, TRAIN ENTERING SECTION and TRAIN OUT OF SECTION bell signals associated with the normal passage of trains are sent and received, nor is he required to record the passing time of trains and the times at which train descriptions are sent and received except when trains are being signalled in accordance with Track Circuit Block Regulations 1B, 25, clause (c) or 25, clause (e).

PERMISSIVE BLOCK REGULATIONS

Bell Signals

The Codes set out in Special List No.1 must be sent to North Kent West Junction box for propelled movements.

Except for a train "Shunting into Forward Section" from North Kent West Junction box, the Codes set out in Special List No.1 will be received for propelled movements towards this box from North Kent West Junction box.

In addition, the movements will be described by means of the Train Describer equipment. Should the Train Describer equipment fail, the movements will be described by means of the telephone.

Regulation 4

The first paragraph of clause (iv) (c) of this regulation does not apply at this box and the Signalman is authorised to clear the relevant signal on receipt of the 2-4-2 bell signal.

TRACK CIRCUIT BLOCK REGULATIONS

Call Attention

Except as provided for in Regulation 1B and working between this box and North Kent West Junction box, the CALL ATTENTION signal must not be used.

Regulation 1A

Down Lines

The description of down trains will be received from London Bridge when such trains are leaving that station and must be forwarded to New Cross Gate on receipt.

The description of trains from the Bricklayers' Arms Branch must be forwarded to New Cross Gate immediately prior to the operation of the relevant home signal.

The description of down trains for the South London line will be received from London Bridge when such trains are leaving that station.

Trains for the direction of Streatham Junction will be automatically described when signal F.100 has been cleared and track circuit 'JG' becomes occupied. Trains for the direction of Battersea Park Junction must be bell signalled when signal F.100 has been cleared and track circuit 'JG' becomes occupied.

Up Lines

The description of trains will be received as follows:-

From New Cross Gate

Up Through

When passing or leaving Forest Hill.

Up Local

When passing or leaving Forest Hill for non-stopping trains.
When leaving Honor Oak Park for stopping trains.

Trains starting from New Cross Gate

When the applicable signals for the movement have been cleared.

Up South London Line

Trains will be automatically described to London Bridge when signal F.22 has been cleared and track circuit 'BG' becomes occupied.

Up from Battersea Park Junction

When leaving Battersea Park Junction.

Up from Streatham Junction

When leaving Tulse Hill.

Up Trains Terminating at New Cross Gate

Up trains terminating at New Cross Gate to shunt to the Down or Up Sidings will be described by New Cross Gate as 'Shunt'.

The descriptions of all up trains must be forwarded to London Bridge when such trains are passing or leaving Bricklayers' Arms Junction.

Regulation 1B

Bricklayers' Arms Junction to Streatham Junction

Trains for the Gipsy Hill line	Standard Codes
Trains via Streatham	Special List No.1 Codes
Trains via Streatham Hill	Special List No.2 Codes

Streatham Junction to Bricklayers' Arms Junction

Trains for London Bridge	Standard Codes

Regulation 25 clause (a), Automatic Train Describers

In the event of failure of the automatic train describers and interpose facilities between this box and Streatham Junction a bell signal of 3-1 must be forwarded and will be received for all trains.

Regulations 1B and 25, clause (a)

In connection with Regulation 1B or during failure of the train describers, trains must be signalled on the train bell with the following codes:-

London Bridge to Bricklayers' Arms Junction

Trains via Down South London line to Down Spur ...	Special List No.1 Codes
All other trains	Standard Codes

Bricklayers' Arms Junction to London Bridge

Trains for London Bridge (except High Level) ...	Standard Codes
Trains for London Bridge (High Level)	Special List No.1 Codes

Bricklayers' Arms Junction to New Cross Gate

Trains terminating at New Cross Gate	Special List No.1 Codes
All other trains	Standard Codes

New Cross Gate to Bricklayers' Arms Junction

Trains for London Bridge	Standard Codes
Trains for Bricklayers' Arms Branch	Special List No.1. Codes

RULE BOOK

Section C, Clause 4.5.2.

The lever of a signal controlling or protecting movements over points or crossings may be replaced to normal as soon as the whole of the train has passed the signal.

Section E, Clause 4.9.5.

This clause applies at this signal box. In the area controlled by the route setting panel the instructions under the heading "Route Setting Panels" in the booklet of Signalmen's Additional Instructions Applicable in the Track Circuit Block Areas must be observed. The instructions under the sub-heading "Local control panels" also apply to the emergency replacement switch for signal CA214.

OTHER INSTRUCTIONS

Describing of trains between North Kent West Junction box and this box on the Down Goods line.

In addition to sending the "Description of Train" bell signal the Signalman at North Kent West Junction box will describe trains by means of the Train Describer equipment provided.

Should the Train Describer equipment fail, the Signalman at North Kent West Junction box will advise the description of train by telephone.

Shunting into Forward Section between North Kent West Junction box and this box.

The provisions of absolute Block Regulation 31, insofar as they can be applied, must be applied for a propelled train "Shunting Into Forward Section" on the Down Goods line between North Kent West Junction and this box. The train will also be described on the Train Describer equipment and cancelled when the movement is completed.

Should the train describer equipment fail, the movement will be described by telephone.

Working of trains over Nos. 1 and 2 Carriage Roads (between Bricklayers Arms Junction and New Cross Gate).

Trains may be worked over these lines in close order in either direction.

Movements in the Down direction

The Signalman at this box is authorised to signal such movements into these roads without restriction.

Should it be necessary to restrict these movements the Person-in-Charge of the shunting movements must come to a clear understanding with the Signalman at this box by means of the telephone provided.

Movements in the Up direction

The Person-in-Charge of shunting movements must, by means of the telephone provided, come to a proper understanding with the Signalman at this box before a movement is allowed to proceed towards shunting signals Nos. F.1 or F.4.

Shunting movements requiring shunting signals F.1 or F.4 to be operated must be similarly dealt with and the Person-in-Charge of the shunting movements must advise the Signalman at this box when shunting is completed in order that the relevant shunting signal can be replaced.

Running of Freight Trains between Bricklayers' Arms Junction and Forest Hill.

All Freight Trains, with the exception of those in Classes 4 and 6 and those terminating at New Cross Gate, must, when possible, run on the down local line. In the event of the down local line being blocked to traffic, however, these trains may run on the down through line.

South London line

The South Eastern Division up Catford loop and up slow lines are adjacent to the up South London line between track circuits 'AH' and 'AM' and for the purposes of applying Rules and Regulations the section must be considered to have additional running lines.

The following signal boxes control the entrance to and running of trains on the South Eastern up Catford loop and up slow lines:-

Opposite track circuits 'AK', 'AL', 'AM' - Loughborough Junction
Opposite track circuits 'AJ' - Loughborough Junction and Shepherds Lane
Opposite track circuits 'AH' - Shepherds Lane and Factory Junction

Working of the Down Tattenham Crossing

When a train is described from London Bridge box to this box via the Down Tattenham Crossing, the Signalman at this box, must, when in a position to allow the train to proceed to the down local or down through line, acknowledge the Train Description by the special bell signal 3, to London Bridge box.

Working of the Down Tattenham Crossing during a failure of the points

When a failure AFFECTING THE POINTS occurs the Signalman at this box must arrange to appoint the necessary Handsignalman and must communicate with the Signalman at London Bridge box and inform him of the circumstances.

The Signalman at London Bridge will be responsible for authorising any movement over the crossing during a failure.

Emergency crossover at Peckham Rye

1. The instructions under the heading 'Clipped and padlocked emergency crossovers' on page 89 of the Sectional Appendix, Central Division, apply to this crossover.

2. The Signalman must not permit a train to proceed beyond signal F.101 or F.103, as the case may be, until any previous movement over the crossover has been completed and he has received an assurance from the Operating Supervisor or Engineer's man-in-charge that the crossover points have been set/secured in the normal position.

3. When the crossover is used for traffic purposes an Operating Supervisor will be appointed to be in local control of the crossover. He will obtain permission from the Signalman at this box before the lie of the points is altered and he will advise the Signalman each time the points have been set or re-set. Before allowing a movement to be made over the crossover he will also obtain the Signalman's permission, which must not be given unless the line is clear to the Queen's Road end of track circuit 'AL' or the East Dulwich/Denmark Hill end of track circuit 'JG', as the case may be.

4. Loaded passenger trains to London Bridge may start from the down platform at Peckham Rye and use this crossover to gain the up line, subject to observance of the instructions under the heading 'Movement of vehicles conveying passengers over points not fitted with locking apparatus' in the General Appendix.

Emergency crossover at East Dulwich

The instructions under the heading 'Clipped and padlocked emergency crossovers' in the Sectional Appendix, Central Division, apply to this crossover, supplemented by the following:-

1. When the crossover is used for traffic purposes an Operating Supervisor will be appointed to be in local control of the crossover. He must additionally switch signal CA.212 to danger and maintain it in that position until the points have again been clipped and padlocked out of use. He will obtain permission from the Signalman at this box before altering the lie of the points and before allowing a movement to be made over the crossover.

The Signalman at this box may give permission for a movement to be made provided that the line is clear to the Peckham Rye end of track circuit 'AC' or the North Dulwich end of track circuit 'JM', as the case may be.

The Signalman must not permit a train to proceed beyond signal CA.212 until any previous movement over the crossover has been completed and he has received an assurance from the Operating Supervisor that the crossover points have been set/secured in the normal position.

2. When the crossover is used by the Engineer, the Engineer's man-in-charge will obtain permission from the Signalman at this box. After such permission has been given no movement must be permitted to proceed beyond signal F.100 in the direction of East Dulwich until the points have again been clipped and padlocked out of use.

3. Loaded passenger trains to North Dulwich may start from the Up Platform at East Dulwich and use this crossover to gain the Down line, subject to observance of the instructions under the heading 'Movement of vehicles conveying passengers over points not fitted with locking apparatus' in the General Appendix.

Switches for Placing Automatic Signals to Danger

At Clapham, North Dulwich, East Dulwich, Peckham Rye, Queen's Road and South Bermondsey a responsible member of the staff is authorised to place or maintain an automatic signal at Danger in order to stop a train in an emergency, in accordance with the instructions in the Sectional Appendix, Central Division.

On each occasion when the Signalman receives advice that a switch has been used to stop a train in an emergency, an entry must be made in the train register.

EAST CROYDON
JUNE, 1975.
(M/SB.462/8/21)

For D. Paterson,
Divisional Manager.

Divisional Movements
Manager