



**SECTIONAL APPENDIX TO THE WORKING
TIMETABLE AND BOOKS OF RULES AND
REGULATIONS**

**PART 7
CENTRAL—LOCAL INSTRUCTIONS**

Employees will be held responsible for observing all instructions which concern them

**WATERLOO
August 1985**

**By order of the
General Manager**

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**VICTORIA TO BRIGHTON
VICTORIA**

Carriage road (between Victoria and Battersea Park)

(a) **Berthing and shunting of trains**—Trains must normally be berthed on the carriage road as follows:—

- (i) in Battersea Pier sidings.
- (ii) on the south portion of the carriage road—the complete train must be berthed on the Battersea Park side of position light signal 126.
- (iii) on the bridge portion of the carriage road—the complete train must be berthed on the Battersea Park side of position light signal 116.

When a train is ready to depart from Battersea Pier sidings/carriage road the driver must telephone the signalman.

In emergency trains may be berthed on the North portion of the carriage road between position light signals 115 and 108. The train must be brought to a stand as close as possible to position light signal 115 and the driver must telephone the signalman when this has been done from position light signal 108. After a train has been berthed on this portion of the carriage road it must not be moved without the permission of the signalman. When the train is ready to depart towards Victoria, the driver must telephone the signalman from position light signal 116 or 108 whichever is nearer.

The North portion of the carriage road may, provided there is sufficient room, be used for shunting purposes.

(b) **Working of passenger trains**—When specially authorised or in emergency passenger trains may be diverted via the carriage road. Speed must not exceed 15 m.p.h.

When passenger trains are to pass over the carriage road in the down direction, men must be appointed as follows:—

- (i) at Victoria to advise the driver of each train that it will be routed via the carriage road; he must inform the signalman when he has given the driver this advice.
- (ii) at position light signal 129 at Battersea Park to exhibit a red or green handsignal in accordance with the aspect displayed.

When passenger trains are to pass over the carriage road in the up direction, handsignalmen must be appointed at:—

- (i) signal VC.564; after each train has been brought to a stand the handsignalman must advise the driver that the train is to be diverted via the carriage road, that it is clear to position light signal 108, and that when signal VC.564 is cleared he may proceed.
- (ii) position light signal 108 to exhibit a red or green handsignal in accordance with the aspect displayed.

If it is necessary to use the carriage road in both directions, single line working in accordance with the Rule Book, Section N must be instituted and the above conditions also observed.

No. 1 and 2 Central carriage sidings.—When a train is ready to depart from these sidings the guard or shunter must advise the signalman by means of the appropriate 'train ready to start' plunger.

Diesel multiple unit trains—Fume extractor units are provided on platforms 14 and 15 only. When, therefore if it is necessary for diesel multiple unit trains to run to platforms 9, 10, 11, 12, 13, 18 or 19, they must stop with the leading cab opposite the special stopping marks, positioned approximately 60 yards from the buffer stops.

SELHURST

Shunting movements. Crews of trains shunting from the up slow to down slow lines must change ends at the up slow line platform.

Selhurst Depot. See page 8.

PURLEY

Down siding. When a train or locomotive is ready to leave the down siding, the driver must telephone the signalman. The train must not, however, be moved until the relevant shunting signal has been cleared.

Marinex siding. When propelling movements are made into this siding the locomotive must be driven from the leading cab in the direction of travel. The guard or shunter in charge must ensure that the door of the hopper wagon next to the locomotive is positioned over the end of the conveyor belt before unloading commences.

STOATS NEST JUNCTION

Rule Book, Section H, clause 3.5.1. Drivers of down trains via Earlswood may accept a signal cleared for an alternative route without stopping to ascertain the reason provided the train is not booked to call at any intermediate station on the scheduled route.

REEDHAM SIDINGS

Reedham Sidings. Except in emergency or when specially authorised No 1 siding must remain clear for recessing oil trains close to the buffer stops. A second oil train must not be placed in the siding except in emergency.

Engineer's trains/vehicles may be stabled in the run-round (No 2) siding.

REDHILL

Trowers siding. Inwards trains must not exceed 21 SLU. Bogie vehicles are prohibited.

When propelling to the siding, drivers must stop with the locomotive between the siding outlet signal and the board worded 'Stop. Proceed when authorised' and await instructions from the guard.

British Industrial Sand staff will close the level crossing to road traffic and advise the guard when it is safe for a movement to cross the roadway. They will also open the level crossing to road traffic after all movements have been completed.

Down and up Redhill lines—In order to clear a platform line the down and up Redhill lines in the station may be used for limited periods for the positioning of unattended coaching stock which is defective and/or for which a train crew is not immediately available.

No. 3 platform line (down loop). Vans, multiple units (other than diesel mechanical) and CI.419 motor luggage vans may be berthed for parcels or mail traffic purposes. During darkness or other conditions of poor visibility a lamp displaying a red aspect must be placed at each end of the train.

Loco. sidings. Drivers of locomotives and multiple units arriving in the sidings must obtain the instructions of the train crew supervisor.

Authority must be obtained from the signalman before any movement proceeds towards the exit signal and care must be taken to ensure that no conflicting movements are being made. The driver must telephone the signalman if the movement is unaccompanied by a guard, shunter or Engineer's representative.

EARLSWOOD

Rule Book, Section H, clause 3.5.1. Drivers of up trains via Purley may accept a signal cleared for an alternative route without stopping to ascertain the reason provided the train is not booked to call at any intermediate station on the scheduled route.

GATWICK AIRPORT

Trip wires. Trip wires, 12 feet high, are provided on both sides of the railway extending for the width of the flight path and will be broken if an aircraft approaches at a dangerously low level when taking off or landing. In addition, two red beacons on posts are provided, one 13 feet in height on the down side near the points leading from the down platform loop to the down through line, and the other 18 feet in height on the up side near the hand points that lead from the shunt neck to nos. 2 and 3 sidings. 'Crash warning' sirens are provided.

The breakage of the trip wires will have the following effect:—

1. The crash warning sirens will sound.
2. The red beacons will commence to flash.
3. The undermentioned signals will be placed or maintained at danger:—
T.237, 239, 241, 243, 247, 249, 251, 256, 260, 262, 264 and 266.
4. Traction current will be automatically switched off between Balcombe Tunnel Jn., Ifield station and Salfords station.

Portions detached from trains. When the detached portion of a train will remain at the platform to await a subsequent attachment, the shunter must, after making the detachment, close and secure the outer gangway door and the driver remaining with the portion must alter the route indicator so that the red panels are exhibited and illuminated.

No. 6 platform line (down platform loop). Locomotive hauled coaching stock, not exceeding 11 vehicles, may be berthed provided at least one brake vehicle is included in the formation. A lamp displaying a red aspect must be placed at each end of the train.

Long siding. The handpoints situated at the station end of this siding, giving access to the oil siding, must normally be set for the long siding.

Before a train enters this siding, the person in charge must satisfy himself that the handpoints are correctly set for the movement and advise the signalman accordingly.

Up sidings. When a train is ready to depart from the sidings the guard or shunter must advise the signalman by operation of the 'train ready to start' plunger.

CRAWLEY NEW YARD

Reception road. Upon completion of shunting the guard and the shunter in charge must ensure that the reception road is left clear. A train may, however, be left on the reception road if there is no suitable siding accommodation available.

Before a train leaves the yard the guard or shunter must advise the signalman whether the reception road will be left clear after its departure.

Ready Mixed Concrete Hopper siding.

1. A train requiring to enter the sidings must on arrival at Crawley New Yard, be run round, and propelled to the sidings.
2. The guard must obtain the permission of the person-in-charge of the sidings.
3. When propelling into the sidings the train must be brought to a stand with the vehicle next to the locomotive over the discharge hopper.
4. The train will be unloaded one vehicle at a time over the discharge hopper under the control of the person-in-charge of the discharge point.
5. Movements in the sidings are controlled by white lights, which are normally extinguished.
6. A Klaxon horn will sound when the lights are illuminated to warn staff of train movement(s).
7. The guard will operate the white light signals upon instructions from the person-in-charge of the discharge point.
8. Three white lights are provided back to back to control movements in either direction with at least one light in view of the driver at all times.

The white light applications are as follows:—

- | | |
|--|---|
| (i) —White lights continuously illuminated | —Driver authorised to move towards white lights. |
| (ii) —White lights extinguished | —Driver must immediately bring movement to a stand. |
9. Defective vehicles must be placed in the cripple sidings via the reception sidings.
 10. In the event of a failure of the white lights, RMC staff must be advised immediately. During a failure any movements must be made with handsignals under extreme caution.

BRIGHTON

Incline road between top yard and lower yard. When down movements are propelled a brakevan equipped with a red light must be provided as the leading vehicle in accordance with the Rule Book, Section H, Clause 8. Up movements must be hauled with a brakevan at the rear.

All movements must be continuously braked throughout and marshalled in accordance with the instructions 'Marshalling of fully-fitted and not-fully-fitted trains composed of air or vacuum-braked vehicles with a proportion of piped-only vehicles' in Section C of the Working Manual white pages. The minimum brake force for movements worked by Class

08 or 09 locomotives is as shown in Section H of the Working Manual white pages.

Speed must not exceed 10 m.p.h. in the down direction and 15 m.p.h. in the up direction.

Top yard—Vehicles must not be left on the goods reception/departure road.

When yard staff are not on duty, the guard must, on completion of shunting movements, advise the signalman at Three Bridges whether any vehicles have been placed in the shunt neck and the extent to which it is unoccupied.

During the time that the yard is unstaffed the signalman will not permit a second or subsequent movement to enter until permission has been obtained from the guard of any train, or driver in the case of a light locomotive, already in the yard.

Carriage washing machine. Trains not exceeding 10 cars may be driven through the washing machine from other than the leading cab and the Instruction 'Shunting movements with locomotives running light, multiple unit and push & pull trains' in Part 4 is amended accordingly. A shunter must ride in the leading cab.

Return movements through the washing machine must not commence until the illumination of the appropriate sign.

LONDON BRIDGE TO WINDMILL BRIDGE JUNCTION LONDON BRIDGE

Station yard working. Referring to the Rule Book, Section H, Clauses 3.6.4 and 13.10 locomotives must not follow trains departing from dead end platforms unless the permission of the signalman has first been obtained.

NEW CROSS GATE

Down carriage sidings. Multiple unit trains not exceeding 12 cars shunting to the down carriage sidings from the down fast line, down slow line or Brockley Bank No. 1 siding may be driven from the rear cab into the down carriage sidings to a point adjacent to the shunter's lobby where the driver must change ends before driving on to the buffer stops.

Up direction multiple unit trains, not exceeding 12 cars, may be driven from the rear cab from the down carriage sidings to Brockley Bank No. 1 siding, stopping immediately behind position light signal 1582.

The Instruction 'Shunting movements with locomotives running light, multiple unit and push & pull trains' in Part 5 is modified accordingly.

Up yard.

Carriage washing machine. All movements will be under the control of the person in charge. Non-corridor stock may be propelled through the washing machine but must not exceed 9 coaches.

Millers sidings. Owing to space restriction 'Stop, do not pass without shunters permission' notice boards are not provided beside every siding.

It must be understood that the three arrowed notice boards provided apply to movements from all sidings, including movements standing ahead of the boards.

Nos. 1, 2/3 up sidings (shed roads & Gatwick sidings) and field sidings. Warning lights are provided above the notice boards applicable to these sidings. A red light is exhibited

towards the buffer stops and a white light towards London when the points between the wharf road and the running lines are reversed. When the red lights are extinguished drivers are in no way relieved of the responsibility of obtaining the shunter's permission before any movement is made.

Nos. 2 and 3 up sidings—Multiple unit movements. Trains not exceeding 12 cars may be driven into these sidings from other than the leading cab for shunting purposes provided the siding concerned is clear to the buffer stops.

Such movements must be brought to a stand immediately the train is clear of the connections to other sidings. The instruction 'Shunting movements with locomotives running light, multiple unit and push & pull trains' in Part 4 is modified accordingly.

If it is necessary for a multiple unit movement exceeding 12 cars, or for any other formation to be brought closer to the buffer stops, the movement must be driven from the leading end.

Locomotive powered movements. Because of the difficulty in viewing the signals at the country end of the down platforms, locomotive powered movements which shunt from the London end of the station to these platform lines must, whenever practicable, be hauled, locomotives running round their trains in the carriage roads when necessary.

If it is not practicable for a movement to be hauled, the signalman must be consulted.

Working of unfitted internal user wagons. Whenever unfitted wagons are moved in either direction between the Engineer's material depot and the P.A.D. sidings a brakevan, in which the shunter must ride, must be attached to the vehicle furthest from the locomotive.

NORWOOD JUNCTION

A board worded 'Stop. Do not proceed without shunter's permission' is provided on the goods road together with an associated telephone at the East Croydon end of the run-round points. Permission to pass the 'Stop' board must be obtained from the person in charge of shunting.

Up slow line platforms—Class 455 units. To avoid the possibility of passengers alighting from any portion of a train which is beyond the end of platform 2, guards must release only the doors on the nearside of the train adjacent to platform 1.

SELHURST DEPOT

Speed restrictions. The maximum permitted speed is 15 m.p.h. except that movements to and from the depot at the Norwood Jn. entrance/exit must not exceed 10 m.p.h. when passing over the connections to/from the main line, gullet, washer road, nos. 1 and 2 yard roads and arrival and departure roads.

THREE BRIDGES TO PORTSMOUTH HARBOUR (VIA HORSHAM) ARUNDEL

Guards of down trains which terminate must operate the train arrived complete plunger.

FORD

When position light signal 53 is cleared it indicates that the line is clear to signal AR.8 or AR.35 as the case may be. When up passenger trains start from the down platform it will not be necessary to appoint the handsignalman stipulated in the Instruction 'Starting of passenger trains where no stop signal is provided' in Part 4.

DRAYTON

The locomotive, after propelling the train into Francis Parker Ltd. siding, must stop clear of the connection with the main line and the guard must ascertain from the person in charge of the unloading depot whether the line is clear. After ensuring that the handpoints at the Chichester end of the run-round loop are correctly set he may authorise the driver to propel the train onto the discharge hoppers, the locomotive coming to a stand at the locomotive prohibition board. The train may then pull forward slowly whilst the wagons are unloaded. When this has been completed the locomotive must run round the train.

CHICHESTER

When the yard is unstaffed, guards must:—

- (1) Berth train and pin down brakes as necessary.
- (2) Release locomotive in conjunction with the signalman.
- (3) Authorise driver to pass the 'Stop' board as necessary.
- (4) Shunt, detach and attach wagons as necessary.
- (5) Leave the yard points in position as directed by the signalman.

No. 1 up west siding must normally be used only for down direction movements and No. 2 up west siding only for up direction movements. Exceptionally, either siding may be used in either direction.

Unless the signalman or shunter gives instructions to the contrary, trains entering the up yard at the Chichester station end must proceed to No. 1 up west siding. Movements must not enter No. 2 up west siding from the Chichester station end or proceed along that siding in the direction of Fishbourne Crossing without the signalman's permission.

FRATTON

No movement must enter or leave the depot, nor any shunt movement from one siding to another be allowed to take place, unless prior agreement has been reached between the person in charge of ground frame 'A' and the senior railman (shunter), or other person in charge of traffic.

SOUTH CROYDON TO EAST GRINSTEAD EAST GRINSTEAD

Rule Book, Section H, clause 11.2. Station yard working is not permitted.

Down Platform line. The guard must give 3 beats on the train arrival bell when a train arrives complete with tail lamp clear of the crossover at the London end of the station.

Berthing on the down platform line is prohibited.

HURST GREEN JUNCTION TO UCKFIELD EDENBRIDGE TOWN

Up trains formed of 9 cars booked to stop must be brought to a stand with the leading cab opposite the special stopping mark, consisting of a white cross on a black board, located approximately 70 yards beyond the platform.

UCKFIELD

Rule Book, Section H, clause 11.2. Station yard working is not permitted.

Berthing of trains. Berthing in the platform lines or down and up sidings is prohibited.

GROVE JUNCTION TO BIRCHDEN JUNCTION TUNBRIDGE WELLS WEST

Shunting movements in the wrong direction to the down loop line. Before a shunting movement is made in the wrong direction to the down loop line, the signalman at 'B' box must receive an assurance from the person in charge of the platform that any movement which has already entered the section from the 'B' box end is at a stand and will not move.

Shunting movements in the right direction to the down main and down loop lines while occupied. Shunting movements are authorised into the occupied section between Tunbridge Wells West 'B' and Tunbridge Wells West 'A' signal boxes, to permit attaching or detaching to take place, or to shunt a light locomotive or empty train when the line is occupied by a train or vehicles not conveying passengers.

Shunting movements in the right direction to the up main line while occupied. Shunting movements are authorised into the occupied section between Tunbridge Wells West 'A' and Tunbridge Wells West 'B' to permit attaching or detaching to take place.

REDHILL TO TONBRIDGE GODSTONE

Landfill sidings. Only one train at a time is allowed in these sidings.

Guards of down trains must give three beats on the train arrival plunger as soon as the train has arrived complete clear of the siding connection.

Guards must telephone the signalman when their trains are ready to leave the sidings.

COPYHOLD JUNCTION TO ARDINGLY (GOODS LINE)

The guard or shunter must telephone the signalman on arrival of the return trip at signal T.331.

KEYMER JUNCTION TO EASTBOURNE LEWES

Southerham ground frame. Movements to and from the up siding and over the cross-over must not exceed 10 m.p.h.

B.R. locomotives must not enter the Cement sidings unless the person in charge of the movement has received an assurance that the private locomotive will not move while the B.R. locomotive is in the sidings, except under his direction.

EASTBOURNE

Carriage up siding. Movements towards the buffer stops which do not exceed 9 cars may be driven through the washing machine from other than the leading cab and the instruction 'Shunting movements with locomotives running light, multiple units and push and pull trains' in Part 4 is amended accordingly. A competent person must ride in the leading cab. Provided the illuminated sign displays 'Go' or 'Go' and 'Rinse', the first sentence of the instruction 'Carriage Washing Machines' in part 4 will not apply to a returning movement through the washing machine and such movement may travel at a speed not exceeding 10 m.p.h.

WILLINGDON JUNCTION TO ORE BETWEEN HASTINGS AND ORE

A train must not be propelled, nor may a shunting movement be made, on the up line between the 'to Rye' first advanced starting signal (EDL.11), and the 'Limit of Shunt' indicator at Ore. A train must not be propelled in the right direction on the down line between the down first outer home signal (EDL.83), and the inner home signals.

ORE

Terminating trains. On arrival of a terminating train from Hastings the trainmen must change ends at the platform and the guard must ride in the leading cab for the set back movement towards the up siding preparatory to the train being shunted to the carriage shed sidings or to the down line.

Carriage shed/yard sidings. Before any movement is made towards signal EDL.14 at the exit from the sidings, the person in charge of the movement must proceed to the telephone at the mouth of the carriage shed between Nos. 1 and 2 carriage shed sidings and advise the signalman that the movement concerned is ready, and act upon any instruc-

tions given to him by the signalman. In the case of movements to the up line, the train must not be moved foul of any other siding until signal EDL.14 has been cleared. An 'off' indicator working in conjunction with this signal is provided at the telephone.

No vehicle may be berthed in the shunting neck beyond signal EDL.14.

CEGB siding. A roadway crosses this siding and the Engineer at the Generating Station must be advised by the signalman at Hastings before the siding is required to be used, and the Engineer will provide a man to safeguard the level crossing.

Shunting operations must not commence until the gates have been locked against the roadway by the CEGB representative and the BR person in charge has possession of the level crossing keys. Upon completion of the shunting operations, the BR person in charge must immediately return the level crossing keys to the CEGB representative.

A board worded 'Engine Position Guide Board' is positioned on the buffer stops side of the level crossing and the driver must position his train in accordance with the instructions given by the person in charge of movements.

SOUTHERHAM JUNCTION TO SEAFORD BETWEEN NEWHAVEN HARBOUR AND SEAFORD

Electric trains must not exceed 8 cars. When a train is formed of more than 4 cars the driver must work under series only conditions.

When Seaford signal box is closed, trains will work to and from No. 2 platform line. The down and up direction signals will be maintained in the off position, but No. 2 platform starting signal (SF.9) may be placed to danger by the signalman at Newhaven Harbour.

BRIGHTON TO LITTLEHAMPTON HOVE

In the absence of a shunter, a guard in charge of a movement from Nos. 1 or 2 sidings or yard must advise the signalman when such movement is ready to start.

BETWEEN ALDRINGTON AND HOVE

Because of the possibility of passengers boarding or alighting at Aldrington up platform when trains formed of more than 9 coaches are held at signal T.684, such trains must not be restarted until the guard has checked the rear of the train and given the 'ready to start' signal to the driver.

WEST WORTHING

In the absence of a person in charge at the carriage shed, a guard in charge of a movement starting from the carriage shed or up siding must advise the signalman by telephone when such movement is ready to start.

LITTLEHAMPTON

In the absence of a shunter, a guard in charge of a shunt movement from the carriage sidings must advise the signalman that such movement is ready to start.

Shunting movements (in connection with carriage washing) to the outside shed road from the station or carriage washing machine siding may be driven from the rear cab provided the line is clear to the buffer stops. The guard or shunter must ride in the leading cab during the movement, which must be made with caution.

BARNHAM TO BOGNOR REGIS BOGNOR REGIS

When a train is ready to leave Nos. 1, 2 or 3 up sidings, the driver, guard or shunter (whoever is nearest to the telephone) must advise the signalman.

FISHBOURNE CROSSING TO LAVANT (GOODS LINE)

On arrival at Lavant the driver is authorised to retain the train staff for the return working.

A stop board is provided at the approach to the run-round loop at Lavant and drivers must not proceed beyond this board until authorised to do so by the guard who must first ascertain that the points have been correctly set. After the run-round movement has been completed and a satisfactory brake test carried out, the locomotive must propel the train towards the loading plant and bring it to a stand with the locomotive cab at the stop board located approximately 200 yards on the approach side of the loading plant. Authority to proceed from this point is given by a two-aspect (red-green) colour light signal located on the girder on the approach side of the loading plant and operated by the person-in-charge of the depot from the control room. When a green light is exhibited, the driver is authorised to propel the wagons under the loading plant, the locomotive stopping opposite the locomotive prohibition board provided immediately on the approach side of the loading plant. Should the green light be extinguished for any reason the driver must immediately stop the train and not proceed until the guard has ascertained from the person-in-charge that the movement may re-commence.

After the first six wagons have been loaded, the train must pull forward to allow the remainder to be loaded.

When the train is about to depart from Lavant, the guard must telephone the signalman at Fishbourne Crossing from the control room.

BATTERSEA YARD

The person in charge, or the guard in charge of an ingoing train when yard staff are not on duty, must advise the signalman when a train has arrived complete inside the yard, clear of the 'Arrival & Departure' line 'Stop, do not proceed without shunters permission' indicator.

When an ingoing train arrives at the 'Stop, do not proceed without shunters permission' indicator, unless the train is met by a shunter, the guard must ascertain from the signalman

if yard staff are on duty. If the guard is advised that yard staff are on duty, the train must not enter the yard until authorised by the shunter. Should yard staff not be on duty the guard is deemed to be the shunter and may authorise the movement to enter the Yard.

The shunter or person in charge must not allow a train or locomotive to travel onto the 'Arrival & Departure' line in the direction of Stewarts Lane until the relevant signal has been cleared.

When yard staff are not on duty the signalman will only allow one movement to be in the yard for shunting purposes at any one time, except for assistance purposes.

POUPARTS JUNCTION

A freight train hauled by a single class 73 locomotive which is brought to a stand at signal VC.575 must restart under diesel conditions.

STEWARTS LANE

Empty Coaching stock trains—detachment of Class 33/1 and 73 locomotives. If the Buckeye automatic coupler has been in use it is not necessary to place the coupler head in the 'down' position or to extend the moveable side buffers if the locomotive, before leaving the depot, will be re-attached to an empty coaching stock train on which the Buckeye automatic coupler will again be used. Clause 6.1.2 of the Southern Region Multiple Unit and Push & Pull Trains instructions in Part 5 is modified accordingly.

Trains formed of a Class 489 Gatwick luggage van, Class 488 units and a Class 73/1 locomotive

Arrivals—Trains must be driven from the rear cab in the direction of travel from signal VS.60 (up Stewarts Lane line) or position light signal 582 (up reception) in readiness for the subsequent movement into the depot from the up Stewarts Lane line or Battersea reversible. The guard must ride in the cab at the end opposite that from which the train is being driven.

Departures—The shunter's authority must be obtained before movements are made from the shed. Trains to leave the depot must not move towards position light signal 584 or 586 until the signal concerned has been cleared and permission obtained from the person in charge.

Trains must be driven from the rear cab in the direction of travel to the down or up Stewarts Lane lines or Battersea reversible in readiness for departure via the down Stewarts Lane line. The guard must ride in the cab at the end opposite that from which the train is being driven and is authorised to remain in that position until the empty train reaches its destination.

Provision of electric power supply for pre-heating/air conditioning—The following arrangements apply when switching on a supply from a Class 489 Gatwick luggage van connected to a shore supply and not in contact with the conductor rail:—

- (a) the shore supply switched on by the Depot staff will start the motor alternators,
- (b) the driver or other authorised person must close the auxiliary isolating switch,
- (c) the guard or other authorised person must
 - (i) check that the red 'Heat on' indicator is illuminated
 - (ii) 'set' the train lights.

- (iii) check that the air conditioning isolating switch at the vestibule ends of each coach are in the 'on' position and that the green indicator light on the switch panel is illuminated,
- (d) **The 'Heat on' button in the Class 489 Gatwick luggage van must not be operated in any circumstances.**

Connection of a shore supply to the Class 489 Gatwick luggage van will not supply any power for equipment on that vehicle.

BALHAM TO BECKENHAM JUNCTION STREATHAM HILL

Trains from the station to the down or up sidings must be driven from the leading cab.

Trains not exceeding 8 cars proceeding towards Balham may, when being washed, be driven from other than the leading cab and the Instruction 'Shunting movements with locomotives running light, multiple unit and push & pull trains' in Part 4 is modified accordingly. A shunter must ride in the leading cab.

Trains to the up line may only proceed through the washing machine when the 'off' or 'wash' signs are illuminated.

WEST NORWOOD

The up platform stopping mark is located 8 feet in advance of signal VC.718 and drivers must bring trains to a stand at this board, provided the signal has cleared.

CRYSTAL PALACE

Multiple unit trains being shunted on to the up line towards Gipsy Hill must be driven from the rear cab.

PURLEY TO TATTENHAM CORNER PURLEY

The person in charge of the platform must ensure that all trains departing from Purley which are to be berthed at Tattenham Corner on Sundays, or after 20 30 weekdays and 15 00 Saturdays, are provided with a lighted tail lamp attached to the rear of the last vehicle.

SOUTH BERMONDSEY JUNCTION TO HORSHAM (VIA DORKING) EPSOM

4 and 8 car stopping marks are provided in the down and up sidings as an indication to train crews that an ingoing movement of the respective length is clear of all points leading

to the running lines. They do not apply to movements into these sidings for berthing. A stopping mark is provided at the country end of both sidings, at which the first berthing movement must stop. All following berthing movements must draw up in close order leaving the maximum room for other movements to be made.

Guards working trains from the down or up sidings must inform the signalman when ready to depart.

DORKING

Trains from the carriage sidings to the platform lines must be driven from the rear cab in the direction of travel during the movement to the down line.

NORWOOD FORK JUNCTION TO EPSOM DOWNS WEST CROYDON

When station staff are not in attendance, guards of trains starting from the Mitcham bay line (platform No. 2) must operate the 'train ready to start' plunger immediately before the booked departure time. If the train is detained after its booked departure time, the guard must immediately telephone the signalman.

Movements to berth in the up siding (Oakfield) must be brought to a stand as close as possible to the buffer stops of the siding.

EPSOM DOWNS

Guards of up passenger trains must operate the 'train ready to start' plungers provided on the wall outside the ticket office or those situated midway along platforms 1 and 2 immediately prior to the booked departure time. If the train is detained after its booked departure time, the guard must immediately telephone the signalman.

WEST CROYDON TO WIMBLEDON (VIA MITCHAM JUNCTION) BETWEEN MITCHAM JUNCTION AND WIMBLEDON

Electric trains must not exceed eight cars. When a train between these points is formed of more than four cars the driver must work under series-only conditions.

LEATHERHEAD TO EFFINGHAM JUNCTION EFFINGHAM JUNCTION

Multiple unit trains not exceeding 8-cars entering the shunting neck may be driven from the rear cab in the direction of travel and drivers must stop with the driving cab opposite the 8-car stopping mark provided at the London end of the shunting neck. The guard must ride in the leading cab during the movement, which must be made with caution.

The Instruction 'Shunting movements with locomotives running light, multiple unit and push & pull trains' in Part 4 is modified accordingly.

All movements between the depot and running line, via the shunting neck, must be accompanied by a shunter.

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