

Telephones will be provided at certain signals as shown on the diagram.

The under mentioned shunting signals, which will continue to be operated from the signal box, will apply as follows :—

No.	Description.	Distance from signal box.
13.	From down siding west to down local	415 yards west.
55.	From turntable road to down local	258 yards west.
57.	From down local to down main, down siding west or turntable road	211 yards west.
12.	Shunt-by To Maidstone down advanced starting signal	767 yards Yalding side.
62.	From up main to down local, up local or goods yard	530 yards west.
77.	From goods yard to up main	290 yards west.
53.	From up main at points 51. This shunting signal will be worked for all running movements in addition to shunting movements.	7 yards east.

Drivers of trains whose movements have been authorised by a running signal are not required to observe the position of this shunting signal. It may, however, happen in an emergency that the shunting signal has been placed at Danger by the Signalman and, in such circumstances, if the signal is noticed by a Driver he should bring his train to a stand. During shunting operations the position of the shunting signal must be strictly observed.

In consequence of the above mentioned signalling and permanent way alterations, the following arrangements will apply until further notice :—

1 (a). All down main line trains and down and up Maidstone West branch line trains will pass over the down local line under single line working arrangements (Rules 189-208) which will be in operation between No. 63 crossover road, situated 303 yards the Turnbridge side of Paddock Wood box, and the temporary connections in the Maidstone West branch line and the down main line, situated respectively 200 yards the Yalding side and 130 yards the Collier Street side of Paddock Wood signal box.

(b). Two Section Pilotmen will be employed as follows :—

No. 1 Section Pilotman will be responsible for the single line from No. 63 crossover road to a point on the down Maidstone West branch line opposite No. 23 shunting signal, and to the temporary connection in the down main line situated 130 yards the Collier Street side of Paddock Wood box.

No. 2 Section Pilotman will be responsible for the single line between No. 23 shunting signal and the temporary connection in the Maidstone West branch line situated 200 yards the Yalding side of Paddock Wood box.

No. 2 Section Pilotman must walk through his section of the single line and satisfy himself that all points are correctly set, clipped, plugged and padlocked, and retain in his possession the keys of the padlocks.

In addition, No. 2 Section Pilotman must accompany every train or engine over his portion of the single line and give clear and concise instructions to each Driver where to come to a stand.

2 (a). A Handsignalman must be appointed to act under the instructions of the Signalman at Paddock Wood box for the purpose of authorising Drivers of trains to and from the Hawkhurst branch line to pass at Danger No. 44 "up local to Hawkhurst branch" starting signal or No. 45 "up bay to

Hawkhurst branch" starting signal or No. 79 "Hawkhurst branch" up home signal, as the case may be, and Drivers of such trains must not pass these signals at Danger until authorised by the Handsignalman to do so.

(b). Prior to the despatch of a train from the up bay line or the up local line to the Hawkhurst branch line the Handsignalman must walk over the portion of line affected and satisfy himself that all points over which the train will pass are correctly set, clipped, plugged and padlocked, and advise the Signalman accordingly when this has been done. After receiving the Tablet from the Signalman and obtaining his permission for the train to start, the Handsignalman must hand the Tablet to the Driver and authorise him to pass at Danger No. 44 "up local to Hawkhurst branch" starting signal or No. 45 "up bay to Hawkhurst branch" starting signal, as the case may be.

(c). Prior to a train from the direction of Horsmonden being permitted to pass No. 79 "Hawkhurst branch" up home signal the Handsignalman must walk over the portion of line affected and satisfy himself that all points over which the train will pass are correctly set, clipped, plugged and padlocked, and advise the Signalman accordingly when this has been done. Upon receiving permission from the Signalman to do so the Handsignalman must authorise the Driver to pass No. 79 "Hawkhurst branch" up home signal at Danger and advise him the point to which the train is to proceed. When the train has arrived in the up bay line or other point to which it is proceeding the Handsignalman must obtain the Tablet from the Driver and convey it to the Signalman.

(d). The Handsignalman referred to in clauses (a), (b) and (c) above must retain in his possession the keys of the padlocks on points Nos. 50, 61 and 74 and hand points "A," and in addition to his aforementioned duties will be responsible for authorising shunting movements through those points, after obtaining the permission of the Signalman.

3. The authority for the Foreman at Paddock Wood to deliver the Tablet to and receive it from the Drivers of Hawkhurst branch trains vide the instruction headed "Custody and transference of Token" in the Book of Instructions for the information of Drivers, Firemen and Guards, will be withdrawn and such authority will be transferred to the Handsignalman referred to in paragraph 2, above.

4. Up Hawkhurst branch trains will be accepted from Horsmonden by the Signalman at Paddock Wood under the "Section clear but station or junction blocked" warning arrangement, in accordance with Regulation 5 of the Electric Train Tablet Regulations.

Waterloo Station.
28th October, 1947

S. W. SMART,
Superintendent of Operation.
(R. 74837)

(R. 76706)