



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

**PART 6
EASTERN—LOCAL INSTRUCTIONS**

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

**WATERLOO
November 1985**

**By order of the
General Manager**

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VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM) VICTORIA

Except when specially authorised, trains arriving in No. 2 platform line which do not exceed 13 cars in length must be stopped short of the two electrically illuminated red stop lights situated approximately one coach length from the sand drag. The stop lights will be lowered clear of any movement required to proceed closer to the sand drag.

Movements to and from the Grosvenor carriage shed sidings must not exceed 10 m.p.h. when passing over the connections leading from the down Chatham fast line to the carriage sidings. (Permanent speed restriction indicators provided).

Drivers of the Venice-Simplon-Orient-Express and of empty stock to form this train must bring the train to a stand with the leading cab of the locomotive opposite the "V" stopping mark.

BETWEEN BATTERSEA PIER JUNCTION AND FACTORY JUNCTION

Drivers of down or up Victoria trains may accept a signal cleared for an alternative route without stopping to ascertain the reason, provided the train is not booked to call at Stewarts Lane or its associated sidings.

BRIXTON JUNCTION

Drivers of down trains via Shortlands Jn. 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.

PENGE EAST

On arrival of a movement requiring use of the ground frame, the person in charge must ask the signalman for the ground frame to be released.

The signalman will advise the person in charge when the release has been operated. The person in charge must, provided a "free" indication is displayed, place the release switch to the "free" position which will permit the points to be operated.

Note: A time delay will occur before the release becomes effective.

The position of the points need not be checked before a movement over them is made provided the appropriate normal or reverse indication is illuminated. Should the point indication not become correctly illuminated no movement must be authorised and the person in charge must advise the signalman and act on his instructions.

When the shunting has been completed the person in charge must ensure that the normal point indications are illuminated before replacing the release switch to normal. The signalman must then be advised, whereupon he will cancel the release and advise the person in charge that this has been done, after which normal working may be resumed.

SHORTLANDS JUNCTION

Drivers of up trains via Brixton Jn. or Loughborough Jn. 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.

BICKLEY

Guards working trains from the down siding must inform the signalman when ready to depart.

FARNINGHAM ROAD

On arrival of a movement requiring use of the ground frame, the person in charge must ask the signalman for the ground frame to be released.

The signalman will advise the person in charge when the release has been operated. The person in charge must, provided a "free" indication is displayed, place the release switch to the "free" position which will permit the points to be operated.

Note: A time delay will occur before the release becomes effective.

The position of the points need not be checked before a movement over them is made provided the appropriate normal or reverse indication is illuminated. Should the point indication not become correctly illuminated no movement must be authorised and the person in charge must advise the signalman and act on his instructions.

When the shunting has been completed the person in charge must ensure that the normal point indications are illuminated before replacing the release switch to normal. The signalman must then be advised, whereupon he will cancel the release and advise the person in charge that this has been done, after which normal working may be resumed.

ROCHESTER

Guards of up trains calling at Chatham goods sidings must, after leaving the rear portion of the train in the up layby siding, place a tail lamp on the rear vehicle of the front portion before crossing over into the sidings.

A tail lamp for this purpose is provided near the crossover and must be replaced there after use.

A bell is provided at the buffer stops adjacent to the shunting neck to indicate to drivers when to set back.

Shunters must give one long ring when the points applicable have been correctly set for the backward movement.

On hearing this ring, drivers are authorised to set back without receiving a handsignal from the shunter, but must travel at a reduced speed until the shunter's handsignal can be seen.

GILLINGHAM

Drivers required to work trains or locomotives to, from or within the down sidings must first obtain authority from the station supervisor.

Empty trains from the station to the up carriage sidings must be driven from the leading cab.

Shunting movements to No. 1 shunting neck not exceeding 10 cars may be driven from the rear cab provided the siding is clear to the buffer stops and a guard or shunter rides in the leading cab.

Guards working trains from Nos. 1 or 2 reception sidings must operate the appropriate "train ready to start" plunger when ready to leave.

Trains receiving an application of cleaning solution must stop at the illuminated "Wait" sign and the reverse movement through the carriage washing machine must not commence until the sign is extinguished.

Chatham Dockyard trains. The shunter is authorised to transfer the train staff at Gillingham. The driver must retain the staff until the train is berthed in the down sidings.

NEWINGTON

Up trains exceeding 8 cars must stop with the leading cab opposite the special stopping mark (formed of a black cross on a white background) positioned 87 yards beyond the platform.

RAMSGATE

When the single yellow aspect is illuminated, a movement from the down siding west may proceed through the carriage washing machine as far as position light signal HE.17. If the yellow aspect is extinguished the movement must be stopped immediately and not restarted without authority.

METROPOLITAN JUNCTION TO CANNON STREET CANNON STREET

Movements to the In Met. line must be driven from the leading end.

CHARING CROSS TO DOVER WESTERN DOCKS (VIA TONBRIDGE) CHARING CROSS

Guards or shunters working trains from No. 1 siding must inform the signalman when ready to depart, stating the length of the train and how many vehicles, if any, will remain in the siding.

LONDON BRIDGE

Referring to the Rule Book, Section H, Clauses 3.6.4 and 13.11 locomotives must not follow trains departing from dead-end platforms unless the permission of the signalman has first been obtained.

BETWEEN LONDON BRIDGE AND NEW CROSS

Working of No. 2 reversible line by pilotman between London Bridge and Spa Road; Spa Road and North Kent East Jn. and between North Kent East Jn. and New Cross during a failure of the signalling equipment. Should it be necessary to work trains over any of the above mentioned portions of No. 2 reversible line in the opposite direction to that indicated by the equipment in London Bridge signal box, or should it not be possible for the signalman to select the "Direction of traffic flow" for any portion of No. 2 reversible line shown above, a competent person to act as pilotman on the portion of line where the failure exists must be appointed.

The provisions of Rule Book, Section N, Clauses 2.3, 4.1, 4.6 and 4.9.1 will apply.

The pilotman must be present whenever trains are allowed to enter onto or foul any portion of the line, mentioned above, where the failure exists and he must personally authorise all such movements, except as shown below.

When it is necessary for a movement to cross or foul that portion of the reversible line where working by pilotman is operative and the train concerned will not pass onto No. 2 reversible line to continue on its journey, it will not be necessary for the pilotman to authorise the movement or to be present at that end of the portion of the reversible line.

The pilotman must accompany all movements which will enter that portion of No. 2 reversible line under his control should such movement require to return to the end of the line from which it entered.

If a train, which is not accompanied by the pilotman, becomes disabled, the pilotman must accompany the assisting train if assistance comes from the end of the portion of No. 2 reversible line at which the disabled train entered. Should assistance come from the opposite end of the portion of No. 2 reversible line to that at which the disabled train entered and the pilotman is not accompanying the disabled train, the provisions of Rule Book, Section M, must be applied.

If the disabled train is accompanied by the pilotman and requires assistance, the pilotman must proceed to the nearest end of the portion of line under his control.

If the assisting train is to come from the end to which the pilotman has proceeded, the pilotman must accompany the assisting train.

If assistance is to come from the opposite end of the portion of line under the pilotman's control from that to which he has proceeded, the provisions of Rule Book, Section M, must be applied.

During fog or falling snow, unless the provisions of Rule Book, Section E, Clause 4.13 are being applied, the pilotman must accompany every train on that portion of No. 2 reversible line under his control.

Should it be necessary for one or more consecutive portions of No. 2 reversible line to be worked by pilotman, only one pilotman may be appointed to work trains over these portions of No. 2 reversible line.

BETWEEN TANNERS HILL JUNCTION AND LEWISHAM

Should it be necessary, because of a failure of the signalling equipment, to work trains over either or both portions of the reversible line in the opposite direction to that indicated by the equipment in London Bridge signal box or should it not be possible for the signalman to select the "Direction of traffic flow" for either or both portions of the reversible line, a competent person to act as pilotman must be appointed.

The provisions of Rule Book, Section N, Clauses 2.3, 4.1, 4.6 and 4.9.1 will apply.

The pilotman must be present whenever trains are allowed to enter or foul any portion of the reversible line where the failure exists and he must personally authorise all such movements.

The pilotman may, in addition to carrying out the provisions of Rule Book, Section N, Clause 4.9.1, walk through to the other end of the portion or portions being worked by pilotman so that a movement from the opposite end of the affected portion or portions of the reversible line, or a movement from Lewisham Vale Jn. in the case of a down direction train from Nunhead, can be authorised to pass on to that portion of the reversible line where the failure exists.

Should the pilotman, when walking through a portion of line, catch up with the last train he authorised on to the line, he must join the train and accompany the driver in accordance with Rule Book, Section N, Clause 4.9.1.

The pilotman must accompany all movements which will enter that portion under his control should such movement require to return to the end of the line from which it entered.

During fog or falling snow, unless the provisions of Rule Book, Section E, Clause 4.13 are being applied, the pilotman must accompany every train passing on to that portion of the reversible line where the failure exists.

Only one pilotman may be appointed to authorise movements over the reversible line or any portion thereof.

ST. JOHNS

Drivers of down trains via Hither Green may accept a signal cleared for an alternative route without stopping to ascertain the reason provided the train is not booked to call at Lewisham.

HITHER GREEN

Pre-assembly depot and motive power depot. The person in charge of a movement which requires to pass a "Stop" board towards position light signal 1301 at the exit from the pre-assembly depot and motive power depot sidings and return behind a "Stop" board must, when the movement is complete and again on the depot side of the board, advise the signalman.

The driver of a light locomotive or rearmost driver in the case of locomotives coupled together, or guard in the case of a train must, when an incoming movement is inside the depot clear of the respective "Stop" board, advise the signalman.

Working of unfitted movements between the pre-assembly depot and 'B' section. Unfitted movements are authorised between the pre-assembly depot and 'B' section and return using specially provided internal user vehicles. All movements must be

hailed and a brake van must be positioned as the rear vehicle of each movement and the guard or shunter must ride in it; a tail lamp and two side lamps must be displayed on the brake van.

When a movement is ready to leave the pre-assembly depot for 'B' section, the guard or shunter must advise the signalman, specifying that the movement will be unfitted.

On occasions when the movement enters 'B' section via the 'In' road, the guard or shunter must advise the signalman when the movement has arrived complete clear of the rising gradient.

Despatch of freight trains. Not more than two trains may be stabled on 'B' section In road or Out road awaiting provision of a locomotive at any one time. The provisions of Rule Book, Section J, Clause 3.21, must be applied.

A distance, sufficient for two locomotives to be coupled to the train and stand in rear of position light signal 1306, must be left between the leading vehicle of a stabled train and position light signal 1306.

Trains must not be stabled on the following lines: —

- Down sidings line,
- No. 1 slip,

Arrival of freight trains. Guards of incoming trains which are brought to a stand on 'B' section In road must remain with the train until it has been taken over by the yard staff, or when another train or locomotive has arrived in the rear of the train on the reception road, the guard of the first incoming train, after satisfying himself that the train is secure, may leave it provided it is necessary: —

- (1) to maintain a punctual departure with his subsequent working.
- (2) in order to book off duty and prevent excessive hours.
- (3) in order to report to the supervisor in charge when a guard has not completed his full hours of duty and is available to relieve trains following on the reception road.

When a guard leaves his train he must report to the yard supervisor.

Wrong direction movements. When it is necessary to make a wrong direction movement on any of the undermentioned lines, the person in charge of the movement must first obtain the permission of the signalman. The person in charge of the wrong direction movement, must, after the movement is complete and no further movement in the wrong direction is to be made, advise the signalman: —

Movement		Line
From	To	
'B' section	Position light signal 1304	'B' section In road
Along No.1 slip	Position light signal 1321	No.1 slip
Up sidings or along up reception	Position light signal 1317	Up reception
Continental sidings	Limit of shunt	Continental Freight Depot arrival line

Before authorising a wrong direction movement on the undermentioned lines, the signalman will first obtain the permission of the person in charge in the down yard. Permission must not be given until the person in charge has satisfied himself that

movements have ceased on the line concerned and no further movement in the normal direction of traffic flow will be made and/or a conflicting movement will not be authorised until the wrong direction movement is complete and no further movement in the wrong direction is to be made.

Movement	
From	To
Departure road or In road Up slow, down slow or Grove Park carriage sidings	'B' section Out road Down sidings line

Detention of trains. When a train or shunting movement is detained at any of the undermentioned position light signals, the guard, driver or shunter in charge of the movement must at once carry out the provisions of Rule Book, Section K, Clause 3.1.3:—

Signal

1304

1306

Line

'B' section In road

'B' section Out road

Working of trains conveying passengers on the down and up Lee spur lines.
When it is necessary for a passenger train to travel over the down or up Lee spur lines the signalman will advise the person in charge. The person in charge must arrange for all movements on 'B' Section In and Out roads to come to a stand, after which an assurance must be given to the signalman that all movements are at a stand and that no further movement will be permitted until the authority of the signalman has been obtained.

ORPINGTON

Drivers and guards booked to work trains from the carriage shed must report their arrival to the shunter.

Trains exceeding 6 cars proceeding between the up bay and up sidings Nos 3—5 (inclusive) must travel via the up fast line and not via the shunting neck.

SEVENOAKS

Guards and shunters working trains from the berthing sidings must inform the signalman when ready to depart and instruct the driver when the shunting signal controlling exit from the down berthing sidings is cleared.

TONBRIDGE

Down main sidings. Before any movement is made towards shunting signal PE.101, the guard or shunter must inform the signalman that the train is ready to depart.

Hastings branch sidings. Before any movement is made towards shunting signal PE.89, the guard or shunter must inform the signalman that the train is ready to depart. The train must not be moved foul of any other siding until the signal has been cleared.

PADDOCK WOOD

The Transfesa Ltd. supervisor is responsible for opening the gates prior to a train entering the firm's siding and locking them when shunting has been completed.

Authority to enter the shed will be given by the illumination of two white lights fixed at the entrance to the shed above each siding, operated by the firm's supervisor.

Should either of the white lights be extinguished while shunting is in progress, the movement must be brought to a stand immediately and must not proceed until the shunter has reached a clear understanding with the firm's supervisor.

Whilst shunting is taking place in the shed a klaxon horn will sound a warning to those working in the vicinity.

HEADCORN

Up passenger trains exceeding 8 cars booked to call must, when station work has been completed and it is not time for the train to start, be drawn forward to the special stopping mark (formed of a white cross on a post) positioned 90 yards beyond the platform.

ASHFORD

Chart Leacon depot. Vehicles passing over the turntables in Nos. 7, 8, 15 and 16 sidings at the entrance to the repair shop must not exceed 5 m.p.h. and the use of sand must be avoided except for braking in emergency.

Propelling movements between station and down or up yards. Before a movement is commenced the person in charge must give details to the signalman who must, when the complete route has been set and the appropriate signals cleared, indicate the route which the movement will take and the point to which it is to run. When the trainmen have been informed the movement may commence.

FOLKESTONE EAST

Passenger trains from the direction of Dover to Folkestone Harbour and vice versa are permitted to proceed from the up line towards Dover or to the train roads under the authority of a handsignalman, when position light signal YE.62 has been cleared. In the case of trains for Folkestone Harbour the driver must be advised to which train road the train is to run.

The chargeman must advise the signalman departure details of trains placed in the berthing sidings. Guards of trains berthed must, immediately prior to departure time, contact the signalman from the telephone at signal YE.79 for authority to depart. When the signal has been cleared, the guard may authorise the driver to depart.

Train roads The guard of a train en route to Folkestone Harbour must advise the signalman at Folkestone East when his train is ready to depart.

BETWEEN FOLKESTONE EAST AND DOVER WESTERN DOCKS

Conveyance of life-saving apparatus. To deal with an emergency at sea, it may be necessary for life-saving apparatus to be conveyed by special train from Folkestone East and unloaded in section.

The special working will be arranged between the staff at Folkestone East and Dover Western Docks and a competent man will be sent with the train to supervise the working and arrange for the traction current to be switched off. The up line will also be blocked.

Staff halts. Trains calling at the following halts must stop with the cars indicated at the platform and staff wishing to alight must travel in these coaches:—

Folkestone East

Down platform	—	leading car
Up platform	—	leading 6 cars

Warren

Down platform	—	leading 3 cars
Up platform	—	leading car

Shakespeare

Down and up platforms	—	leading car
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Platform staff are not provided and the “ready to start” signal will not be given by the guard. Staff alighting or joining must ensure that doors are properly closed as an indication to the driver that the train may proceed.

Chalk falls. Three protection fences, each equipped with a trip wire alarm device, are provided adjacent to the down line between signal ZE.3 (Folkestone end of Abbotscliffe tunnel) and the Folkestone end of Shakespeare tunnel.

Interference by falling chalk with one or more of the fences will place or maintain certain of the down and up line signals at danger. Drivers must keep a sharp lookout and if any signal reverts to danger on approach the train must be brought to a stand immediately. The signalman must be advised and the train must not be moved except under his instructions.

Shakespeare Tunnel. Owing to restricted clearances, non-gangwayed passenger carrying vehicles must not be formed in loaded passenger trains passing through the tunnel. In addition loaded passenger trains must not be marshalled with a motor luggage van at *both* ends of the train.

When it is necessary for the V.S.O.E. train to pass through the tunnel, the gangway shields must first be removed.

DOVER WESTERN DOCKS

Motorail trains conveying passengers are permitted to depart from the dock siding, under the authority of a hand signalman, when position light signal ZE.33 has been cleared.

Drivers of light locomotives departing from Dover Town yard must inform the signalman of their destination and, unless required for internal working, must depart via the connections to the main line at the Dover Western Docks end of the yard.

SWANLEY TO ASHFORD SWANLEY

Before shunting movements from the down siding to Swanley via the crossover between the down and up lines are commenced, the guard or shunter must obtain the authority of the signalman, ascertain the point to which the movement will run and instruct the driver accordingly.

OTFORD

Pilgrims Way public footpath crossing. In addition to sounding the horn at the whistle boards associated with Pilgrims Way public footpath crossing, drivers of down trains which have stopped at the station must sound the horn immediately before starting away.

The horn must also be sounded by drivers of shunting movements approaching the crossing from either direction and great care must be exercised by all concerned especially during darkness, fog or falling snow.

Ground frame. On arrival of a movement requiring use of the ground frame, the person in charge must ask the signalman for the ground frame to be released.

The signalman will advise the person in charge when the release has been operated. The person in charge must, provided a "free" indication is displayed, place the release switch to the "free" position which will permit the points to be operated.

Note: A time delay will occur before the release becomes effective.

The position of the points need not be checked before a movement over them is made provided the appropriate normal or reverse indication is illuminated. Should the point indication not become correctly illuminated no movement must be authorised and the person in charge must advise the signalman and act on his instructions.

When the shunting has been completed the person in charge must ensure that the normal point indications are illuminated before replacing the release switch to normal. The signalman must then be advised, whereupon he will cancel the release and advise the person in charge that this has been done, after which normal working may be resumed.

LENHAM

Coaching stock and freight vehicles may be berthed on the passenger loop lines subject to the following conditions:—

- (1) The Rule Book, Section H, clause 6.9 must be strictly observed.
- (2) After sunset and during fog or falling snow, lamps displaying a red aspect must be placed at each end of the vehicles so as to be plainly visible to the driver of an oncoming train.

HOTHFIELD

Trains calling must stop with the leading coach at the platform and staff wishing to alight must travel in this coach. The "ready to start" signal will not be given by the guard and staff alighting or boarding must ensure that the doors are properly closed as an indication to the driver that the train may proceed.

OTFORD JUNCTION TO SEVENOAKS BAT AND BALL

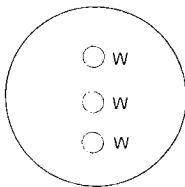
Trains for the Sand siding must, after stopping at the ground frame to detrain the guard, be drawn forward to the special stopping mark which consists of a white cross on a post. Propelling movements to the siding from the running line are controlled by a series of 6 single aspect white lights located adjacent to the up line and which are normally extinguished.

When the points are correctly set for the movement the guard must operate plunger A to illuminate the lights. Continuous illumination of these lights authorises a driver to propel into the siding.

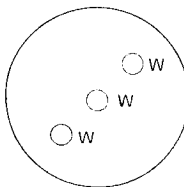
Should it be necessary to stop this movement in an emergency the guard must operate plunger B to extinguish the lights. The driver must keep at least one of these lights in view until he comes within sight of the guard. If the lights become extinguished during the movement, the driver must stop immediately.

A movement entering the siding must be brought to a stand with the locomotive adjacent to the restriction board worded 'STOP—Do not proceed without authority'.

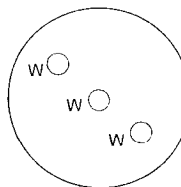
A series of unloading signals is provided adjacent to the siding to control unloading operations and illumination of these signals is authority to pass the restriction board. After passing the restriction board the locomotive must come to a stand at the special stopping mark, consisting of a white cross, between Nos. 1 and 2 sidings. The following aspects are displayed:—



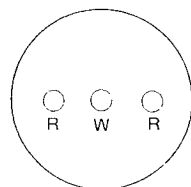
Move at low speed
in direction for
unloading



Move at low speed
in opposite direction
for unloading



Prepare to stop



Stop immediately

R—Red W—White

Vehicles must be positioned over the discharge hopper by moving the train towards the ground frame.

Defective vehicles must be placed in the No.2 siding. The hand points leading to the No.2 siding must normally be set for movements to the unloading siding and clipped in that position.

A movement leaving the siding must not proceed beyond the boundary gate until the guard has indicated that the ground frame points are correctly set.

EASTERN JUNCTION (SITTINGBOURNE) TO SHEERNESS-ON-SEA SWALE

Ridham sidings.

Movements must not exceed 10 m.p.h.

I.S.T. traffic. Inwards traffic must be placed on the left hand siding of the second Ridham loop, outwards traffic must be collected from the left hand siding of the first Ridham loop.

Bowaters traffic. Before authorising the driver of an inwards train to pass the restriction board at the entrance to Kemsley Mill loop, the guard must ensure that the firm's locomotive is not operating within the loops and is clear of the restriction board at the Mill end of the loops.

Kingsferry bridge. Drivers must avoid bringing their trains to a stand on the bridge.

SHEERNESS-ON-SEA

Movements to the dockyard or steelworks must normally be made via the trailing connection the Queenborough end of Sheerness-on-Sea station.

Movements from the dockyard or steelworks must normally be made via the dockyard ground frame connection from the "Westminster Straight" siding.

Before a train for the dockyard or steelworks departs from Queenborough the guard or shunter in charge must contact the steelworks shunter by telephone, obtain permission for the train to enter the siding and obtain an assurance that the steelworks locomotive is stabled clear of the reception road to which the train is to run and will remain so until the BR movement has been completed.

Trains must not exceed 34 SLU. The train must be brought to a stand when the locomotive has passed in clear of the siding connection.

When all the vehicles to form an outwards train from the dockyard or the steelworks have been placed on the "Westminster Straight" siding, steelworks staff will place wheel stops behind the rear vehicle. The guard or shunter in charge must, before dealing with the couplings or brake pipes, ensure by observation that the wheel stops have been placed in position.

A movement must not proceed towards the Dockyard until the gates on each side of the public road and the Dockyard doors are open and the movement can be accepted immediately. All trains must be propelled and during darkness, fog or falling snow, a white light must be placed on the leading vehicle. In the reverse direction, a movement must not leave the Dockyard until it can be accepted into the sidings adjacent to the Steelworks

siding clear of the roadway. During darkness, fog or falling snow, a tail lamp must be placed on the last vehicle. Movements between these points must proceed at a slow speed and a shunter, equipped with flags or lamp, must walk in front.

FAVERSHAM TO DOVER WESTERN DOCKS SHEPHERDS WELL

Loose shunting on the running lines is prohibited.

DOVER PRIORY

Locomotive hauled non-passenger carrying bogie coaching stock vehicles are prohibited from working into No. 1 up siding.

DOVER WESTERN DOCKS

Six-wheeled vehicles are prohibited from working into No. 2 down siding at Hawkesbury Street Jn.

SHEPHERDS WELL TO TILMANSTONE COLLIERY (GOODS LINE)

The guard is authorised to transfer the train staff at Shepherds Well.

Signs are provided on the approach to the open level crossings and are made of reflective material. It is essential, in order to illuminate the signs, that all trains exhibit illuminated white panels instead of the prescribed headcode. In the event of failure of any route indicator lights, the driver must arrange for an additional white light to be displayed on the front of the train.

On arrival at Tilmanstone Colliery on the 'run round' the locomotive must be attached to the rear in readiness to propel the empty wagons to the loading pad.

The movement must not commence until an assurance has been received by the guard from the N.C.B. control room operator that all road movements over the level crossing have ceased and it is in order for the movement to commence.

The guard must then handsignal the train over the weighbridge.

The driver must bring the train to a stand with the locomotive adjacent to the locomotive restriction board and the last batch of wagons alongside the loading pad.

When the loading of these wagons has been completed the control room operator will advise the guard who must handsignal the driver to pull forward to the "Stop" board located on the right hand side of the line, leaving the next batch of wagons alongside the loading pad.

When advised by the control room operator that loading has been completed, also that road movements over the level crossing have ceased, the guard must give the driver a handsignal to pass over the weighbridge.

Movements over the weighbridge, both inwards and outwards, must not exceed walking pace. The guard must be prepared to stop the movement, reverse it and again handsignal it forward over the weighbridge should the control room operator advise him that the weighbridge apparatus has not recorded correctly.

All handsignals must be given by the guard from the verandah on the level crossing end of the control room.

When trains are worked by class 08 or 09 locomotives a brake van must be provided which must be formed at the rear of the train when proceeding to Tilmanstone and the front of the train when returning to Shepherds Well.

On arrival at Shepherds Well all trains and locomotives must be brought to a stand at the board worded 'Stop—do not proceed without guard's verbal authority'. The guard or driver's assistant must satisfy himself that it is safe to proceed before giving this authority.

TONBRIDGE TO HASTINGS

WELLS AND GROVE HILL TUNNELS

The lines through these tunnels are reversibly signalled and clearance is very limited.

Staff are therefore prohibited from entering the tunnels on foot unless protected by one of the following means:—

- (a) operation of a Patrolman's instrument.
- or (b) for pre-planned work, an absolute possession of one or both lines as appropriate in accordance with the Rule Book, Section T, Part III.
- or (c) in emergency, having obtained a personal assurance from the signalman that one or both lines as appropriate will remain blocked until advice has been given that all staff are clear of the tunnel, or having blocked one or both lines as appropriate in accordance with the Rule Book, Section T, Part I.
- or (d) the presence of a disabled train in connection with which it is necessary to protect the line in accordance with the Rule Book, Section M.

TUNBRIDGE WELLS CENTRAL

When the rear coach of a train is partly in Grove Hill tunnel, a competent member of the station staff must be positioned at the country end of the platform to indicate to the guard when station duties have been completed.

WADHURST

Up trains exceeding 6 cars must stop with the leading cab opposite the special stopping mark (formed of a white cross on a post), positioned 40 yards beyond the platform.

ROBERTSBRIDGE

On arrival of a movement requiring use of the ground frame, the person in charge must ask the signalman for the appropriate release to be given.

The signalman will advise the person-in-charge when the release has been operated. The person in charge must, provided a 'free' indication is displayed place the release switch to the 'free' position which will permit the points to be operated.

Note: A time delay will occur before the release becomes effective.

The position of the points need not be checked before a movement over them is made provided the appropriate normal or reverse indication is illuminated. Should the point indication not become correctly illuminated no movement must be authorised and the person in charge must advise the signalman and act on his instructions.

When shunting has been completed the person-in-charge must ensure that the normal point indications are illuminated before replacing the release switch to normal. The signalman must then be advised, whereupon he will cancel the release and advise the person in charge that this has been done, after which normal working may be resumed.

MOUNTFIELD SIDINGS

Before operating the ground frame the person in charge must ensure that the British Gypsum locomotive is not in the siding and that the boundary gate is closed.

Should it be necessary for the British Gypsum locomotive to enter B.R. sidings during the time B.R. staff are in attendance, this may be permitted on the authority of the person in charge. Before giving this authority the person in charge must, if a B.R. train is in the siding, advise the crew of the circumstances, suspend all shunting movements and ensure that the B.R. locomotive is stationary and standing clear of the intended British Gypsum movement. The person in charge may then open the boundary gate and advise the British Gypsum representative that it is in order for their movement to enter.

If a train of more than 30 SLUs (but not to exceed 60 SLUs) is required to work into the sidings, it must be hauled into No. 4 siding. Prior advice of such a movement must be given to the person in charge who, after ensuring that No. 4 siding is/will be clear, must advise the British Gypsum representative of the circumstances and make arrangements for the excess wagons to be pulled off by their locomotive.

Except when B.R. staff are in attendance, the British Gypsum locomotive is not authorised to pass signal MF.5.

British Gypsum staff may work in the B.R. sidings when there are no B.R. staff in attendance. After the British Gypsum locomotive has been withdrawn from the B.R. sidings the British Gypsum representative is responsible for ensuring all hand points are left set for No. 1 siding, which must be left clear of traffic, and that the boundary gate is closed.

BATTLE

Provided the up starting signal has been cleared, up trains exceeding 6 cars must stop with the leading cab opposite the special stopping mark (formed of a white cross on a post) positioned 30 yards beyond the up starting signal.

ASHFORD TO HASTINGS

APPLEDORE

An up train may be drawn forward as far as the stopping mark if required, provided that signal AP.34 has been cleared.

Before again authorising the train to proceed, the guard must ensure that signal AP.34 is still exhibiting a proceed aspect and the white light associated with the level crossing is still flashing. The horn must be sounded before the train is re-started.

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 to the sidings, the person in charge must proceed to the telephone at the mouth of the carriage shed between Nos. 1 and 2 sidings and advise the signalman that the movement concerned is ready, and act upon any instructions 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.

Vehicles must not be berthed in the shunting neck beyond signal EDL.14.

C.E.G.B. 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 must not commence until the gates have been locked against the roadway by the C.E.G.B. representative and the B.R. person in charge has possession of the keys. Upon completion of the shunting operations, the B.R. person in charge must immediately return the keys to the C.E.G.B. 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 the movement.

BETWEEN ORE AND HASTINGS

A train must not be propelled, nor may a shunting movement be made, on the up line between the 'to Rye' 1st 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 1st outer home signal (EDL.83) and the inner home signals.

APPLEDORE TO LYDD TOWN (GOODS LINE)

Signs are provided on the approach to the open level crossings and are made of reflective material. It is essential, in order to illuminate the signs, that all trains exhibit illuminated white blanks instead of the prescribed headcode. These white blanks must be displayed and illuminated before the train departs from Appledore signal box. In the event of a failure of any of the route indicator lights, the driver must arrange for an additional white light to be displayed on the front of the train.

LYDD TOWN

The level crossing gates are normally closed and locked across the railway and the guard, or driver's assistant in the case of a light locomotive not accompanied by a guard, must obtain the keys from the signalman before leaving Appledore.

After the gates have been opened and secured across the roadway, the driver may be authorised to pass the "Stop" board and proceed over the crossing. The gates must be replaced and locked across the railway when the movement has been completed.

The keys must be returned to the signalman to whom any defects in the gates must be reported.

ASHFORD TO RAMSGATE (VIA CANTERBURY WEST) CANTERBURY WEST

Loose shunting into the coal yard sidings is prohibited and vehicles must be secured before they are detached from the locomotive.

CHISLET COLLIERY

Trains calling at the staff boarding and alighting point must stop with the leading portion of the front passenger vehicle at the wooden walkway, which is situated at rail level. Staff travelling to or from Chislet Colliery signal box must board and alight from the leading vestibule (or guard's brake compartment if situated immediately behind the driver's cab) of the leading passenger vehicle and must travel therein if access cannot be gained to the passenger accommodation. Authority is given to travel in the vestibule or the guard's brake compartment between Chislet Colliery and the next (or previous) stopping station only. Under no circumstances may staff not in possession of a cab pass enter the driving compartment. The "ready to start" signal will not be given by the guard and staff boarding and alighting must ensure that the doors are properly closed as an indication to the driver that the train may proceed.

MINSTER

On arrival of a train complete with tail lamp at the down main platform the guard must give three beats on the nearest train arrival bell.

RAMSGATE

See page 5.

FOLKESTONE EAST TO FOLKESTONE HARBOUR

Motor luggage vans. The maximum load of hauled vehicles must not exceed 50 tonnes.

Class 1 to 8 trains. The maximum loads for up direction locomotive-hauled trains in Class 1 to 8 inclusive are as follows:—

Class of locomotive	Tonnes
08, 09	140
25	245
33	250
40, 45, 46	345
47	375
73 working on diesel power	210

An assisting locomotive must be provided when the weight of the train exceeds the permitted load of the train locomotive. The maximum permitted load, when two locomotives are provided, may be calculated by adding together the loads for each locomotive. When an assisting locomotive is provided it must be attached to the rear of the train.

Locomotive-hauled passenger trains are authorised to work from Folkestone East to Folkestone Harbour and back with a locomotive coupled at each end. To ensure that at no time are the train power supply jumper cables connected between more than one locomotive and the train, the following procedure will apply:—

(a) at Folkestone East

If the locomotive to be attached to the London end of the train is not required to supply power for heating etc., the attachment may be made while the jumper cables are connected between the train and the Dover end locomotive. The General Appendix, Section 15, Clause 5.1.3 is amended accordingly. *The jumpers must not be connected between the second (London end) locomotive and the train.*

(b) at Folkestone Harbour

If it is now required to supply power to the train from the locomotive which was attached at Folkestone East, the jumpers at the Dover end of the train must first be disconnected. Before doing so, the shunter must ascertain that the train power supply from the locomotive is switched off. This must again be done, in respect of the second locomotive, before the jumpers are connected at the other end of the train.

The rear locomotive must not provide traction power unless this is required in the up direction for assistance purposes.

FOLKESTONE HARBOUR

Down trains. Provided the position light signal associated with signal EBB.18 has been cleared, drivers of 14 car trains arriving at No.2 platform must proceed cautiously to the 14 car stopping mark.

Up trains. After the brake continuity test has been carried out, the guard of multiple unit trains for the direction of Folkestone Central must proceed to the leading guard's compartment and ride in this to Folkestone East.

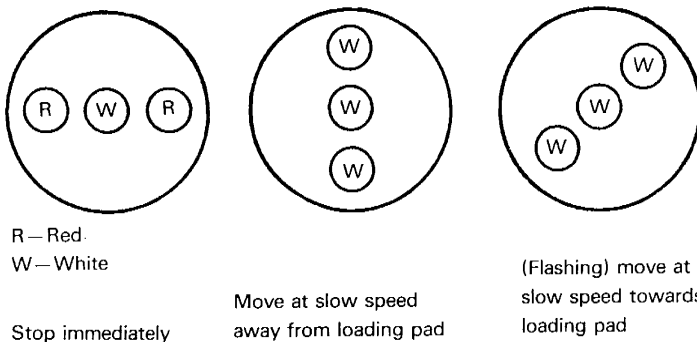
If it is necessary for motor luggage vans to be attached to the rear of the train after the guard has carried out the foregoing instruction, the person in charge must ensure that the attachment is carried out properly and the tail indication is provided, and then carry out the brake continuity test, afterwards advising the guard accordingly by loudaphone.

Shunting movements. The shunter or driver of a shunting movement proceeding towards the pier must inform the signalman that the last vehicle or locomotive is clear of the points by means of the telephone adjacent to signal EBB.3.

BUCKLAND JUNCTION TO MINSTER EAST JUNCTION BETTESHANGER COLLIERY

Incoming coal trains must run to No. 7 siding unless this siding is unavailable, in which case they may run to Nos. 5 or 6 sidings. These trains must be brought to a stand at the appropriate 'Stop' board. Incoming shale trains must run to Nos. 1 or 2 sidings and be brought to a stand clear of all hand points under the direction of the BR person in charge. Authority to pass the 'Stop' boards in the sidings must be given by the BR person in charge.

Coal trains for loading must be propelled to the loading pad and brought to a stand with the locomotive at the locomotive prohibition board. Loading will commence with the wagons next to the locomotive; after each group of wagons has been loaded, the train must be drawn forward towards the 'Stop' board at the signal box end of No. 7 siding. Four 'load/unload' signals are provided to control movements to and from the loading pad. These signals display the following aspects: —



Before the BR person in charge authorises a movement to the loading pad to pass the 'Stop' board at the loading pad end of Nos. 5, 6, or 7 sidings, he must inform the NCB control room and then await the appropriate aspects to be displayed by the 'load/unload' signals. The provisions of the Rule Book, Section J, clause 4.1, do not apply to movements under the control of the 'load/unload' signals, except that the propelling movements towards the loading pad must not commence until the BR person in charge authorises the train to pass the 'Stop' board. After loading has been completed, the train must be drawn forward to the 'Stop' board at the signal box end of No. 7 siding for C. & W. examination. Any defective wagons must be placed in No. 3 (cripple) siding.

Shale trains must be loaded in Nos. 1 or 2 sidings, C. & W. examination must take place prior to the departure of a loaded train and any defective wagons must be placed in No. 3 (cripple) siding.

Spare wagons may be placed in, or removed from, No. 4 siding under the direction of the BR person in charge.

When a train is ready to depart, the BR person in charge must advise the signalman accordingly and must obtain his permission before authorising the train to depart.

SANDWICH

Up trains exceeding 8 cars must stop with the leading cab opposite the special stopping mark (formed of a white cross on a post) positioned 90 yards beyond the platform.

RICHBOROUGH SIDINGS

The guard (driver's assistant in the case of a locomotive not accompanied by a guard) must ascertain from the signalman to which siding the train is to run; he must obtain from the signalman the key to the C.E.G.B. reception sidings gate, unlock and lock the gate as necessary and return the key after use.

All points, except those leading to the main line, are hand operated and the guard must satisfy himself that all the points are correctly set before authorising a movement over them.

Movements from the C.E.G.B. reception sidings to the oil discharge sidings must be propelled. BR locomotives and 100 tonnes wagons must not pass through the coal discharge shed.

The points leading to the cripple siding are clipped and padlocked to the short dead-end siding and when C. & W. staff are not in attendance, defective wagons must be left secured in the dead-end siding.

The guard must obtain the signalman's permission to proceed before authorising his train to depart from the C.E.G.B. reception sidings to the BR reception sidings.

BATTERSEA PIER JUNCTION TO PECKHAM RYE (VIA STEWARTS LANE AND ATLANTIC LINE)

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

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 at Victoria signal box when a train has arrived complete inside the yard, clear of the "Arrival & Departure" line "Stop, do not proceed without shunter's permission" indicator.

When an ingoing train arrives at the "Stop, do not proceed without shunter's 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.

WANDSWORTH ROAD

The person in charge of a movement must ensure that it is safe to enter the depot before requesting permission from the signalman for the movement to commence.

The Rom River Company's sidings comprise Nos. 9, 10 and 11 sidings. The person in charge of a movement requiring to enter the sidings must, before the movement commences, ensure that the siding gates are open and obtain an assurance from the firm's staff that the private locomotive is at a stand at the buffer stops and that it will not be moved until the B.R. movement has been completed.

HOLBORN VIADUCT TO HERNE HILL BLACKFRIARS

Trains booked to reverse will normally be dealt with on No. 1 carriage road and must be drawn up close to position light signal VS.666 at the station end. After the crew has changed ends and the driver has displayed the appropriate headcode, the train must be drawn up to position light signal VS.673 at the country end.

Guards working trains from No. 1 or 2 carriage roads must operate the appropriate "train ready to start" plunger when ready to leave.

Drivers and guards, when proceeding to a train berthed on No. 1 or 2 carriage road, must advise the signalman and comply with any instructions given by him.

NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH) GREENWICH

When Deptford Creek bridge is required to be raised, the traffic manager, Woolwich Arsenal and the signalman, London Bridge will be advised by Operations Control and trains may, when necessary, be diverted via Blackheath. Trains which normally call at Deptford, Greenwich and Maze Hill must, when diverted, call at New Cross and those which normally call at Westcombe Park must also call at Blackheath.

PLUMSTEAD

Bogie vehicles, other than coaches, which exceed 62 feet over headstocks, must not be shunted over the connection at the east end of No. 2 siding, middle yard.

CRABTREE CROSSING

No. 1 siding must be kept clear for inwards traffic and a private locomotive which performs all internal movements will place outwards traffic in Nos. 2 or 3 sidings. The private locomotive must not work in No. 1 siding or be allowed to foul the points leading thereto when the signal has been cleared for movements to that siding.

A draw ahead road to the sidings runs parallel with the down line and extends from the connection to a point adjacent to Crabtree level crossing. The hand points leading from the draw ahead road must lie normally set for No. 1 siding.

LEWISHAM TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH) BARNEHURST

Guards of empty trains for Slade Green depot via Crayford Creek Jn. must ride in the rear cab in order to carry out clause 1 of the General Appendix instruction 'light locomotives, push & pull and multiple unit trains—driving from the leading cab' at that point.

BLACKHEATH TO CHARLTON CHARLTON

Angerstein Wharf line. Trains which are propelled from Angerstein Jn. to Angerstein Wharf must not exceed 36 SLUs. Target signs are provided indicating '25–36 wagons', '13–24 wagons' and '0–12 wagons' respectively. 1 wagon equals 1 SLU.

Drivers of trains being propelled to the Wharf must bring the train to a stand with the leading end of the locomotive opposite the relevant target sign according to the length of the train. Drivers of hauled trains and light locomotives must bring the train/locomotive to a stand at the 'Stop' board on the Wharf side of position light signal 1438.

Before authorising a movement to pass over the public foot crossing, the person in charge of the movement must ascertain that the crossing is clear and must take steps to prevent the crossing from being used until such time as the train has proceeded onto the crossing.

The maximum permissible speed when approaching the public foot crossing and the Regional Civil Engineer's level crossing is 10 m.p.h. in either direction.

Drivers of trains from the Angerstein Jn. direction must sound the horn continuously from the Regional Civil Engineer's level crossing to the public foot crossing.

Brakevans must not be loose shunted from trains.

The guard or shunter must, before the train departs from the Wharf, advise the signalman at London Bridge the number of wagons (expressed in SLUs).

Trains which are to be propelled from the Wharf to Angerstein Jn. must be brought to a stand with the leading vehicle at the shunting signal on the Wharf side of the foot crossing.

When position light signal 1429 has been cleared the guard or shunter must proceed to the foot crossing and signal the driver from that point by hand signal. Before authorising a movement to pass over the public foot crossing, the person in charge must ascertain that the crossing is clear and must take steps to prevent the crossing from being used until such time as the train has proceeded onto the crossing.

A train which is to be propelled to the up line at Angerstein Jn. must not proceed beyond position light signal 1429 unless signal L.425 has been cleared. The guard or shunter must obtain an assurance from the signalman that signal L.425 has been operated before authorising the movement to commence.

Drivers of all trains approaching the level crossings from the Wharf direction must sound the horn continuously from position light signal 1429 to the public foot crossing.

HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA DARTFORD) SIDCUP

Down trains which are to return in the up direction must proceed to the down passenger loop and be brought to a stand as close as possible to signal D.100. The trainmen may change ends, using the walkway between the down passenger loop and down main line. When the train is ready to start the guard must operate the plunger provided. The train must not proceed until the guard has given the "ready to start" signal.

The telephone at signal D.100 must be answered by the nearest member of the staff as quickly as possible. The signalman must be advised immediately if the booked working cannot be adhered to.

DARTFORD

Reversible line. Any movement which is required to be made in the direction opposite to that from which it entered the line must be regarded as a wrong direction movement and dealt with accordingly.

News platform. An illuminated stopping mark, consisting of a white cross on a black background, is provided beyond the platform to assist drivers in positioning their trains.

SWANSCOMBE

The handpoints to the short spur siding at the Greenhithe end of No. 1 siding must lie normally for the spur siding.

B.R. staff must not, under any circumstances, propel or place any vehicle beyond the vehicle restriction board.

Whenever practicable, wagons for Swanscombe works must be left on No. 2 siding, farthest from the running line. Outgoing wagons will normally be left for collection by B.R. from No. 1 siding.

NORTHFLEET A.P.C.M. SIDINGS

1. Maximum speeds on the sidings are as follows:—

Coal and Gypsum intakes when unloading.	$\frac{1}{2}$ m.p.h.
Coal and Gypsum intakes when passing through	5 m.p.h.
Bulk Cement silos	3 m.p.h.
Remainder of sidings	10 m.p.h.

To assist drivers in regulating the speed of their trains to minimise wheel screech a non-recording digital speed indicator (applicable to both 'A' and 'B' lines) is situated to the right of the In road just beyond the point where lines 'A' and 'B' diverge.

2. Trains must be hauled in the signalled direction only. Should it become necessary for a train to be propelled, as distinct from a set back movement, at the cement loading plant, or for any wrong direction movement to be made, this may only be done under the authority of the control room supervisor.

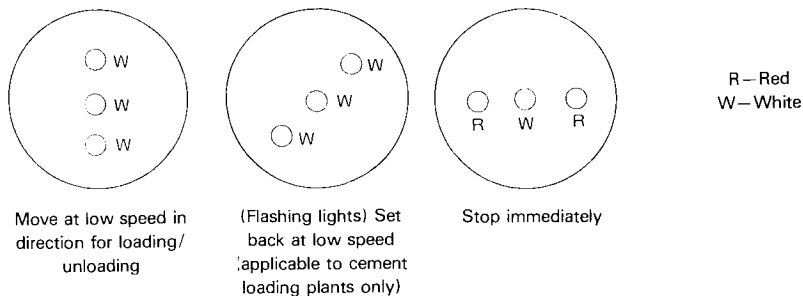
Any propelling movement of loaded wagons must not exceed a weight of 900 tonnes. Any such train requiring to be propelled which is greater than this limit must be reduced in weight to conform before any movement is made in the wrong direction.

All propelling movements must be made with extreme caution.

3. Drivers must sound the warning horn when approaching Nos. 1 and 3 level crossings. Road traffic signals are provided at No. 2 level crossing and white flashing lights indicate that these are exhibited. If a white light is not displayed, the driver must not pass over the crossing until he is satisfied that it is safe to do so. He must report the failure by the first available means.

4. Guards of incoming trains brought to a stand on Nos. 1 and 2 reception lines must advise the control room supervisor their name and depot and the load of their train.

5. A series of "load/unload" signals displaying the following aspects are provided on the loop lines:—



6. The doors of hopper wagons on trains passing over the coal and gypsum hoppers are operated automatically and it is essential that the locomotive cab doors are kept closed from the time the locomotive leaves signal N.3 or N.4 until it reaches signal N.14 or N.15.

Guards must remain with their trains whilst passing through the coal and gypsum intakes and the bulk cement silos. They must accompany their trains all the time they are on the merry-go-round circuit, unless it should become necessary to leave the train in case of emergency or if the train is to be detained for a long period.

When loading or unloading is completed, the train will be examined for defects and the C. & W. examiner will hand the guard a written advice indicating that the train is safe to proceed, or which wagon(s) require to be detached into the cripple sidings. The C. & W. examiner will also indicate to the control room operator by use of the plungers whether or not cripple wagons require to be detached. The guard will be responsible for ensuring that vehicles are correctly coupled and that the prescribed brake power is available and in proper working order in accordance with the Rule Book, Section H, Clause 6.3.1. If, however, C. & W. staff are not present or the formation of the train is altered in any way, the guard must carry out the provisions of the Rule Book, Section H, Clause 6.3.1 fully.

If, after discharge, the bottom doors of gypsum wagons cannot be closed, provided they have green "For Repairs" labels affixed to them the train may be allowed to proceed, and the provisions of the Rule Book, Section H, Clause 6.3.1(a) and Section J, Clause 3.12 are modified accordingly.

7. Bulk cement trains will be examined by the C. & W. examiner when passing through the silos or, if consisting of more than 12 x 100 tonnes wagons (or equivalent length), upon arrival on the departure or No. 1 reception line.

Written advice will be given to the guard indicating whether any wagon(s) require to be detached into the cripple sidings.

Before proceeding from the silos, the guard of trains which have been examined must operate the 'cripples' or 'No cripples' plunger, as appropriate. In the case of trains which have not been examined, the 'cripples' plunger must be operated.

The guard of trains which are examined on the departure or No. 1 reception line must advise the control room supervisor whether any cripple wagons require to be detached.

8. When it is necessary for outgoing trains to be assisted from the rear, the assisting locomotives need not be coupled.

9. Snow ploughs, except those fitted to locomotives, are prohibited from working in these sidings.

GRAVESEND

Guards working trains from the down siding must advise the signaller when ready to depart.

HOO JUNCTION

Trains calling at the staff halt must stop with the leading car at the platform and staff wishing to alight must travel in this coach. Platform staff are not provided and the "ready to start" signal will not be given by the guard. Staff alighting or joining must ensure that doors are properly closed as an indication to the driver that the train may proceed.

BETWEEN HIGHAM AND STROOD

Telephones on posts at quarter-mile intervals are installed on the up side in Higham and Strood tunnels to enable the signaller at Dartford to be advised of an obstruction in the tunnel or any emergency necessitating the stoppage of trains in either direction. One long ring will be an intimation to the signaller to stop all traffic at once and, afterwards, to obtain further particulars from the person ringing.

In addition to the use of the telephone, any obstruction of the line or lines must be immediately protected in accordance with the relevant Rules.

STROOD

Shunter-operated klaxons are provided in Strood tunnel. When position light signal 218 has been cleared for a propelling movement to the down sidings, the shunter will give three blasts on the klaxons and the driver is then authorised to set back, keeping a sharp look-out for handsignals. If the shunter requires the movement to stop, he will give a single blast on the klaxons.

During the period when a B.R. locomotive is working in the down sidings, Messrs. Cory's locomotives must be at a stand on either of the coal discharge sidings. A clear understanding must be reached with Messrs. Cory's staff.

B.R. locomotives are prohibited from entering the coal discharge sidings. Messrs. Cory's locomotives are authorised to pass over all sidings.

Should the down line become obstructed a switch is provided on the post of signal D.8 to enable this signal and D.10 (in Strood tunnel) to be placed to danger.

The switch is in a glass fronted box and is activated by breaking the glass. When it has been operated the signalman must be advised immediately.

HOO JUNCTION TO GRAIN (GOODS LINE)

Headcodes. Signs are provided on the approach to the open level crossings and are made of reflective material. It is essential, in order to illuminate the signs, that all trains exhibit illuminated white blanks instead of the prescribed headcode. In the event of failure of any route indicator lights, the driver must arrange for an additional white light to be displayed on the front of the train.

Emergency telephones. Emergency telephone plug-in points linked direct to Dartford signal box are provided, housed in lineside cabinets, at locations between signal D.12 and Grain level crossing.

Prior to departure of a train from Hoo Jn. which will proceed beyond signal D.12 the guard must collect a portable handset from the chargeman's office and return it upon completion of the return journey.

"No signalman" key token working. The regulations for working on single lines by Electric Token shown in the General Appendix apply, together with the following modifications.

Key Token instruments are provided adjacent to signal D.12 and at Grain Crossing box, the former being operated by the guard or driver's assistant and the latter being operated by the person-in-charge at Grain.

To withdraw a key token from the instrument at signal D.12, the guard or driver's assistant must ensure that the needle indicator is pointing to 'Free', indicating that no key token is already out, and telephone the signalman. When the 'Free' indication beside the instrument is illuminated, the key token may be withdrawn, whereupon the needle indicator will move to 'Locked' and signal D.12 will clear. The key token must be placed in a pouch and handed to the driver.

On arrival at Grain the token must be handed to the person in charge.

On arrival of an up train with tail lamp attached at signal D.12, the key token must be replaced in the instrument and, before proceeding, the guard or driver's assistant must confirm with the signalman that this is correctly indicated in the signal box. The pouch must be placed in the key token hut.

All persons using the key token hut must ensure that the door is properly closed and locked before leaving.

In the event of failure of the key token instrument, a key token being lost or damaged, working by pilotman must be introduced.

Before pilot working commences, the pilotman must ensure that the floodgates are secured away from the railway.

The pilotman need not address a pilot working form to the signalman at Dartford, but must reach a clear understanding with him concerning the arrangements which are to apply, and the signalman must complete a pilot working form at the pilotman's dictation. The pilotman must obtain the name of the signalman with whom he is speaking and enter this on his form, together with the time at which the message is passed.

When a train is to be followed by one or more trains in the same direction before a train is to start from the other end, the following additional instructions must be observed:—

- (a) The guard or driver's assistant of any train proceeding from signal D.12 to Grain which is not accompanied by the pilotman must report the arrival of his train complete to the person-in-charge at Grain, who must advise the signalman at Dartford accordingly.
- (b) The guard or driver's assistant of any train proceeding from Grain to the token hut at signal D.12 which is not accompanied by the pilotman must report the arrival of his train to the signalman at Dartford, using the key token instrument telephone. Should the telephones as well as the token apparatus have failed, the pilotman must accompany each train.

Cliffe sidings. Trains must be propelled into the sidings from either the run-round loop or the through road. Such movements must not proceed beyond the 'Stop' board on the Hoo Jn. side of the level crossing until the firm's person-in-charge is present and has given permission. The leading vehicle must be accompanied, on foot, by the guard and the firm's person-in-charge. The train must be positioned as directed by the firm's person-in-charge. If a second guard is present he must relay handsignals as required.

The level crossing is provided with a barrier which fully spans the road, and it is protected by 2-aspect (red/yellow) colour light signals facing approaching rail movements. When the barrier is open for road traffic, the signals will display a red aspect and rail movements must not pass over the crossing. When a rail movement requires to pass over the crossing the guard must request the firm's person-in-charge to lower the barrier. When the barrier is lowered the signals will display a yellow aspect and the movement may then proceed.

Certain parts of the sidings are designated as Safety Helmet Areas and notices are exhibited to this effect. Two safety helmets and a supply of paper liners are provided in a metal cupboard at the Hoo Jn. end of the tripper conveyor. Unless remaining within the cab of a locomotive, staff whose duties take them into a Safety Helmet Area must wear a helmet, which must be returned to the cupboard immediately after use.

Berry Wiggins sidings. Before authorising an inwards movement the guard must obtain an assurance from the person in charge that the private locomotive is secured within the inner gate and will remain so until the B.R. movement has been completed.

Yantlet sidings. These are exchange sidings serving an oil depot and the instructions contained in the Working Manual for Rail Staff, Part 3 (Pink Pages), Clause E3/3 apply.

Inward movements must be brought to a stand clear of the entrance to the siding and permission must be obtained from the BP refinery representative for the movement to continue.

Outward movements may be placed on the line between the entrance to the sidings and the ground frame by BP staff, who will only apply hand brakes on the offside (right hand side in direction of travel) on such wagons. Before a movement departs the guard is only required to examine and release the hand brakes on the offside. However, on arrival at Hoo Jn. he must examine the opposite side of his train.

Trains may return from these sidings to Grain without proceeding through the section to Hoo Jn.

Grain sidings. These are exchange sidings serving an oil depot, and the instructions contained in the Working Manual for Rail Staff, Part 3 (pink pages), clause E.3/3 apply.

B.R. locomotives are only permitted to enter Nos. 1, 2, 3, 4 and 5 sidings. Down trains must run to Nos. 1 or 2 sidings. Up oil trains must normally run from Nos. 3 or 4 sidings, but may also run from Nos. 1 or 2 sidings if necessary. Before a movement by a B.R. locomotive is made onto Nos. 3, 4, or 5 sidings, the B.R. person in charge must obtain permission from the B.P. Refinery representative. Smoking within the refinery gates is strictly prohibited. B.R. trainmen may, however, retain their personal matches and lighters whilst working within the refinery gates, provided that they are not used.

B.R. tail lamps (including battery electric tail lamps) and B.R. handlamps must not be taken past the refinery gates except:—

- (a) Bardic handlamps which have been locked, sealed, and passed fit by B.P. may be used within the refinery. These handlamps are painted blue.
- (b) Bardic handlamps which are the personal issue of trainmen may be conveyed into the refinery in the locomotive cab (or brakevan where applicable). These lamps must not be removed from the locomotive cab (or brakevan) whilst it is within the refinery gates under any circumstances.

B.P. Refinery locomotives are authorised to use all B.R. lines between the refinery gates and Grain Crossing up home signal. Before a movement is made by a B.P. locomotive outside the refinery gates, the driver will obtain permission from the B.R. person in charge.

STROOD TO MAIDSTONE WEST CUXTON

Metal Box Co. Ltd. siding. Before releasing the ground frame for a movement to enter the siding, the signalman must obtain an assurance from the firm's staff that the boundary gate has been opened.

Should a shunt movement be required to be made from the siding to the running line the person in charge of shunting must request the signalman to operate the release lever. After the guard has operated the appropriate ground frame levers he must satisfy himself the points are correctly set and he may then authorise the driver to proceed along the main line as far as is necessary to permit the shunt to be made. When the shunt movement has been completed the whole of the train must be set back within the siding.

Inwards wagons must be placed on No. 2 siding and outwards wagons withdrawn from No. 1 siding (nearest the up line). Locomotives working the siding must not enter the firm's shed or pass over the crossover immediately outside the shed entrance.

Cement sidings. Inwards wagons must be left on the siding nearest the running line, outwards wagons being taken from the other siding.

In the case of a departing train, after the guard has completed his duties at the ground frame, he may authorise the driver to set back until the locomotive is adjacent to the guard, who may then join the train.

NEW HYTHE

Oil trains must be placed for discharging in No. 2 Brookgate siding. B.R. locomotives are permitted to traverse Nos. 1 and 2 sidings only.

Two gates are provided across the connection leading to the sidings, one on each side of a footpath crossing, and they must be kept normally closed and locked across the siding connection.

The gates across Reed's private roadway and sidings will be operated by Reed's representative and no movement may be made without his authority.

BETWEEN AYLESFORD AND MAIDSTONE BARRACKS

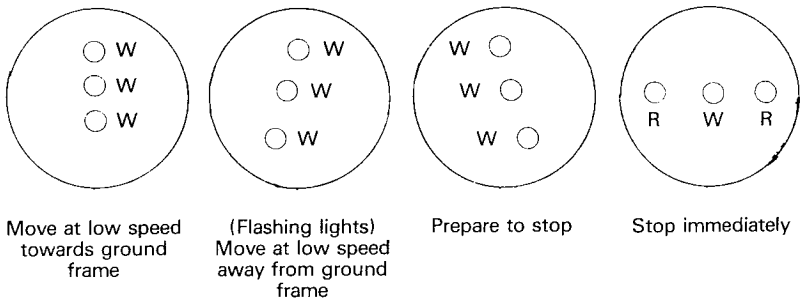
Trains for the ARC Siding must, after stopping at the ground frame to detrain the guard, be drawn forward to the special stopping mark which consists of a white cross on a post.

Before authorising a movement to enter the siding, the guard must obtain the permission of the company's person-in-charge and reach a clear understanding as to the movements to be made within the siding.

Propelling movements into the siding are controlled by single aspect white lights which are normally extinguished. Three lights are located adjacent to the up line, 12 feet above rail level. When the ground frame points are correctly set the guard must operate plunger 'A' to illuminate the lights. Continuous illumination of the lights authorises the driver to propel into the siding. Should it be necessary to stop the movement the guard must operate plunger 'B' to extinguish the lights. The driver must keep at least one light in view until he comes within sight of the guard. If the lights become extinguished during the movement, the driver must stop immediately. The driver must bring the propelling movement to a stand with his cab adjacent to the board worded "Stop and await instructions."

The vehicle nearest to the locomotive must be unloaded first, and thereafter vehicles must be positioned over the discharge hopper by moving the train towards the ground frame. Three signals are provided to control unloading operations. The following aspects are displayed:—

R—Red
W—White



Defective vehicles must be placed in the cripple siding, the hand points leading to which must normally remain clipped and padlocked for movements to or from the unloading siding. If it is necessary to shunt past the siding starting signal, the guard must telephone the signalman and request permission for the movement to be made towards the running line. The up starting signal must be operated for such a movement.

After leaving the siding, the train must be drawn forward to the special stopping mark and, when the ground frame points have been correctly set, the guard will authorise the propelling movement back along the up main line by operating plunger 'C' to again illuminate the single aspect white lights. The guard must stop the propelling movement when it arrives at the point at which he will rejoin the locomotive; before doing so he must cancel the ground frame release.

MAIDSTONE WEST

On arrival of a terminating train complete with tail lamp from the Strood direction the guard must give three beats on the train arrival bell.

ELMERS END TO ADDISCOMBE ADDISCOMBE

The signalman is exempt from exhibiting the green handsignal referred to in the Rule Book, Section H, Clause 3.6.1 and after a train has been brought to a stand at the down home signal, the driver must understand that the line is occupied and proceed cautiously as far as the line is clear.