



SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

INVERNESS

RE-SIGNALLING

(ELIMINATION OF CULLODEN MOOR,
MILLBURN JN., WELSH'S BRIDGE
AND LOCOMOTIVE BOXES.)

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

FEBRUARY, 1987
GLASGOW

J. M. SUMMERS
Regional Operations Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

INVERNESS—RESIGNALLING

OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use on Sunday, 8 February, 1987.

DESCRIPTION OF SCHEME

Culloden Moor, Millburn Jn., Welsh's Bridge and Locomotive boxes will be closed. A new signalling centre, designated INVERNESS (I), will be commissioned and will control the area previously controlled from these boxes.

All lines between the facing and trailing crossovers at Cradlehall and Inverness station will become bi-directional.

Raigmore LC will be converted to a C.C.T.V. (Closed Circuit Television) installation monitored from Inverness Signalling Centre.

NOMENCLATURE OF JUNCTIONS

The facing and trailing crossovers on the Up and Down main lines between Culloden Moor and Inverness will be known as Cradlehall.

The junction between the Independent line/Yard exit and the Up main line will be known as Millburn.

The layout and connections from the junction between the East single line and the Down main to the station area will be known as Welsh's Bridge.

METHOD OF WORKING

The Track Circuit Block Regulations will apply throughout the area of control of Inverness Signalling Centre and on the lines to and from Aviemore, Nairn and Rose St. boxes.

Yard working arrangements will apply on the Up and Down Independent single line between Inverness Signalling Centre and Rose St. box.

SIGNALLING ARRANGEMENTS

The description of all new signals shown on the accompanying diagram is as follows:—

Signals prefixed by the letter "I" will be controlled from Inverness Signalling Centre.

The application of all running line signals with the exception of those detailed below is to the next running signal capable of displaying a red aspect.

Trains not completely within fixed signals

Referring to the General Appendix instructions—when a locomotive or DMU is ahead of Inverness station platform signals I402, I404, I412 and I414 owing to the length of the train, the signal concerned must be regarded as controlling the starting of the train. In this connection, to assist drivers, a back indication will be provided for each of the signals.

RUNNING SIGNALS

Signal	Aspect	Route Indication where provided	Application To or Towards
INVERNESS STATION AREA			
I395	Main	1	Platform 1
	Position Light	1	Platform 1
	Main	2	Platform 2
	Position Light	2	Platform 2
I397	Position Light	3	Sidings
	Main	1	Platform 1
	Position Light	1	Platform 1
	Main	2	Platform 2
I398	Position Light	2	Platform 2
	Main	2	Platform 2
	Position Light	2	Platform 2
	Main	3	Platform 3
	Position Light	3	Platform 3
	Main	4	Platform 4
	Position Light	4	Platform 4
	Position Light	4	1727
	Main	R	Rose St. Curve
	Position Light	R	Rose St. Curve
	Position Light	L	Diesel Depot
	I399	Main	U
Position Light		U	Up Main
Main		D	Down Main
Main		E	Up East Line
Position Light		—	Headshunt
I402	Main	U	Up Main
	Position Light	U	Up Main
	Main	D	Down Main
	Main	E	East Line
I404	Main	U	Up Main
	Position Light	U	Up Main
	Main	D	Down Main
	Main	E	East Line
I406	Main	U	UP Main
	Position Light	U	Up Main
	Main	D	Down Main
	Main	E	East Line
I408	Main	U	Up Main
	Position Light	U	Up Main
	Main	D	Down Main
	Main	E	East Line

RUNNING SIGNALS (*cont'd*)

Signal	Aspect	Route Indication where provided	Application To or Towards
INVERNESS STATION AREA (<i>cont'd</i>)			
I412	Main	—	I406
	Position Light	—	I406
I414	Main	—	I408
	Position Light	—	I408
UP MAIN			
I389	Main	Position 1 Junction Indicator	I395
	Main Position Light	—	I397 I707
DOWN MAIN			
I381	Main	—	I387
	Main	Position 4 Junction Indicator	I389
I382	Main	Position 1 Junction Indicator	Down Main
I387	Main	—	I395
	Main	Position 4 Junction Indicator	I397
DOWN EAST LINE			
I385	Main	—	I395
	Main	Position 4 Junction Indicator	I397
UP ROSE ST. CURVE			
I410	Main	U	Up Main
	Position Light	U	Up Main
	Main	D	Down Main
	Main	E	East Line
YARD EXIT			
I396	Main	—	Up Main
	Position Light	U	Up Main
	Position Light	H	Headshunt

POSITION LIGHT SIGNALS

Signal	Route Indication where provided	From	Application Towards
1707	X Y	Up Main	1711 Yard
1708	—	Independent Line	Up Main
1711	D X	Up Main	1395 1397
1724	U D E	Diesel Depot	Up Main Down Main East Line
1727	— —	Platform 4 Line	Platform 4 Ross-Shire Siding
1728	—	Ross-Shire Siding	1408

Note:**NAIRN**

The undernoted alterations will be carried out in association with Inverness commissioning arrangements:—

The connection Down main to shunt spur will be secured out of use pending removal and the associated ground disc signal applying shunt spur to Down main removed. A two lever ground frame, released by Annett's Key, custodian—Nairn signalman, will be provided to control the connection Down main to goods yard.

The existing Up (Nairn West) and Down (Nairn East) semaphore distant signals will be replaced by reflectorised distant boards with associated AWS magnets, Up board 1750 yards from the box, Down board 1977 yards from the box.

The distant arms located below the Up and Down home signals will be removed together with the Down home 2 signal.

The Up home signal will be provided with a \diamond sign.

Single-sided notice boards will be provided on the undernoted signal posts:—

Up section, worded "TOKEN WORKING"

Down section, worded "END OF TOKEN WORKING"

GROUND FRAME ARRANGEMENTS**Culloden No. 1**

A three lever ground frame electrically released from Inverness SC to operate the connection between Culloden sidings shunt spur and the single line.

Culloden No. 2

A four lever ground frame electrically released from Inverness SC to operate the connection between the Up line and Culloden sidings.

Dalcross

The existing three lever ground frame will be electrically released from Inverness SC to operate the connection between the single line and Messrs. Highland Forest Products private siding.

AWS EQUIPMENT

AWS track equipment is provided as outlined on the accompanying diagram and is shown immediately on the approach side of the signal to which it applies. A single arrowhead associated with the symbol indicates that the equipment is operative only for the direction shown.

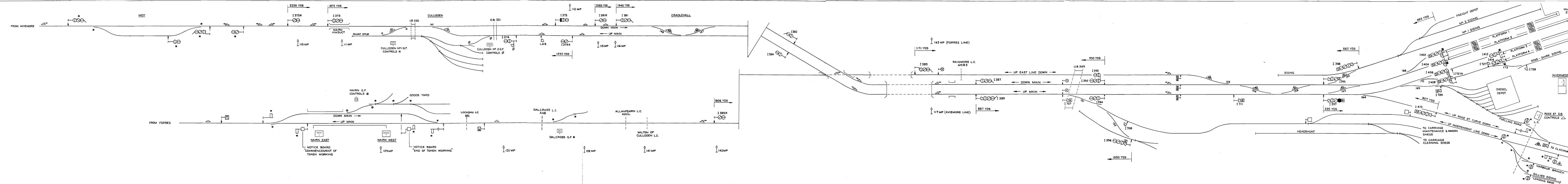
TELEPHONES

Although not shown on the accompanying diagram, the following signs are provided, where applicable, in accordance with regional practice.



at all new signals capable
of displaying a red aspect





EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNAL		SEMAPHORE SIGNAL	
⊙	GREEN ASPECT	⊏	STOP
⊙	YELLOW ASPECT	⊏	STOP & DISTANT
⊙	RED ASPECT	⊏	REFLECTORISED DISTANT BOARD
⊙	ASPECT NOT IN USE		
POSITION LIGHT/SHUNTING SIGNALS			
⊙	POSITION LIGHT (NORMALLY OUT)	⊏	GROUND MOUNTED POSITION LIGHT
⊙	PROCEED ASPECT	⊏	NORMAL ASPECT - RED & WHITE HORIZONTAL LIGHTS
⊙	TWO WHITE LIGHTS AT 45°	⊏	PROCEED ASPECT - TWO WHITE LIGHTS AT 45°
ROUTE INDICATORS			
⊙	JUNCTION TYPE (SEE RULE BOOK SECT. C)	⊏	THEATRE & STENCIL TYPE
POINTS			
⊏	CONTROLLED	⊏	HAND
SIGNAL POST AND TELEPHONE SIGNS			
⊏	DIAMOND SIGN	⊏	AUTOMATIC SIGNAL
MISCELLANEOUS			
⊏	MILE POST	⊏	GROUND FRAME
*	EXISTING SIGNALLING	⊏	AWS
*	COMMENCEMENT OF AWS GAP	⊏	AWS OPERATIONAL ONLY IN THE DIRECTION OF ARROW
⊏	TERMINATION OF AWS GAP	⊏	"OFF" INDICATOR - DOUBLE SIDED
⊏	"MAIN OFF" / "SUB OFF" INDICATOR	⊏	"OFF" INDICATORS - NORMALLY OUT
⊏	"R" INDICATOR	⊏	DOUBLE SIDED NOTICE BOARD
		⊏	"STOP - AWAIT INSTRUCTIONS"