



**SPECIAL NOTICE**

**PERMANENT WAY AND**

**SIGNALLING ARRANGEMENTS**

**KINGUSSIE - CULLODEN MOOR**

**RE-SIGNALLING**

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

**JUNE, 1979**  
**GLASGOW**

**F.C. Walmsley**  
**Chief Operating Manager**

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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## KINGUSSIE – CULLODEN MOOR

## OPENING ARRANGEMENTS

The new and altered permanent way and signalling arrangements shown on the accompanying diagram will be introduced in three stages. Each stage will be introduced on the date shown in Section C of the appropriate EN weekly notice.

## DESCRIPTION OF SCHEME

## Stage 1

The line between Kingussie and Aviemore will be controlled from Aviemore box. Kinraig Up and Down loop and all colour light signals between Kingussie and Aviemore as shown on the accompanying diagram will be brought into use.

The existing three lever ground frame at Aviemore will be replaced by a four lever ground frame.

The Regulations for Train Signalling on Single Lines by the Track Circuit Block System will apply.

## Stage 2

Carrbridge and Tomatin boxes will be closed and the area of control of Aviemore box will be extended to include the line between Aviemore and Culloden Moor., with the exception of the loop, signals and ground frame at Tomatin. Until Stage 3 is commissioned signal AS343 will apply to AM363 and signal AM366 will apply to AS346.

The Regulations for Train Signalling by the Track Circuit Block System will apply.

## Stage 3

The loop, signals and ground frame at Tomatin will be brought into use.

Signals AS343 and AM366 will now apply as shown in the table of running signals contained in this notice.

## SIGNALLING ARRANGEMENTS

Signals controlled from Aviemore box may be prefixed A, AK, AC, AS, AT or AM.

The application of all running signals, shown on the accompanying diagram, with the exception of those detailed below is to the next signal.

## RUNNING SIGNALS

Signal No.	Aspect, Main or Draw ahead	Route indicator where provided	Application To or Towards
<b>Down direction</b>			
AK 303	Main Main	Junction indicator	AK 25/29 AK 305
A 25/29	Main Draw ahead Draw ahead Draw ahead	D U S	A 21/28 A 21/28 Up loop Up sidings
AC 333	Main Main	Junction indicator	AS 343 AC 335
AS 343	Main Main	Junction indicator	AT 353 AS 345

**RUNNING SIGNALS – continued**

Signal No.	Aspect, main or draw ahead	Route indicator where provided	Application To or Towards
<b>Down direction – continued</b>			
AT 353	Main Main	Junction indicator	AM 363 AT 355
AM 363	Main Main	Junction indicator	Culloden Moor No.2 AM 365
<b>Up direction</b>			
AM 366	Main Main	Junction indicator	AT 356 AM 364
AT 356	Main Main	Junction indicator	AS 346 AT 354
AS 346	Main Main	Junction indicator	AC 336 AS 344
AC 336	Main Main	Junction indicator	A2/4/8 AC 334
A2/4/8	Main Main Draw ahead	Junction indicator	A3 A5 Back Platform Line
AK 306	Main Main	Junction indicator	Kingussie No.14 AK 304

**SHUNTING SIGNALS**

Signal No.	APPLICATION	
	From	Towards
Culloden Moor No.13	Up line	Down line

**GROUND FRAME ARRANGEMENTS**

Ground frames electrically released from Aviemore box will be provided as described below:—

**Aviemore Up Sidings (Stage 1)**

A four lever ground frame which will operate the connection between the Up loop and Back Platform line and relative signalling.

**Carrbridge Up Siding (Stage 2)**

A three lever ground frame which will operate the connection between the Up and Down Loop and the Up siding. Trains may be shut in.

**Tomatin Up Siding (Stage 3)**

A three lever ground frame which will operate the connection between the Up and Down loop and the Up siding. Trains may be shut in.

**SIGNAL POST TELEPHONES**

Although not shown on the accompanying diagram, the following telephone signs will be provided in accordance with Regional practice:—



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**EMERGENCY LINESIDE TELEPHONES**

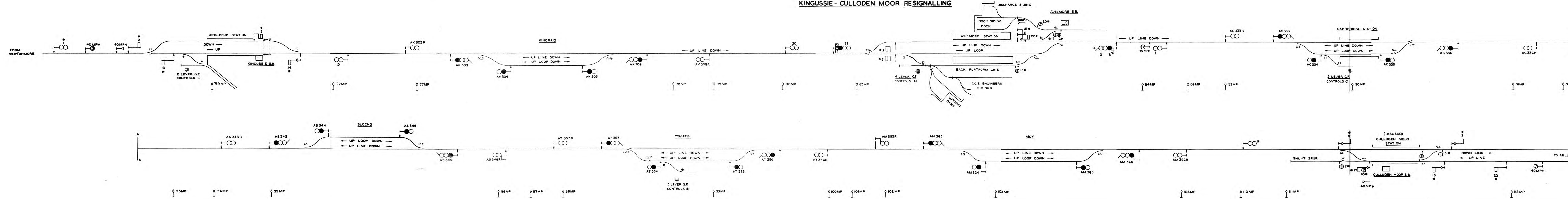
Telephones, connected to Aviemore box, are provided at or near the following locations:—

74 mile post (Down side)  
79 mile post (Down side)  
81½ mile post (Down side)  
84½ mile post (Up side)  
86½ mile post (Up side)  
89 mile post (Up side)

91½ mile post (Up side)  
92¾ mile post (Up side)  
105 mile post (Up side)  
107 mile post (Up side)  
108¾ mile post (Up side)

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### KINGUSSIE - CULLODEN MOOR RESIGNALLING



#### EXPLANATION OF SYMBOLS

- |  |   |
|--|---|
| <p><b>MAIN LINE COLOUR LIGHT SIGNALS</b></p> <p><b>TWO ASPECT SIGNAL</b></p> <ul style="list-style-type: none"> <li>○ CAPABLE OF DISPLAYING RED OR GREEN ASPECT</li> <li>● -RED CAPABLE OF DISPLAYING RED OR GREEN ASPECT</li> </ul> <p><b>THREE ASPECT SIGNAL</b></p> <ul style="list-style-type: none"> <li>○ CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT</li> <li>● -RED CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT</li> </ul> <p><b>ROUTE INDICATORS</b></p> <ul style="list-style-type: none"> <li>○ JUNCTION TYPE RULE BOOK SECTION 'C'</li> <li>□ STENCIL TYPE</li> <li>□ FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED</li> </ul> <p><b>SUBSIDIARY SIGNALS</b></p> <ul style="list-style-type: none"> <li>○ POSITION LIGHT (NORMALLY OUT)</li> <li>● PROCEED ASPECT - TWO WHITE LIGHTS AT 45°</li> </ul> <p><b>SEMAPHORE SIGNALS</b></p> <ul style="list-style-type: none"> <li>□ - FULL SIZE</li> <li>□ - MINIATURE</li> <li>□ - DISTANT</li> </ul> <p>* DENOTES EXISTING SIGNALS</p> | <ul style="list-style-type: none"> <li>○ CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT</li> <li>○ POINTS</li> <li>○ CONTROLLED</li> <li>○ HAND</li> <li>○ CATCH OR TRAP</li> <li>○ SHUNTING SIGNALS</li> <li>○ GROUND DISC</li> <li>○ MISCELLANEOUS</li> <li>○ WARNING BOARD</li> <li>○ SPEED RESTRICTION</li> <li>○ MILEPOST</li> </ul> |
|--|---|