



SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

INVERNESS RE-SIGNALLING

PHASE 2 COMMISSIONING

(ELIMINATION OF ROSE ST. BOX)

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

**MARCH, 1987
GLASGOW**

**J. M. SUMMERS
Regional Operations Manager**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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INVERNESS—RE-SIGNALLING

OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use on Sunday, 22 March, 1987.

NOTE: Platform 7, associated signals and signal routes will not be available until Sunday, 29 March, 1987.

Rose Street L.C. will not be commissioned as a full C.C.T.V. installation until Sunday, 29 March, 1987.

The Washer line and associated signal routes will be commissioned at a date to be advised. Signal I708 will be temporarily disconnected.

DESCRIPTION OF SCHEME

Rose Street box will be closed, and Inverness S.C. will control the area previously controlled from this box.

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

NOMENCLATURE OF JUNCTIONS

The junction between the North lines and the connections to platforms 5, 6 and 7 will be known as Rose Street.

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 Clachnaharry boxes.

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 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 I415, I417 and I419 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			
I415	Main	N	I427
	Position Light	N	Down North Line
I417	Main	M	I429
	Position Light	M	Up North Line
	Main	N	I427
	Position Light	N	Down North Line
I419	Main	M	I429
	Position Light	N	Up North Line
	Main	—	I427
	Position Light	—	Down North Line
DOWN ROSE STREET CURVE			
I413	Main	N	I427
	Position Light	N	Down North Line
	Main	M	I429
	Position Light	N	Up North Line
UP NORTH LINE			
I424	Main	R	I410
	Position Light	R	Rose Street Curve
	Main	5	Platform 5
	Position Light	5	Platform 5
	Main	6	Platform 6
	Position Light	6	Platform 6
	Position Light	L	Diesel Fuelling Road
DOWN NORTH LINE			
I422	Main	R	I410
	Position Light	R	Rose Street Curve
	Main	5	Platform 5
	Position Light	5	Platform 5
	Main	6	Platform 6
	Position Light	6	Platform 6
	Main	7	Platform 7
	Position Light	7	Platform 7
	Position Light	L	Diesel Fuelling Road
SINGLE NORTH LINE			
I430	Main	—	I424
	Main	Position 4 Junction Route Indicator	I422
	Position Light	—	Up North Line or Down North Line

POSITION LIGHT SIGNALS


Signal	Route Indication where provided	From	Application Towards
1727	—	Platform 4 Line	Platform 4 or Ross-shire Siding or Headshunt
1733	—	Diesel Fuelling Road	Up North Line or Down North Line
1735	—	Down Harbour Branch	Harbour Branch
1736	—	Up Harbour Branch	Harbour Branch

Note:

CLACHNAHARRY


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

The existing semaphore Down distant and home signals will be removed and a new two aspect colour light signal, capable of displaying a red or green aspect, provided, on left of drivers, 830 yards on the Inverness side of the box, designated Clachnaharry Down home signal.

A  sign will be provided.

Inverness signals 1427 and 1429 will act as Clachnaharry Down distant.

The existing semaphore Up distant, home and section signals will be removed. A new two aspect colour light signal, capable of displaying a red or green aspect, will be provided on left of drivers 400 yards on the Lentrans side of the box, designated Clachnaharry Up home signal.



A  sign will be provided. A new two aspect colour light signal, capable of displaying a yellow or green aspect, will be provided on left of drivers 1283 yards in rear of the new home signal, designated Clachnaharry Up distant signal.

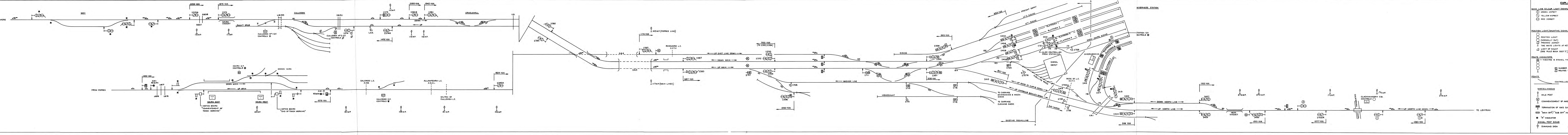
AWS EQUIPMENT

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	⊕	REFLECTORISED DISTANT BOARD
⊖	RED ASPECT		
POSITION LIGHT/SIGNALING SIGNALS		POSITION LIGHT/SIGNALING SIGNALS	
⊕	POSITION LIGHT (NORMALLY OUT)	⊕	GROUND MOUNTED POSITION LIGHT
⊙	PROCEED ASPECT	⊕	NORMAL ASPECT - RED & WHITE
⊖	LIMIT OF SHUNT (SEE RULE BOOK SECT 'C')	⊕	HORIZONTAL LIGHTS
		⊕	PROCEED ASPECT - TWO WHITE LIGHTS AT 45°
		⊕	LIGHTS AT 45°
		⊕	ELEVATED POSITION LIGHT
ROUTE INDICATORS		ROUTE INDICATORS	
⊕	THEATRE & STENCIL TYPE	⊕	JUNCTION TYPE (SEE RULE BOOK SECT 'C')
⊙	NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED		
POINTS		POINTS	
⊕	CONTROLLED	⊕	HAND
MISCELLANEOUS		MISCELLANEOUS	
⊕	MILE POST	⊕	ADVANCED WARNING INDICATOR
⊕	COMMENCEMENT OF AWS GAP	⊕	GROUND FRAME
⊕	TERMINATION OF AWS GAP	⊕	AWS
⊕	"MAIN OFF" / "SUB OFF" INDICATOR	⊕	AWS OPERATIONAL ONLY IN THE DIRECTION OF ARROW
⊕	"R" INDICATOR	⊕	"OFF" INDICATOR - DOUBLE SIDED (OFF INDICATORS - NORMALLY OUT)
⊕	SIGNAL POST SIGNS	⊕	EXISTING SIGNALLING
⊕	DIAMOND SIGN	⊕	AUTOMATIC SIGNAL