

For information of Railway Staff Only



SPECIAL NOTICE

**PERMANENT WAY AND
SIGNALLING ARRANGEMENTS**

WORKING OF WEST HIGHLAND LINE

**ISSUED TO INCORPORATE THE SOUTH END
COMMISSIONING OF RADIO ELECTRONIC TOKEN BLOCK WORKING
BETWEEN CRAIGENDORAN JUNCTION AND UPPER TYNDRUM
AND CRIANLARICH AND TAYNUILT**

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

**March, 1988
GLASGOW**

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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WORKING OF WEST HIGHLAND LINES
COMMISSIONING OF RADIO ELECTRONIC TOKEN BLOCK
CRAIGENDORAN JUNCTION TO TYNDRUM UPPER AND CRIANLARICH TO TAYNUILT

OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements described herein will be brought into use on Sunday 27 March, 1988.

DESCRIPTION OF SCHEME

Garelochhead, Glen Douglas, Arrochar & Tarbet, Ardlui, Crianlarich, and Dalmally will be closed as block posts and working by the Electric Token Block System on the routes Craigendoran to Tyndrum Upper, and Crianlarich to Taynuilt will be dispensed with. Craigendoran box will control the area between Craigendoran and Helensburgh Upper. Banavie signalling centre will control the area between Helensburgh Upper and Tyndrum Upper, and between Crianlarich and Taynuilt. Tyndrum Upper will be renamed Upper Tyndrum, the signal box will control the Up loop and Banavie SC will control the Down loop.

METHOD OF WORKING

The line between Bridge of Orchy and Upper Tyndrum Up loop stop board will be worked in accordance with the Electric Token Block System controlled by Upper Tyndrum box. The line between Oban and Taynuilt Up loop stop board will be worked in accordance with the Electric Token Block system controlled by Taynuilt box.

The line between Craigendoran and Helensburgh Upper station will be worked in accordance with the Track Circuit Block System controlled from Craigendoran box. The line between Helensburgh Upper station and Upper Tyndrum Down loop stop board, and between Crianlarich and the Down loop stop board at Taynuilt will be worked in accordance with the Radio Electronic Token Block System, controlled from Banavie signalling centre, with token exchange points at:-

Helensburgh Upper
 Garelochhead
 Glen Douglas
 Arrochar
 Ardlui
 Crianlarich
 Upper Tyndrum
 Fort William Junction (formerly Mallaig Jn)
 Tyndrum Lower
 Dalmally
 Taynuilt

All ground frames will be controlled by the Annett's-key provided on each locomotive and engineer's machine. Shut-in facilities will be provided at each ground frame operated siding.

All lineside telephones situated between former block posts will be removed.

Emergency BT telephones to Banavie SC will be provided at Garelochhead, Glen Douglas, Arrochar, Ardlui, Crianlarich, Upper Tyndrum, Tyndrum Lower, Dalmally, and Taynuilt.

SIGNALLING ARRANGEMENTSCraigendoran

The token exchange stool at Criagendoran box will be removed.

Helensburgh Upper

A new Up direction two aspect colour light signal, capable of displaying a red or green aspect, will be provided on the single line at the Craigendoran end of Helensburgh Upper platform on left of drivers. The signal, controlled by Craigendoran box will be plated C652 and apply To signal C640. Associated A.W.S track equipment and a telephone with a diagonal black and white striped sign will be provided. A notice board worded "End of Radio Token Working" will be provided at signal C652. An Up direction reflectorised distant board will be provided on left of drivers, 1430 yards from and on the approach to signal C652. Associated A.W.S track equipment will be provided.

A Down direction notice board worded "Stop - Obtain Token and Permission to Proceed", with an associated board worded, "Radio Token Working" will be provided at the Garelochhead end of Helensburgh Upper platform, on left of drivers. Associated A.W.S track equipment will be provided. A Down direction reflectorised distant board will be provided on right of drivers 700 yards from and on the approach to the notice boards. Associated A.W.S track equipment will be provided. A double-sided Station limits board will be provided 300 yards on the Garelochhead side of the notice boards.

Glen Douglas

The following supplementary boards will be provided:-

Facing to Up direction trains

"Drivers in possession of Long Section Token may proceed" - associated with the Up stop board.

Facing to Down direction trains

"Drivers in possession of Long Section Token may proceed" - associated with the Down stop board.

Ardlui

The following supplementary boards will be provided:-

Facing to Up direction trains

"Drivers in possession of Long Section Token may proceed" - associated with the Up stop board.

Facing to Down direction trains

"Drivers in possession of Long Section Token may proceed" - associated with the Down stop board.

Crianlarich

The plungers previously provided for the use of the signalman at the north end of the station at the end of the platform ramp, associated with the Down loop and Up loop, "Points set" indicators, two plungers on each indicator post, will now become driver operated, under the instructions of the signalman at Banavie SC, as follows:-

12/WESTCPY/2

Crianlarich (Cont'd)

- | | | |
|------------------------------------|---|--|
| Left-hand plunger
on each post | - | applies to Oban branch.
"B" indication and yellow "Points
set" light displayed when route set. |
| Right-hand plunger
on each post | - | applies to main West Highland line.
"M" indication and yellow "Points
set" light displayed when route set. |

(See Sectional Appendix, Local Instructions, as amended in this Notice, for operating instructions).

An override switch for the junction points, to be operated under the instructions of the signalman at Banavie SC, is located in a lockfast box beside the junction points.

The double-sided Station limits board located on the approach side of the Up direction branch "Points set" indicator will become single-sided, facing to Down direction trains. An additional single-sided Station limits board, facing to Up direction trains, will be provided 150 yards on the Dalmally side of the existing board.

The Up direction board worded "Stop unless Permission to Proceed Obtained" situated on the branch line will be removed.

The 2-lever ground frame at the exit of the Timber Siding will become a 3 lever ground frame released by Annett's key. The Timber Siding will be redesignated Crianlarich Lower Siding.

Upper Tyndrum

The RCE siding will be secured out of use until further notice.

The following additional notice boards will be provided:-

Facing to Up direction trains

"Radio Token Working" at the Up loop Stop board.

Facing to Down direction trains

"End of Radio Token Working" at the Down loop Stop board.

Tyndrum Lower

The following boards will be provided, on left of drivers except where otherwise stated:-

Facing to Up direction trains

"Stop-Obtain Token and Permission to Proceed", with supplementary board worded "Drivers in Possession of Long Section Token may proceed" - at Crianlarich end of platform.

Reflectorised distant board - 1695 yards from and on the approach to the Up stop board.

Tyndrum Lower (Cont'd)Facing to Down direction trains

"Stop - Obtain Token and Permission to Proceed", with supplementary board worded, "Drivers in Possession of Long Section Token may proceed" - at Dalmally end of platform.

Reflectorised distant board - 842 yards from and on the approach to the Down stop board, on right of drivers.

A.W.S track equipment will be provided 200 yards on the approach to each distant board.

Double-sided Station limits boards will be provided 440 yards from and on the Crianlarich side of the Up stop board and 440 yards from and on the Taynuilt side of the Down stop board.

Taynuilt

The following additional notice boards will be provided:-

Facing to Up direction trains

"Radio Token Working" at the Up loop Stop board.

Facing to Down direction trains

"End of Radio Token Working" at the Down loop Stop board.

RADIO CHANNELS

The extent of the area covered by each radio channel is as follows:-

<u>RADIO CHANNEL NUMBER</u>	<u>FROM</u>	<u>TO</u>
109	Eastfield	Dumbarton Central Stn
125	Dumbarton Central Stn	12½ MP - Between Garelochhead and Glen Douglas
105	12½ MP - Between Garelochhead and Glen Douglas	Ardlui
108	Ardlui	Upper Tyndrum
108	Ardlui	39 MP - Between Tyndrum Lower and Dalmally
104	Mallaig Jn	Loch Eil OB
112	Loch Eil OB	Beasdale
126	Beasdale	Mallaig Station
109	39 MP - Between Tyndrum Lower and Dalmally	53.3/4 MP - Between Loch Awe Taynuilt (Pass of Brander)
121	53 3/4 MP - Between Loch Awe and Taynuilt (Pass of Brander)	65 MP - Between Taynuilt and Connel Ferry
12/WESTCPY/4		

Renaming of block post and junction

Mallaig Jn signal box and Mallaig Jn will be renamed Fort William Junction signal box and Fort William Junction respectively.

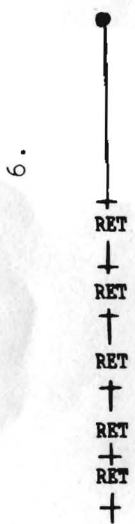
SECTIONAL APPENDIX ALTERATIONS

All entries in Section 1, Table A, Section 2 and Section 4, Local Instructions, of the Sectional Appendix published on or before October 1987 and all entries in Weekly Operating Notice No. 53, which relate to the West Highland lines from Craighendran to Mallaig Jn, Crianlarich to Oban, and Mallaig Jn to Mallaig are cancelled as from 27.3.88.

The following additional entries come into effect on 27.3.88 in connection with the South commissioning of RETB on the West Highland lines. These entries will be incorporated in the June re-issue of the Sectional Appendix and, until this re-issue comes into operation, the contents of this notice will apply unless modified before June.

SECTIONAL APPENDIX - SECTION 1
TABLE A

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	mph	At or between	
<u>Pages 95 to 98</u>						
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>						
	BETWEEN CRAIGENDORAN JN AND 46 MP	40	40			MAXIMUM PERMISSIBLE SPEED FOR CLASS 1, 2, 3, 4, 5 & 6 TRAINS
	BETWEEN CRAIGENDORAN JN AND 46 MP	30	30			MAXIMUM PERMISSIBLE SPEED FOR CLASS 7, 8, 9 & 0 TRAINS
	BETWEEN 46 MP AND SPEAN BRIDGE	50	50			MAXIMUM PERMISSIBLE SPEED FOR SINGLE HEADED CLASS 1, 2, 3 & 5 TRAINS
	BETWEEN 46 MP AND FORT WILLIAM	40	40			MAXIMUM PERMISSIBLE SPEED FOR CLASS 4, 6 & 0 TRAINS AND DOUBLE HEADED CLASS 1, 2, 3 & 5 TRAINS
	BETWEEN 46 MP AND FORT WILLIAM	30	30			MAXIMUM PERMISSIBLE SPEED FOR CLASS 7, 8, & 9 TRAINS
	BETWEEN SPEAN BRIDGE AND FORT WILLIAM	60	60			MAXIMUM PERMISSIBLE SPEED FOR SINGLE HEADED CLASS 1, 2, 3 & 5 TRAINS
	Craigendoran (C) (See page 89)	0	130			The line between Craigendoran Jn and Helensburgh Upper (inclus), in both directions, is controlled by Craigendoran box. The line between Helensburgh Upper (exclus) and Tyndrum Upper, in both directions, is controlled by Banavia SC
	<u>Helensburgh Upper</u>	2	180	35	35	<u>3m 1280y and 4m 70y</u>
	<u>Garelochhead</u>	5	440			CL 780f(238m)
	<u>Glen Douglas</u>	8	1670	35	35	<u>11m 810y and 12m 990y</u>
	<u>Arrochar & Tarbet</u>	15	460	25	25	<u>15m 840y and 16m 920y</u>
				35	35	<u>Over curve, 19m 370y and 19m 680y</u>
	<u>Ardlui</u>	19	990	35	35	<u>21 mp and 22½ mp</u>
				35	35	<u>25m 1580y and 26m 550y</u>
	<u>Crianlarich</u>	27	950	25	25	<u>30m 510y and 33m 1080y</u>
	<u>(see page 99)</u>	36	510			CL 570f (174m) CL 695f (212m) Plungers are provided at the Down "Points set" indicators for operating the junction points under the instructions of the signalman at Banavia SC
				30	30	<u>36 mp and 37 mp</u>



Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks	
		M	Yd	Down	Up		mph
CRAIGENDORAN JN TO FORT WILLIAM (CONTINUED)							
RET ● ET	Upper Tyndrum	41	550	30	30	<u>39m 1140y and 40m 330y</u>	CL 625f (190m)
	<u>T</u>	42	0				
	<u>T</u>	44	0	30	30	<u>44m 700y and 45m 1410y</u>	
	<u>T</u>	46	0				
	<u>T</u>	48	0				
●	Bridge of Orchy	48	1500				CL 685f (209m)
	<u>T</u>	51	0	45	45	<u>49 mp and 49m 1430y</u>	
	<u>T</u>	52	0	40	40	<u>51m 1580y and 52m 620y</u>	
	<u>T</u>	53	0				
	<u>T</u>	54	0	40	40	<u>54 mp and 55½ mp</u>	
	<u>T</u>	55	0				
ET	<u>T</u>	56	0				
	<u>T</u>	57	0				
	<u>T</u>	58	0				
	<u>T</u>	59	0				
	<u>T</u>	60	0				
	<u>T</u>	61	0	40	40	<u>61m 810y and 61½ mp</u>	
	<u>T</u>	62	0				
	<u>T</u>	63	0	40	40	<u>63m 1060y and 64m 1190y</u>	CL 560 f (171 m)
●	Rannoch	64	790	30	30	<u>64m 1190y and 65m 1230y</u>	
	Cruach snow shed (200 yards)	65	1560				
	to	66	00				
	<u>T</u>	68	0				
	<u>T</u>	69	0				
ET	<u>T</u>	70	0	45	45	<u>70m 1500y and 74m 860y</u>	

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks	
		M	Yd	Down	Up		mph
<u>CRAIGENDORAN JN TO FORT WILLIAM (CONTINUED)</u>							
ET	<u>Corrour</u>	71	1190				CL 735f (225m)
	<u>T</u>	73	0				
	<u>T</u>	74	1320	30	30	<u>74m 860y and 80 mp</u>	
ET	<u>Fersit tunnel</u> (150 yards)	77	880				
	<u>T</u>	78	1650				
	<u>T</u>	79	40	40	40	<u>80 mp and 82m 90y</u>	
ET	<u>Tulloch</u>	81	1300				CL 780f (235m)
	<u>Roy Bridge</u>	87	770	30	30	<u>82m 90y and 82m 1720y</u>	
				30	30	<u>84m 330y and 84m 1100y</u>	
ET	<u>Spean Bridge</u>	90	1230	40	40	<u>84m 1100y and 86m 730y</u>	
				40	40	<u>87m 970y and 87m 1060y</u>	
				30	30	<u>89m 310y and 89m 1140y</u>	CL 935 (285m)
ET	<u>Fort William Jn</u> (see page 100)	98	1430	50	50	<u>95m 1540y and 99 mp</u>	
	<u>Fort William</u>	99	810	15	15	<u>99 mp and Fort William</u>	

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks	
		M	Yd	Down	Up		mph
<u>Pages 99 and 100</u>							
<u>CRIANLARICH TO OBAN</u>							
	BETWEEN CRIANLARICH AND 40 MP			50	50	MAXIMUM PERMISSIBLE SPEED	The line between Crianlarich (inclus) and Taynult, in both directions, is controlled by Banavie SC. Plungers are provided at the Down "Points set" indicators at Crianlarich for operating the junction points under the instructions of the signaller at Banavie SC.
	BETWEEN 40 MP AND OBAN			45	45	MAXIMUM PERMISSIBLE SPEED	
	<u>Crianlarich</u> (see page 96)	0	0				
RET	Crianlarich GF (S)	0	970	30	510		
	<u>Tyndrum Lower</u>	34	1540	45	45	31½ mp and 31m 1080y	
				40	40	40 mp and 40½ mp	
				30	30	Over curves, near Socach viaduct	
						43½ mp and 44 mp	
				40	40	45m 1280y and 46 mp	
RET				40	40	46m 810y and 46m 1430y	
				30	30	Trains hauling loose coupled four wheeled vehicles over sudden changes of gradient near 40, 42 and 47 mp's	
	<u>Dalmally</u>	46	1670				CL 645 f (197 m)
				30	30	Trains hauling loose coupled four wheeled vehicles over sudden changes of gradient near 53, 58 and 59 mp's	
RET	<u>Loch Awe</u>	49	1060				
	<u>Taynult</u>	58	1210				CL 665 f (203 m)
				40	40	59m 1450y and 60m 810y	
				30	30	61m 1080y and 62m 20y	
				40	40	64m 1010y and 65m 1080y	
	<u>Connel Ferry</u>	65	660				
				20	20	65m 1080y and 65m 1740y	
ET				30	30	68m 970y and Oban	
	<u>Oban</u>	71	970				

9.

See Local Instructions

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down Up	mph	

Pages 100 and 101

FORT WILLIAM JN TO MALLAIG

BETWEEN FORT WILLIAM JN AND 13 MP

40 40 MAXIMUM PERMISSIBLE SPEED

Fort William Jn area is controlled by Fort William Jn box. The line between Fort William Jn and Mallaig is controlled by Banavia SC.

BETWEEN 13 MP AND MALLAIG

30 30 MAXIMUM PERMISSIBLE SPEED

Fort William Jn
(see page 98)

0 110

CL 865f (260m)

1 590
0 0

RET

Banavia LC (RC)

0 400

5 5 Between 0m 460yd and 0m 700yd

Banavia

0 500

The line between Fort William Jn and Loch Eil Outward Bound is one single line block section.

Banavia SC

0 570

Corpach

1 660

RET

Corpach LC (AOCL)

1 730

10 10 Approaching LC

East LC

2 310

Annat

2 330

West LC (RC)

2 480

Annat East and West LC are controlled from Annat gate box.

Annat Pulp Mill
GP (S)

2 620

RET

Loch Eil Outward Bound

4 440

Locheilside

7 1740

Glenfinnan

14 1280

25 25 Over viaduct

CL 455f (139m)

10.

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	

Pages 100 and 101

FORT WILLIAM JN TO MALLAIG (CONTINUED)

	<u>Lochailort</u> /T/	23	1470			
RET	<u>Beasdale</u>	28	1080			
	<u>Borrodale tunnel</u> (350 yards)	29	350			
			to			
		29	700			
	<u>Arisaig</u> /T/	32	40			CL 590f (180m)
RET	<u>Morar LC (AOCL)</u>	36	1230	10		
					<u>Approaching LC</u>	
					<u>STOP Before passing over LC</u>	
	<u>Morar</u>	36	1300			
	<u>Mallaig</u>	39	920			

SECTIONAL APPENDIX - SECTION 2TABLE B - SPECIAL WORKING ARRANGEMENTS

Trains or vehicles may be propelled in accordance with Rule Book, Section H, clause 8 where shown below as denoted by the letter 'P'.

These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the 'Restrictions' column.

A brake van (in which the guard or shunter must ride) must be formed as the leading vehicle where denoted below by the letters 'BV'.

<u>Between</u>	<u>Line</u>	<u>Authorities</u>	<u>Restrictions</u>	
<u>Craigendoran Jn to Fort William</u>				
Tulloch	Timber loading site near 76½ m.p.	Single	F	Fully fitted freight vehicles. BV.
Fort William Jn	Fort William station	Single	F	ECS. Speed must not exceed 15 m.p.h.
Fort William Station	Fort William Jn	Single	F	ECS. Speed must not exceed 15 m.p.h.

SECTIONAL APPENDIX
LOCAL INSTRUCTIONS

BETWEEN CRAIGENDORAN JUNCTION AND UPPER TYNDRUM,
CRUANLARICH AND TAYNUILT, AND FORT WILLIAM JUNCTION AND MALLAIG

Automatic Warning System - Referring to the General Appendix, page 12.5 clause 4.3 Canceiling Indicators are not provided.

Headlights - Every locomotive working over the above lines must be fitted with a searchlight type headlight and drivers must ensure that these are illuminated at all times.

Hand Trolleys - Referring to Section S of the Rule Book, clause 3.2.2 Protection of the Trolley by possession of the token is not permitted on the above lines.

Special authority cards - Cancelled special authority cards referred to in clause 4.1.2 and 6.2.2 of the instructions "Single Lines Worked by Radio Electronic Token Block Instructions to Trainmen and Others Concerned" must be left at the signing off point.

Train Crew Manual BR.33056/99 RETB - Paragraph A11 on page 17 is modified as shown in clause 3.2.2 and 3.2.3 of the instructions "Single Lines Worked by the Radio Electronic Token Block System - Instructions to Trainmen and Others Concerned".

Changing locomotives from one train to another at crossing loops - In the event of it becoming necessary to switch the locomotives of Down and Up trains at a crossing loop, the following procedure must be adopted:-

The signalman must reach a clear understanding with the drivers of both trains as to what is to be done.

Both trains must be positioned on their respective approaches to the crossing loop at the 'Points Set' indicator. The tokens of both trains must be returned. A 'Shunt' token will be issued to the locomotive of the Down train after which the driver of that locomotive will be given permission to proceed to the Down loop stop board. The driver must inform the signalman of his arrival at the Down loop stop board.

The driver of the locomotive of the Up train will then be given permission to proceed on to the Up loop. Thereafter, both locomotives may proceed forward beyond the crossing loop stop boards to the trains and draw them into the appropriate loop line.

The drivers must inform the signalman when the trains are correctly positioned at the stop boards. The 'Shunt' token must then be returned. The radio numbers must be changed and tokens will then be issued in the normal manner.

This instruction does not apply at Upper Tyndrum or Taynuilt. Should it become necessary to change locomotives at Upper Tyndrum or Taynuilt, the permission of the Area Manager, or nominated person, must be obtained.

Changing leading locomotive of a double headed train to a single headed train at a crossing loop. - In the event of it becoming necessary to transfer the leading locomotive of a double headed train to the front of a single headed train travelling in the opposite direction, the following procedure must be adopted:-

The signalman must reach a clear understanding with the drivers of both trains as to what is to be done.

The single headed train must be stopped at the 'Points Set' indicator, retaining the token, and the double headed train run to the crossing loop where its token will be recovered and the radio number of the second locomotive requested by the signalman. The leading locomotive must then be uncoupled and, when given permission by the signalman, proceed beyond the stop board without a token and couple to the single headed train after which that train will be authorised to draw into the crossing loop where the token must be returned and the radio number changed to that of the leading locomotive.

Tokens will be issued to each train in the normal manner when both trains have arrived in the crossing loop and the radio has been changed for the train concerned.

This instruction does not apply at Upper Tyndrum or Taynuilt, and, should it become necessary to carry out the above procedure at Upper Tyndrum or Taynuilt, the permission of the Area Manager, or nominated person, must be obtained.

Crossing loop points - Trains and vehicles must not be brought to a stand on crossing loop points. Should a train or vehicle, in emergency, be brought to a stand on such points, any further movement must be made in the same direction.

Before Engineers' machines, which are not permanently rail mounted pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched in the required position. The points must also be set, clamped and scotched in the required position before a permanently rail mounted Engineer's machine with outriggers extended passes over the loop points.

The fouling point at crossing loop points is indicated by an orange marker, placed between the loop lines, at ground level.

Class 9 trains - The driver of a Class 9 train must exchange hand signals with the guard before returning a token.

Length of trains - If the length of a train commencing a journey exceeds the length shown below, the driver must so advise the signalman in accordance with clause 3.2.1 of the instructions 'Single lines worked by the Radio Electronic Token Block system - Instructions to Trainmen and others concerned'.

Helensburgh Upper to Upper Tyndrum	-	passenger trains -	555 f (169 m)
		freight trains -	685 f (209 m)

At Ardlui and Upper Tyndrum special arrangements are applied by the signalman at Banavie SC for crossing trains when a freight train is involved.

Crianlarich to Oban	-	645 f (196 m)
Fort William Junction to Mallaig Station	-	455 f (139 m)

CRAIGENDORAN JN TO FORT WILLIAM

Test Message - The issuing and returning of a test message in accordance with General Instruction, Single Lines Worked by Radio Electronic Token Block - Instructions to Trainmen and Others Concerned, Instruction 3, clause 3:1 prior to a locomotive entering the RETB system at Helensburgh Upper must be done at whichever of the following is applicable to the line of route and is arrived at first by the locomotive concerned.

12/WESTCPY/7

CRAIGENDORAN JN TO FORT WILLIAM (CONT'D)

Eastfield TMD
 Cowlairs West Curve
 Cowlairs East Curve
 Dumbarton Central

This test message must be carried out when the locomotive is at a stand.

For a locomotive which leaves Eastfield TMD but does not proceed directly to a West Highland Service, the test message procedure must be carried out prior to departing for the West Highland line at Queen Street High Level station, or, if this is not possible, at Cowlairs West Curve.

In any event, a driver must not leave Dumbarton Central for the West Highland line without a successful test message procedure having been carried out for his locomotive.

If a successful test message cannot be carried out, the driver must contact the signalman for the area in which his train is standing at Cowlairs box or Dumbarton box, as appropriate, explain the circumstances and act under his instructions.

Non-passenger carrying vehicles on rear of trains - When non passenger carrying vehicles are run behind the rear brake van or last passenger carrying vehicle, the last vehicle must, whenever practicable, be of the six wheeled type. The last vehicle must be loaded as heavily as traffic permits, but not beyond its carrying capacity.

HELENSBURGH UPPER

Up direction trains - The driver of an Up direction train must return his radio electronic token to leave the RETB system while at a stand at Helensburgh Upper station.

Examination of the line between Craigendoran and Helensburgh Upper - If a driver of a Down direction train is instructed to report the state of the line between Craigendoran and Helensburgh Upper to the signalman at Craigendoran, he will be instructed to use the telephone at Up direction signal C652 at Helensburgh Upper for this purpose.

GARELOCHHEAD

Shunting - Shunting of Class 9 trains must not be carried out on the main line unless the locomotive, or a brake van with the guard in it attending to the brake, is at the Craigendoran end of the vehicles.

GLEN DOUGLAS NATO DEPOT

Before entering the depot the guard must remove and extinguish the tail lamp and leave it in a safe position at the security gate leading to the NATO headshunt.

Guards working trains from the depot must, before authorising the driver to leave the siding, ensure that the train has a tail lamp attached in accordance with the relevant instructions.

For safety reasons NO radio transmissions must be made, or attempted, once the train has passed the security gate to enter the NATO Depot.

12/WESTCPY/8

CRIANLARICH

Junction and North end loop points - The hydraulic spring - controlled north end crossing loop points are train-operated in accordance with the standard arrangements for RETB crossing loops. The junction points are power operated clamp lock points, and are plunger operated for Down direction movements and track circuit operated for Up direction movements.

Two pairs of plungers are provided at the north end of the station at the bottom of the platform ramp, one pair in association with the Down loop "Points set" indicator, and one pair in association with the Up loop "Points set" indicator. These plungers must be operated only under the instructions of the signalman at Banavie signalling centre. Pressing the left-hand plunger of a pair of plungers sets the junction points for the Oban branch. Pressing the right-hand plunger of a pair of plungers sets the points for the main West Highland line for Upper Tyndrum. The illumination of the appropriate "Points set" indicator together with the correct route indication - "B" for the branch or "M" for the main line - after the operation of a plunger, prove that the junction points are correctly set and locked for the route chosen. Only the pair of plungers at the "Points set" indicator at which the train is standing can be used.

- (a) Down direction trains - When the driver of a Down direction train has been issued with a token and is ready to proceed, the signalman at Banavie SC will instruct him to press the appropriate plunger. After this has been done the driver must inform the signalman whether the "Points set" indication, and the correct route indication have illuminated. On confirmation of this, the signalman will give the driver verbal permission to proceed past the combined stop board and "Points set" indicator, provided that these indications remain illuminated.

If either of these indications fail to illuminate when a plunger is operated, or if the indications illuminate but extinguish before the train can proceed past the "Points set" indicator, then the driver must communicate with the signalman and act in accordance with his instructions.

- (b) Up direction trains - If the driver of an Up direction train on the main or branch line finds that the "Points set" indicator on the approach to Crianlarich is not illuminated, he must immediately inform the signalman at Banavie SC who will instruct him to unlock the lockfast box beside the indicator post and report the indications displayed inside. The driver must then act in accordance with the instructions of the signalman, and must not proceed past the indicator without the verbal permission of the signalman. Clause 8.2 of Instruction 8 of the "Single Lines Worked by Radio Electronic Token Block - Instructions to Trainmen and Others Concerned", is modified accordingly. When such verbal permission is given, the driver must not proceed until he has relocked the box and confirmed to the signalman that this has been done.
- (c) Failure of north end loop points - When, because of failure of the "Points set" indicator to illuminate, the driver of an Up direction train is instructed by the signalman at Banavie SC to manually operate the north end loop points, he must operate the points to the required position and clamp and scotch them in that position. An assurance must be given to the signalman at Banavie SC when this has been done. The driver must not pass the "Points set" indicator unless the signalman at Banavie SC has given permission to do so and the lockfast box at the "Points set" indicator has been relocked. When the train has passed clear of the points, the clamp and scotch must be removed, returned to the receptacle provided and an assurance to this effect given to the signalman at Banavie SC when this has been done.

CRIANLARICH (CONT'D)

- (d) Override switch for junction points - The override switch for the junction points is located in the lockfast box adjacent to these points. This override switch normally lies in the centre position. Switching it to the left sets the points for the main line. Switching it to the right sets the points for the Oban branch. When operated to a position, the switch will remain in this position until it is again operated. This switch must only be operated under the instructions of the signalman at Banavie SC.

If instructed by the signalman to operate this switch, the driver, or other person concerned, must carry out the following procedure :-

- (i) if the points are already in the correct position for the route required, the driver, or person concerned, must operate the switch for the other route, check that the points have moved to the other route, and then operate the switch to the route required and check that the points have moved to the route required.
- (ii) if the points are not already in the correct position for the route required, the driver, or person concerned, must operate the switch for the route required and check that the points have moved to this position. He must then operate the switch for the other route, check that the points have moved to this position, and then operate the switch for the required route again, and check that the points are in the correct position for the route required.

If the override switch fails to move the points to the required position, the driver, or person concerned, must report this to the signalman, who will send for the person appointed to manually operate the junction points. The driver must not pass the "Points set" indicator until he receives the verbal permission of the signalman.

If the points have been operated to the required position the driver must confirm this to the signalman. The driver of a Down direction train must operate the appropriate plunger again, when so instructed by the signalman, and must then follow the appropriate instructions under the heading "Down direction trains". The driver of an Up direction train must report to the signalman whether the "Points set" indicator is now illuminated, and must then act on the instructions of the signalman. He must not pass the "Points set" indicator without the verbal permission of the signalman. When such permission is given, before proceeding, the driver must relock the lockfast box beside the indicator post and confirm to the signalman that this has been done.

When the driver of an Up or Down direction train has proceeded over the junction points after the operation of the override switch, and the train is clear of both the loop points and the junction points, he must return the override switch to the centre position, relock the box and confirm to the signalman when this has been done.

- (e) Engineers' machines - An engineer's machine which cannot be relied upon to actuate track circuits must not proceed over the junction points to/from Tyndrum Lower until the override switch has been operated under the instructions of the signalman at Banavie SC.

Drivers of Down direction machines will be instructed to operate the override switch before operating the appropriate plunger.

Drivers of Up direction machines must stop at the "Points set" indicator on the approach to Crianlarich, even if it is illuminated, and act under the instructions of the signalman.

The override switch must be operated in accordance with the previous instructions under the heading "Override Switch for Junction Points".

CRANLARICH (CONT'D)

- (f) Engineering Possessions - If an engineering possession is required between the two single-sided "Station limits" boards between Cranlarich and Tyndrum Lower, the engineer must be in possession of both the Cranlarich to Tyndrum Lower "Engineering" token and also either the Cranlarich "Shunt" token or the Cranlarich North - Down to Up Round shunting token. Before the signalman issues the "Shunt" token, the engineer must set the junction points for the branch under the instructions of the signalman, and in accordance with the instructions under the heading "Override Switch for Junction Points". When the "Shunt" token is returned the engineer must confirm to the signalman that the override switch has been returned to the centre position, and the box relocked.

UPPER TYNDRUM

Movement towards and on the Up loop must be made on the authority of the signalmen at Upper Tyndrum and Bridge of Orchy. Movements towards and on the Down loop must be made on the authority of the signalman at Banavie SC. If the North end points require to be manually operated this will be done by the signalman at Upper Tyndrum box. If the South end points require to be manually operated this must be done by the driver under the instructions of the signalman at Banavie SC.

Shunting is not permitted at Upper Tyndrum except for the purposes of attaching an assisting train to a disabled train under the instructions of the signalman at Upper Tyndrum box or Banavie SC, as appropriate.

In the event of a train becoming disabled at Upper Tyndrum, the driver of the disabled train must give up any token, whether electric or radio electronic, which has been issued, or which he is still holding. The driver of the assisting train, if issued with an electric token or a radio electronic token, must give this up when the train arrives at Upper Tyndrum, and must obtain both a "North end" shunt token from the signalman at Upper Tyndrum box and fill in a special authority card for "South end" shunting as dictated by the signalman at Banavie SC to be entered on the authority card as 'Upper Tyndrum South end'. When the assisting train has been coupled to the disabled train and the combined train is correctly positioned for departure, the driver must advise the signalman at Banavie SC of the location of the train. The signalman at Banavie SC will cancel the "South end" Shunt card, and the signalman at Upper Tyndrum box will recover the "North end" Shunt token. A section token, as appropriate for the direction of departure, will be issued to the combined train.

BETWEEN UPPER TYNDRUM AND FORT WILLIAM JUNCTION, AND TAYNUILT AND OBAN

Referring to the General Appendix page 12.5, clause 4.3 "BR Automatic Warning System of Train Control (AWS)", Cancelling Indicators are not provided.

Referring to Section S of the Rule Book, clause 3.2.2 Protection of the trolley by possession of the token is not permitted on these lines.

The General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" apply subject to the following modifications:-

BETWEEN UPPER TYNDRUM AND FORT WILLIAM JUNCTION, AND TAYNUILT AND OBAN (CONT'D)

- 2.3 After receiving the token the Driver must not proceed until he has received verbal permission from the Signalman. He must keep the token under his own charge, except as laid down in clauses 6 and 11 until he reaches the end of the Section, when he must give it up to the Signalman or other duly authorised person, except as provided in clause 7.
- 3.1 The Signalman, except where some other person is specially appointed to the duty, is the sole person authorised to receive a token from and deliver one to the Driver or Drivers Assistant. Tokens must only be exchanged between the Signalman and the Driver when a train comes to a stand at the loop stop board or in a crossing loop. The Driver, while the token is in his charge, must see that it is placed in a safe position.

In the case of Corroul, tokens must only be exchanged at a stop board at Corroul Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Spean Bridge under the Warning Arrangement, the Signalman will, when authorising the driver to proceed, verbally instruct him that the section is clear to the next home signal only.

In the case of Corroul, when a train is allowed to go forward from Rannoch or Tulloch towards Corroul under the Warning Arrangement, the signalman will, when authorising the driver to proceed, verbally instruct him that the section is clear to the first stop board.

Trains are not allowed to proceed forward to Upper Tyndrum, Bridge of Orchy, Rannoch, Tulloch or Spean Bridge under the Warning Arrangement.

5. Engineer's train, Freight train or Officer's Special requiring to stop in Section

Reference to the line being clear to the home signal at Upper Tyndrum, Bridge of Orchy, Rannoch, Tulloch or Spean Bridge does not apply.

6. Section obstructed by Accident or by Disabled Train

Should a train fail within the crossing loop at Upper Tyndrum, Bridge of Orchy, Rannoch, Tulloch or Spean Bridge and require assistance from the rear it will not be necessary to comply with the provisions of clause 6.2.2.

8. Obstructing Single Line for shunting purposes

A Driver must not in any circumstances foul the single line for shunting purposes at Bridge of Orchy, Rannoch, Tulloch or Spean Bridge, unless he has received the authority of the Signalman to do so and is in possession of the shunt token (sample below) for the section concerned.

A shunt token is authority to proceed only as far as the "Station Limits" - Loop Clear" marker post. Under no circumstances must a shunt pass this post.

BETWEEN UPPER TYNDRUM AND FORT WILLIAM JUNCTION, AND TAYNUILT AND OBAN (CONT'D)8. Obstructing Single Line for shunting purposes (cont'd)

Immediately the shunting movement has been completed and the train has returned clear of the single line, the shunt token must be returned to the Signalman.

(SPECIMEN)

BRITISH RAILWAYS
(Scottish Region)

RANNOCH

You may occupy the single line towards

BRIDGE OF ORCHY

for shunting

Crossing loop points - Trains and vehicles must not be brought to a stand on crossing loop points. Should a train or vehicle, in emergency, be brought to a stand on such points, any further movements must be made in the same direction.

Before Engineers' machines which are not permanently rail mounted pass over crossing loop points in the trailing direction, the points must be set, clamped and scotched, in the required position. The points must also be set, clamped and scotched, in the required position before a permanently rail mounted Engineer's machine with outriggers extended passes over the loop points.

Working at token exchange points

References throughout the Rules and Regulations to distant signals must be taken as meaning distant boards and instructions concerned observed as far as can be applied.

References to stop/section signals throughout the Rules and Regulations must be taken as meaning stop boards and instructions concerned observed as far as can be applied.

At Corroun, the stop board on the single line, on the approach to the facing points for the direction concerned, must be regarded as the home signal.

Throughout the Rules reference to a signal being maintained at danger must be taken as meaning permission must NOT be given for a train to proceed.

On passing the distant board the driver must regulate the speed of his train in order to be able to stop at the "Points set" indicator, if it is not illuminated. Illumination of the light in this sign means the points are set correctly.

BETWEEN UPPER TYNDRUM AND FORT WILLIAM JUNCTION, AND TAYNUILT AND OBAN (CONT'D)Working at token exchange points (cont'd)

A shunting movement which proceeds from a loop line on to the single line must not be brought to a stand until the whole of the movement is on the approach side to the "Points set" indicator.

In the case of Corroul on passing the distant board the driver must regulate the speed of his train in order to be able to stop at the first stop board, on the approach to the facing points, if necessary.

Should any train be brought to a stand owing to the "Points set" light indicator not being illuminated, the provisions of the Rule Book, Section K, clause 3.2 must be complied with. (This does not apply at Corroul).

RANNOCHBell communication with Station Assistants' houses during night and on Sundays

- Bell communication is provided in the station assistant's house at Rannoch for the purpose of calling the station assistant in an emergency.

The station assistant or signalman in charge of the block instruments must, when the office or signal box is closed for the night, insert the plug in the switch which connects up the bell circuit.

When it is necessary to call out the station assistant or signalman at the adjoining station, the person giving the bell signals must depress the token instrument bell plunger and keep it depressed for three to four seconds and this signal should be repeated at intervals until it is acknowledged.

The bell communication must only be used for the purpose for which it is provided.

Opening and Closing of signal box - When a relief signalman requires to be on early turn of duty at Rannoch signal box, authority is given for such staff to travel with the first Up train from Fort William and to open Rannoch signal box on his arrival.

Authority is also given for relief signalmen to close Rannoch signal box and to travel with the last Down train on completion of the late turn of duty. In this case, the relief signalman on duty will instruct the driver of the last Down train to bring his train to a stand on the single line beyond the North end loop connection, where he will board it after closing the signal box.

Should the train conveying the relief signalman fail in the section between Rannoch and Corroul and it is not possible for Rannoch signal box to be opened, then assistance must only be permitted to enter the section at Corroul.

CORROUR

Opening and Closing of signal box - When a relief signalman requires to be on early turn of duty at Corrour signal box, authority is given for such staff to travel with the first Up train from Fort William and to open Corrour signal box on his arrival.

Authority is also given for relief signalmen to close Corrour signal box and to travel with the last Down train on completion of the late turn of duty. In this case, the relief signalman on duty will instruct the driver of the last Down train to bring his train to a stand beyond the single line stop board at Corrour station, after permission has been given to proceed into the advance section, where he will board it after closing the signal box.

Should the train conveying the relief signalman (either to or from Corrour) fail in the section between Corrour and Tulloch and it is not possible for Corrour signal box to be opened, then assistance must only be permitted to enter the section at Tulloch.

TULLOCH

Freight trains which are propelled to the timber loading site near 76½mp (see Table B) must return to Tulloch.

Shunting - Any portion of the train left on the Up platform line during shunting operations must be properly secured.

FORT WILLIAM JUNCTION

British Aluminium Co's sidings - The level crossing plunger associated with the Open level crossing must not be operated when the hand points are set for L3 siding.

After working in the sidings the traincrew are responsible for ensuring that the trap points situated between the British Aluminium Co's gate and the open level crossing are set for the run off once the train has drawn clear.

BETWEEN DALMALLY AND TAYNUILT

Pass of Brander - Automatic stone signals - Between the 51½ and 56 mile posts in the Pass of Brander, 16 automatic stone signals are erected on the south or loch side, and one near the 54 mile post on the north or hill side of the line, at irregular distances from each other, and at points where the best view can be obtained of them from either direction. All these signal posts carry an Up and a Down arm, with the exception of the one at the east end which carries a Down arm only, and the one at the west end which carries an Up arm only. The signals are connected by a number of wires forming a screen which runs along the top of the railway slope on the hill side of the line, and so long as the screen wires remain intact, the signals remain clear; but in the event of a stone falling from the mountain and one or more wires being broken, Up and Down signals go to danger. Every alternate wire passes the first signal post and is connected with the second signal post, and when a driver sights a signal at danger he must reduce speed and proceed cautiously in accordance with the General Appendix instructions "Speed of Trains when Travelling Cautiously Through Sections", until a second clear signal is reached - as there may be one clear signal between two danger ones - or until the last special signal for the falling stones is passed. He must also inform the signalman at Banavie by radio that a stone signal is at danger.

The signal lamps are attended to by the S&T engineer's staff.

TAYNUILT

Movement towards and on the Up loop must be made on the authority of the signalman at Taynuilt. Movements towards and on the Down loop must be made on the authority of the signalman at Banavie SC. If the West end points require to be manually operated this will be done by the signalman at Taynuilt box. If the East end points require to be manually operated this must be done by the driver under the instructions of the signalman at Banavie SC.

When it is necessary to carry out shunting at Taynuilt, this will be done under the instructions of the signalman at Taynuilt or Banavie SC, as appropriate.

Before commencing the movement, the driver must, where such movement will occupy the Dalmally section or the Down loop, fill in a special authority card for "East end" shunting as dictated by the signalman at Banavie SC to be entered on the authority card as "Taynuilt East end". When the movement has been completed and the train, or vehicle(s), is correctly positioned, the driver must advise the signalman at Banavie SC of the location of the train, or vehicle(s). The signalman at Banavie SC will cancel the "East end" shunt card. A section token, as appropriate to the direction of departure, will be issued to the train.

In the event of a train becoming disabled at Taynuilt, the driver of the disabled train must give up any token, whether electric or radio electronic, which has been issued, or which he is still holding. The driver of the assisting train, if issued with an electric token or a radio electronic token, must give this up when the train arrives at Taynuilt, and must fill in a special authority card for "East end" shunting as dictated by the signalman at Banavie SC to be entered on the authority card as 'Taynuilt East end'. When the assisting train has been coupled to the disabled train and the combined train is correctly positioned for departure, the driver must advise the signalman at Banavie SC of the location of the train. The signalman at Banavie SC will cancel the "East end" Shunt card. A section token, as appropriate for the direction of departure, will be issued to the combined train.

BETWEEN TAYNUILT AND OBAN

Connel Ferry, Shell & BP Oil Storage Depot sdgs - The west and east connections between the single line and Shell &BP Oil Ltd Oil Storage Depot sidings, are worked from ground frames controlled by the section token.

Trains will not be shut in.

MODIFICATION OF ELECTRIC TOKEN BLOCK REGULATION 10 AND CLAUSE 6 OF GENERAL APPENDIX REGULATIONS FOR SINGLE LINES WORKED BY ELECTRIC TOKEN - INSTRUCTIONS TO TRAINMEN

Trains requiring assistance between Taynuilt and Oban - When a train becomes disabled and requires assistance, the driver must, after ensuring that his train has been protected, proceed to the nearest means of communication taking with him the section token. If it is decided that assistance will be provided by a locomotive from Oban Yard, the driver must convey the token to Taynuilt signal box or Oban Yard ground frame, whichever is the nearest and act in accordance with the signalman's instructions.

Should it be decided that assistance will be provided from Taynuilt signal box, the driver must return the section token to the driving cab of the disabled train.

OBAN

"No Signalman" key token working - A "No Signalman" key token instrument is provided in a bothy adjacent to the yard ground frame and this instrument must be operated by trainmen in accordance with the instructions exhibited there. The single line electric token block section extends from Taynuilt to the buffer stop on the platform line at Oban. The signalman at Taynuilt is responsible for authorising all movements on the single/platform line.

Trains requiring to "shut in" must be shunted into the yard. The token must not be returned to the instrument unless the single/platform line is unoccupied.

When a train which has arrived at Oban will return to Taynuilt that day, without being "shut in", the driver must retain possession of the token except in circumstances where he will be relieved, in which case he must ensure that the token is handed to the next driver to take charge of the locomotive.

Should, owing to equipment failure, it not be possible to place the token in the instrument at Oban when a train requires to be shut in, such token must be handed to the person in charge at Oban station. If the person in charge is not available the token must be left in the appointed place in the Mess room. The signalman at Taynuilt must be informed of the circumstances.

When requesting the signalman at Taynuilt to release a token, trainmen must state whether such token is required to allow a train to proceed to Taynuilt or to allow the single/platform line to be occupied for shunting purposes. If a token is obtained for shunting purposes and it is subsequently necessary for the train to proceed to Taynuilt the signalman there must be requested to give permission before the train departs.

The driver or driver's assistant of an Up train about to leave Oban station must ensure that the signalman at Taynuilt is informed immediately prior to departure. When a Down train, complete with tail lamp attached, arrives at Oban the guard must inform the signalman at Taynuilt.

Working of last Down train for the day. - When the last Down train for the day arrives at Oban station, complete with tail lamp attached, the locomotive and coaches will be stabled on the platform line and in these circumstance the section token must be deposited in the Mess room until required by the driver of the next Up train.

FORT WILLIAM JUNCTION TO MALLAIGFORT WILLIAM JUNCTION

Authority for trains from Fort William Junction to proceed - Provided the driver has received the appropriate token, the authority to proceed towards Loch Eil or Annat Pulp Mill will be the clearing of the branch section signal, or permission to pass that signal at danger.

Receiving/returning RETB tokens - A driver may enter the RETB system and obtain a token to proceed from Fort William Junction towards Loch Eil or Annat Pulp Mill at any place up to, or at, the branch section signal, but this procedure must be carried out when the train is at a stand. A driver proceeding to Fort William Junction from the branch line may surrender his token at any time after coming within the protection of the branch home signal, but this procedure must be carried out when the train is at a stand.

FORT WILLIAM JUNCTION (CONT'D)

Failure of token issuing/receiving apparatus - The supply of special authority cards for the working of trains from Fort William Junction during a failure of token equipment is kept in Fort William Junction signal box, and the driver must use the telephone provided in order to communicate with the signalman at Banavie SC for the purpose of completing such a card.

Engineer's Possession - When the driver of an engineer's train or machine requiring to leave a possession between Fort William Junction and Loch Eil, has received verbal permission to pass the branch, Station limits board and proceed towards Fort William Junction, he must inform the signalman at Banavie SC when the whole train has passed the home signal.

Station limits for the branch line is defined as the line between the branch Station limits board and the branch line notice board indicating the limits of Radio Token working.

CORPACH

Drivers of Up trains must report, by radio, to Banavie SC departing from, or passing, Corpach station.

ANNAT PULP MILL SIDINGS

Yard working applies, but only one train must be permitted to be on the Annat Pulp Mill Siding line at a time.

BETWEEN ARISAIG AND MALLAIG

Single Line Block Section - The Down direction single line block section is defined as the line between the stop board at Arisaig and the designated line buffer stop at Mallaig.

MALLAIG

Station Limits - 'Station Limits' is defined as the line between the Station limits board and the buffer stops.