SCOTRAIL

SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

INVERNESS NORTH LINES RETB TEMPORARY WORKING ARRANGEMENTS

(THIS NOTICE MUST BE RETAINED BY STAFF FOR THE DURATION OF THE TEMPORARY ARRANGEMENTS)

GLASGOW : NOVEMBER, 1992

SIGNALLING RECORD SOCIETY

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SECTION C

FROM 05 00 HOURS MONDAY 9 NOVEMBER UNTIL 05 00 HOURS MONDAY 7 DECEMBER - BETWEEN INVERNESS AND WICK; DINGWALL AND KYLE OF LOCHALSH; GEORGEMAS JN AND THURSO - Due to essential maintenance work associated with the radio system, the following temporary arrangements will be introduced :-

Radio Electronic Token Block working will be suspended and all associated stop boards etc will be covered over.

The Dingwall to Kyle of Lochalsh and Georgemas Jn to Thurso lines will be closed to traffic and the junction points at Dingwall and Georgemas Jn secured out of use, set for movements to/from Invergordon and Forsinard respectively.

One Train Working on Single Lines where a Train Staff is provided will be introduced between Inverness and Wick under the control of Inverness. During this period, the designation "Inverness (RETB) SC" will be altered to be "Inverness (OTW) SC". Train staff sections will be introduced as under :-

Inverness - Lairg (staff custodian - Inverness (OTW) signalman)
Lairg - Wick (staff custodian - area supervisor, Wick)

An Operations Department Representative will be in attendance at Lairg.

Notice boards will be provided at :-

Inverness signals I427, I429	- single-sided, reflectorised, facing Inverness worded "COMMENCEMENT OF STAFF WORKING".
Inverness signal I430	- single-sided, reflectorised, facing Clachnaharry worded "END OF STAFF WORKING".
Lairg Down (2 boards)	- single-sided, reflectorised, facing Ardgay worded "STOP - OBTAIN STAFF AND PERMISSION TO PROCEED".
Lairg Up	- single-sided, reflectorised, facing Rogart worded "STOP - OBTAIN STAFF AND PERMISSION TO PROCEED".
At Wick (end of platform)	- single-sided, reflectorised, facing station worded "OBTAIN STAFF AND PERMISSION TO PROCEED".

Note - the stop boards, and reflectorised distant boards, at Clunes, Evanton, Fearn, Halkirk and Bower token exchange points will be covered over during this period. Drivers must disregard AWS indications associated with the reflectorised distant boards at these locations.

All loop clear markers and channel change boards must be disregarded.

At Dingwall, the Down direction 'Points set' indicators at the station (2), associated route indicators and plungers will be covered over.

Reflectorised distant boards and 'Points set' indicators, except as indicated above, will not be affected by this work and drivers must control their trains accordingly at the approach to each loop/terminal location.

SECTION C (CONT'D)

At loops, the standard speed restriction of 15mph through the loop connections will continue to apply. Except in an emergency, Down trains must travel over the Down line at loop locations and Up trains must travel over the Up line. At Lairg, a train must not proceed to the opposite direction loop line unless specifically authorised to do so by the Inverness (OTW) signalman and the Operations Department Representative is in attendance.

SECTION D

SECTIONAL APPENDIX - TABLE A

All existing tabular information in respect of INVERNESS TO WICK, DINGWALL TO KYLE OF LOCHALSH and GEORGEMAS JN TO THURSO, on pages 141-147 (incl) and pages 165-172 (incl) is SUSPENDED.

The temporary information detailed on pages 3-18 (incl) of this Notice will apply during this period.

Running Lines and Signalling System	Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
			/TEMPORARY/				
INVERNESS TO WICK	/This table does not apply to Class 15X Series DMU's/						
BETWEEN INVERNESS AND TAIN				65	65	MAXIMUM PERMISSIBLE SPEED	
BETWEEN TAIN AND CULRAIN				60	60	MAXIMUM PERMISSIBLE SPEED	
BETWEEN CULRAIN AND 70 M.P.				40	40	MAXIMUM PERMISSIBLE SPEED	
BETWEEN 70 M.P. AND HELMSDALE				60	60	MAXIMUM PERMISSIBLE SPEED	
BETWEEN HELMSDALE AND GEORGEMAS JN.				50	50	MAXIMUM PERMISSIBLE SPEED	
BETWEEN GEORGEMAS JN AND WICK				60	60	MAXIMUM PERMISSIBLE SPEED	
	Welsh's Bridge (See page 133)	117	1230	25	25	117m 1230y and 0m 900y (total distance 610y)	The lines between Welsh's Bridge (incl) and signals I429/ I427 are controlled from Inverness (TCB) SC.
	Inverness						
	Rose St LC (CCTV)	117	1560				
		118	0				
		0	420	50	50	0m 900y and 1m 990y	
				10	10	1m 990y and 1m 1100y	
	Clachnaharry	1	1100				Staff custodian of the Inverness-Lairg train staff is the Inverness (OTW) signalman.
	/T/	2	1390				Bruichnain crossing at 2m 1390y.
	Bunchrew LC (AOCL)	3	1280	25	30	Approaching LC	
				45	50		
				50	50	Over UB 25, 6m 1070y	
				55	55	9m 790y and 11m.p.	

O T

Running Lines and Signalling System		Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
				/TEMPORARY/				
INVERNESS TO WICK - continued		/This table does not apply to Class 15X Series DMU's/						
		Muir of Ord	13	90				
		/T/	13	1170				Chapelton crossing at 13m 1170y.
					40	40	16¾ m.p. and 17 m.p.	
		/T/	17	340				Maryburgh crossing at 17m 340y.
		Dingwall	18	1280				
		Foulis LC (RG)	22	1670				
		G Wood GF	26	180				
					50	50	Over curves, 27m 1610y and 28m 730y	
		Alness	28	1540				
0	T				55	55	Over curves, 30m 1100y and 31m 350y	
		Invergordon	31	810				
		Distillery No. 1 GF	31	1670				
		Distillery No. 2 GF	32	150				
		/T/	32	440				Invergordon Distillery crossing at 32m 440y.
		BAC Sdg. GF	32	1030				
		MK Shand No. 1 GF	32	1580				
		MK Shand No. 2 GF	33	200				

Running Lines and Signalling System	Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
				/TEMPORARY/			
INVERNESS TO WICK - continued		/This table does not apply to Class 15X Series DMU's/					
	Delny LC (AOCL)	34	1740	30 55	30 55	Approaching LC	
	Nigg LC (AHB)	39	550				
	Fearn	40	1320				
	Tain	44	510				
				5 ⌀		51m 830y and 51m 880y	Ardvannie No.2 crossing is at 51m 880y
					5 ⌀	51m 930y and 51m 880y	
				50	50	Over curves, 52m 1580y and 54m 70y	
				50	50	Over curves, 55m 950y and 56m 180y	
	Ardgay	57	1540				
				20	20	Over curves, 60m 1630y and 61m 220y	
0 T	Culrain	61	0				
	Invershin	61	750				
	Lairg	66	1720	30	30	Over curves, 63m 110y and 63m 510y	Cl 990f (302m)
	Lairg LC (AOCL)	67	240	Stop		Before passing over LC	Staff custodian of the Lairg-Wick train staff is the Area Supervisor, Wick
0 T					15	Approaching LC	

Running Lines and Signalling System		Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
					/TEMPORARY/			
INVERNESS TO WICK - continued			/This table does not apply to Class 15X Series DMU's/					
					30Ø	5Ø	68m 120y and 68m 420y 68m 470y and 68m 420y	Rhian Breck crossing is at 68m 420y.
					15Ø	5Ø	72m 1240y and 72m 1390y 72m 1440y and 72m 1390y	Achellidh No.2 crossing is at 72m 1390y.
					10Ø		76m 680y and 76m 780y	Rovie crossing is at 76m 780y.
0	T	Rogart	77	20				
		Rogart LC (Open)	77	180	Stop	10	Before passing over LC Approaching LC	
					35Ø		78m 1230y and 78m 1580y	Morvich No.5 crossing is at 78m 1580y.
						40Ø	79m 220y and 78m 1580y	
					45	45	Over curves, 80m 1430y and 81m 1030y	
		Kirkton LC (AOCL)	82	970	30 55	30 55	Approaching LC	

Running Lines and Signalling System		Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
					/TEMPORARY/			
INVERNESS TO WICK - continued			/This table does not apply to Class 15X Series DMU's/					
		Golspie	84	660	40	40	Over curves, 84m 290y and 84m 1120y	
					45	45	87m 1560y and 88m 510y	
					30		89m 300y and 89m 530y	
		Brora LC (AOCL)	90	680	10 15	10 15	Approaching LC	
		Brora	90	1060				
0	T	Dalchalm (AOCL)	91	660	25 50	25 50	Approaching LC	
					55	55	Over curves, 93m 350y and 93m 860y	
					45	45	Over curves, 94½m.p. and 94m 1170y	
					45	45	Over curves, 97m 1720y and 103m 550y	

Running Lines and Signalling System		Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
					/TEMPORARY/			
INVERNESS TO WICK - continued		/This table does not apply to Class 15X Series DMU's/						
		Helmsdale	101	880				
					40	40	Over curves, 105m 1500y and 106m 680y	
					45	45	Over curves, 110m 1500y and 112m 790y	
0	T	Kildonan LC (Open)	111	70	Stop	Stop	Before passing over LC	
		Kildonan	111	110				
					40	40	Over curves, 115m 1360y and 116m 510y	
		Kinbrace	118	440				
		Kinbrace LC (AOCL)	118	550	10 20	20 40	Approaching LC	
					45	45	Over curves, 123½m.p. and 123m 1560y	
					40	40	125m 530y and 126m 1060y	

Running Lines and Signalling System	Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
			/TEMPORARY/				
INVERNESS TO WICK - continued	/This table does not apply to Class 15X Series DMU's/						
	Forsinard LC (AOCL)	125	1470	10	10	Approaching level crossing	
	Forsinard	125	1520				
	Altnabreac GF	133	1610				For Engineering Dept. motor trolleys only.
	Altnabreac	133	1670				
				40	40	Over UB 333, 142m 1470y and 142m 1560y	
O T	Scotscalder	143	40				
				40	40	Over UB 327/8, 145m 810y and 145½mp	
	Halkirk LC (AOCL)	145	1300	30 50	30 50	Approaching LC	
	Georgemas Jn	147	440				
				50	50	Over curves, 150½mp and 151m 1630y	
	Watten LC (AOCL)	153	1500	20 30	30 55	Approaching LC	
	Wick	161	790				

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions Down mph	Up mph	At or between	Remarks
DINGWALL TO KYLE OF LOCHALSH						
			/TEMPORARY/			
			/This table does not apply to Class 15X Series DMU's/			
			LINE OUT OF USE			
GEORGEMAS JN TO THURSO						
			/TEMPORARY/			
			/This table does not apply to Class 15X Series DMU's/			
			LINE OUT OF USE			

Running Lines and Signalling System	Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
			/TEMPORARY/				
INVERNESS TO WICK	/This table applies to Class 15X Series DMU's only /						
BETWEEN INVERNESS AND ARDGAY				75	75	MAXIMUM PERMISSIBLE SPEED	
BETWEEN ARDGAY AND BRORA				70	70	MAXIMUM PERMISSIBLE SPEED	
BETWEEN BRORA AND FORSINARD				65	65	MAXIMUM PERMISSIBLE SPEED	
BETWEEN FORSINARD AND WICK				75	75	MAXIMUM PERMISSIBLE SPEED	
	Welsh's Bridge (See page 133)	117	1230	25	25	117m 1230y and 0m 900y (total distance 610y)	The lines between Welsh's Bridge (incl) and signals I429/ I427 are controlled from Inverness (TCB) SC.
	Inverness						
	Rose St LC (CCTV)	117	1560				
		118	0				
		0	420	50	50	0m 900y and 1m 990y	
				10	10	1m 990y and 1m 1100y	
	Clachnaharry	1	1100	65	65	1m 1100y and 3m 1280y	Staff custodian of the Inverness-Lairg train staff is the Inverness (OTW) signalman.
O T							
	/T/	2	1390				Bruichnain crossing at 2m 1390y.
	Bunchrew LC (AOCL)	3	1280	45	50	Approaching LC	
				65	65	3m 1280y and 5m 20y	

Running Lines and Signalling System		Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
				/TEMPORARY/				
INVERNESS TO WICK - continued		/This table applies to Class 15X Series DMU's only /						
					65	65	8m 1650y and 10m 1340y	
		Muir of Ord	13	90				
		/T/	13	1170	50	50	Over curves, 16¾mp and 17 mp	Chapelton Crossing at 13m 1170y
		/T/	17	340				Maryburgh crossing at 17m 340y
		Dingwall	18	1280				
					65	65	18m 1670y and 20mp	
					65		22m 400y and 22m 1680y	
0	T	Foulis LC (RG)	22	1670		65	23m 1190y and 22m 1660y	
		G Wood GF	26	180				
					60	60	Over curves, 27m 1610y and 28m 730y	
		Alness	28	1540	70	70	Over curves, 28m 730y and 28m 1620y	
					60	60	Over curves, 30m 1100y and 31m 1100y	
		Invergordon	31	810				
		Distillery No.1 GF	31	1670	65	65	31m 1100y and 32m 330y	
		Distillery No.2 GF	32	150				
		/T/	32	440				Invergordon Distillery crossing at 32m 440y

Running Lines and Signalling System		Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
				/TEMPORARY/				
INVERNESS TO WICK - continued		/This table applies to Class 15X Series DMU's only /						
		BAC Siding GF	32	1030				
		MK Shand No.1 GF	32	1580				
		MK Shand No.2 GF	33	200				
					65		34m 990y and 34m 1750y	
		Delny LC (AOCL)	34	1740	55	55	Approaching LC	
						65	35m 780y and 34m 1730y	
		Nigg LC (AHB)	39	550	65		38m 810y and 39m 560y	
						65	40m 290y and 39m 540y	
		Fearn	40	1320	65	65	40m 960y and 40m 1000y	
		Tain	44	510	60	60	44m 790y and 44¾mp	
					5 ø		51m 830y and 51m 880y	Ardvannie No. 2 crossing is at 51m 880y
						5 ø	51m 930y and 51m 880y	
					65	65	Over curves, 52m 1580y and 54m 70y	
					60	60	Over curves, 54m 70y and 58m 70y	
0	T	Ardgay	57	1540				
					60	60	Over UB No.143, 58m 1220y and 58m 1240y	
					20	20	Over curves, 60m 1630y and 61m 220y	
		Culrain	61	0				
					45	45	Over curves, 61m 220y and 63m 110y	
		Invershin	61	750				
					35	35	Over curves, 63m 110y and 63m 510y	

Running Lines and Signalling System	Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
				/TEMPORARY/			
INVERNESS TO WICK - continued	/This table applies to Class 15X Series DMU's only /						
0 | T	Lairg	66	1720	45	45	Over curves , 63m 510y and 64m 420y	CL 990f (302m) Staff custodian of
				50	50	Over curves, 64m 420y and 66m 1360y	the Lairg-Wick train staff is the Area
				50	50	Over curves, 66m 1360y and 68mp	Supervisor, Wick
	Lairg LC (AOCL)	67	240	Stop		Before passing over LC	
					15	Approaching LC	
				55	55	Over curves, 68mp and 70mp	
				30Ø		68m 120y and 68m 420y	Rhian Breck crossing
0 | T					5Ø	68m 470y and 68m 420y	is at 68m 420y
				15Ø		72m 1240y and 72m 1390y	Acheilidh No. 2
					5Ø	72m 1440y and 72m 1390y	crossing is at 72m 1390y
				10Ø		76m 680y and 76m 780y	Rovie crossing is at 76m 780y
	Rogart	77	20				
	Rogart LC (Open)	77	180	Stop		Before passing over LC	
					10	Approaching LC	
				35Ø		78m 1230y and 78m 1580y	Morvich No.5 crossing
					40Ø	79m 220y and 78m 1580y	is at 78m 1580y

Running Lines and Signalling System		Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
					/TEMPORARY/			
INVERNESS TO WICK - continued		/This table applies to Class 15X Series DMU's only /						
					60	60	Over curves, 80m 440y and 80m 1430y	
					55	55	Over curves, 80m 1430y and 81m 1030y	
					60		82m 180y and 82m 980y	
		Kirkton LC (AOCL)	82	970	55	55	Approaching LC	
						60	83mp and 82m 960y	
		Golspie	84	660	45	45	Over curves, 84m 290y and 84m 1120y	
					60	60	Over curves, 87m 1560y and 88m 510y	
					30		89m 300y and 89m 530y	
					60	60	Over curves, 89m 1650y and 90m 680y	
0	T	Brora LC (AOCL)	90	680	15	15	Approaching LC	
					60	60	Over curves, 90m 680y and 91m 660y	
		Brora	90	1060				
		Dalchalm (AOCL)	91	660	50	50	Approaching LC	
					60	60	Over curves, 91m 660y and 94m 880y	
					55	55	Over curves, 94m 880y and 94m 1170y	
					45	45	Over curves, 97m 1720y and 103m 550y	

Running Lines and Signalling System	Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
			/TEMPORARY/				
INVERNESS TO WICK - continued	/This table applies to Class 15X Series DMU's only /						
O T	Helmsdale	101	880	60	60	103m 550y and 103m 1190y	
				50	50	Over curves, 105m 1500y and 106m 680y	
				55	55	Over curves, 107m 1630y and 110m 1030y	
				50	55	Over curves, 110m 1030y and 110m 1500y	
				45	45	Over curves, 110m 1500y and 112m 790y	
	Kildonan LC (Open)	111	70	Stop	Stop	Before passing over LC	
				50	50	Over curves, 112m 790y and 113¼mp	
	Kildonan	111	110	55	55	Over curves, 113¼ mp and 115m 1360y	
				50	50	Over curves, 115m 1360y and 116m 510y	
				55	55	Over curves, 116m 510y and 118m 180y	
	Kinbrace	118	440	50		118m 180y and 118m 560y	
	Kinbrace LC (AOCL)	118	550	20	40	Approaching LC	
					50	118m 1150y and 118m 540y	
				55	55	Over curves, 118m 1150y and 125m 530y	
				45	45	Over curves, 125m 530y and 126m 1060y	
	Forsinard LC (AOCL)	125	1470	10	10	Approaching level crossing	

Running Lines and Signalling System	Location	Mileage M	Mileage Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	At or between	Remarks
			/TEMPORARY/				
INVERNESS TO WICK - continued	/This table applies to Class 15X Series DMU's only /						
	Forsinard	125	1520	50	50	Over curves, 126m 1060y and 127m 770y	
				60	60	Over curves, 127m 1060y and 131m 1600y	
	Altnabreac GF	133	1610	70	70	Over curves, 131m 1600y and 144m 1600y	For Engineering Dept. motor trolleys only.
O T	Altnabreac	133	1670				
	Scotscalder	143	40	50	50	Over curves, 144m 1600y and 147m 750y	
	Halkirk LC (AOCL)	145	1300				
	Georgemas Jn	147	440				
				60	60	Over curves, 147m 750y and 148m 120y	
				70	70	Over curves, 148m 120y and 150¼mp	
				60	60	Over curves, 150¼mp and 156m 1100y	
	Watten LC (AOCL)	153	1500	30	55	Approaching LC	
				60	60	Over UB 364, 159m 290y and 159m 350y	
	Wick	161	790				

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions Down mph	Permanent Speed Restrictions Up mph	Permanent Speed Restrictions At or between	Remarks
DINGWALL TO KYLE OF LOCHALSH			/TEMPORARY/			
			/This table applies to Class 15X Series DMU's only/			
			LINE OUT OF USE			
GEORGEMAS JN TO THURSO			/TEMPORARY/			
			/This table applies to Class 15X Series DMU's only/			
			LINE OUT OF USE			

SECTIONAL APPENDIX

SECTION 4 - LOCAL INSTRUCTIONS

Page 94 INVERNESS

Signalling systems

Amend second paragraph to read :-

The lines worked by the One Train Working with Train Staff Regulations are referred to as being controlled from Inverness (OTW) signalling centre.

Pages 96 - 102B INVERNESS TO WICK

DINGWALL TO KYLE OF LOCHALSH

GEORGEMAS JN TO THURSO

The instructions contained on these pages are SUSPENDED.

MISCELLANEOUS INSTRUCTIONS

TEMPORARY ARRANGEMENTS FOR WORKING OF TRAINS BETWEEN INVERNESS AND WICK

BETWEEN INVERNESS AND WICK

Automatic Warning System - Referring to the Rule Book, Appendix 8, clause 5.1, Cancelling Indicators are not provided.

Headlights - Every traction unit must be fitted with a searchlight type headlight and drivers must ensure that these are illuminated at all times.

Splitting of trains - Except in an emergency, trains must not be split at any point between Inverness and Lairg or Lairg and Wick.

Shunting - Shunting is prohibited between Inverness (signals I427 and I429) and Wick (excl) unless the provisions of the Rule Book, Section T III are observed and the PICOP is in possession of the train staff(s).

During shunting, the appropriate level crossing plunger must be operated as follows :-

Lairg - plunger provided on Up 'Points set' post for shunting movements to the Up loop and, when operated, activates the level crossing lights sequence.

Brora - plunger provided at Rogart end of platform for shunting movements to the single line which, when operated, inhibits the level crossing lights sequence.

Forsinard - plungers provided at Helmsdale end of Down platform under the Down speed restriction board and at the exit from the CE siding for shunting movements which, when operated, activates the level crossing lights sequence.

MISCELLANEOUS INSTRUCTIONS (Cont'd)

Intermediate Loops

1. 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 correctly set.

2. Should any train be brought to a stand owing to the 'Points Set' indicator not being illuminated, the traincrew must, after informing the Signalman, clamp and scotch the points in the required position before passing over them. When the train has passed over the points, the clamp and scotch must be removed and returned to the receptacle provided and an assurance given to the signalman that this has been done.

3. The foregoing procedure must also be adopted should a train require to pass over the points in the facing direction to a line for which the points do not normally set.

4. A shunting movement which proceeds from a loop line onto 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.

5. In the circumstances described in paragraphs 2 and 3 above, should it not be possible to operate the points to the required position, the train must not be moved but the Signalman must be advised. The train must not subsequently be moved until the traincrew and Signalman have reached a clear understanding as to the course of action to be adopted and the Signalman's permission to commence the movement has been obtained.

6. 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.

7. 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.

8. The above instructions do not apply in respect of Dingwall south loop points.

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

10. A train must not proceed from an intermediate loop until the driver has contacted the signalman by telephone and obtained his permission to do so. The driver must obey any instructions given to him by the signalman.

11. In the event of a failure of the emergency telephone, the driver must endeavour to contact the signalman by the most expeditious means. The train MUST NOT be moved until the permission of the signalman has been received.

MISCELLANEOUS INSTRUCTIONS (Cont'd)

Failure of train - The driver of the assisting train will be authorised to enter the single line at either Inverness or Lairg, as appropriate, and proceed to the crossing loop in rear of the failed train. Where the train has failed on the single between Inverness and Muir of Ord or between Lairg and Rogart, the necessary information will be given to the driver of the assisting train at Inverness or Lairg. After a clear understanding has been reached between all concerned, the assisting train, accompanied by the trainman from the failed train, may proceed. Where the train has failed at an intermediate loop, the assisting train must be brought to a stand at the appropriate 'Points set' indicator, irrespective of whether the loop points require to be secured for the opposite loop line, before proceeding forward to the failed train.

If the assisting train requires to proceed forward from Lairg towards the failed train, the driver must hand over the train staff to the Operations Department Representative at Lairg. The Inverness (OTW) signalman must be advised of the circumstances.

Movements to/from lines out of use - Should it be necessary to make a movement to or from the Kyle or Thurso lines during this period, this must only be done under the provisions of the Rule Book, Section T III with the PICOP in possession of the appropriate train staff.

RULE BOOK MODIFICATIONS

Rule Book, Section K - Should a train be brought to a stand at signals I427, I429, I430 or Clachnaharry signal 1 or 2, the signalman must be immediately advised (clause 3.1.1 is modified accordingly).

Rule Book, Section M - If assistance is required in accordance with clause 5.1, protection must be carried out in both directions if the failure occurs in the Inverness - Lairg section (clause 5.2.2, last paragraph, is modified accordingly).

Rule Book, Appendix 10, Working of Single Lines by Pilotman - The Pilotman must obtain the authority of the Inverness (OTW) signalman at each intermediate loop before proceeding (clause 4.1 is modified accordingly).

Working by Pilotman may be withdrawn from the Lairg - Wick section when a train has arrived at Wick and will stable overnight on the single line (clause 5.1 is modified accordingly),

INVERNESS

A train requiring to proceed from Inverness to the single line must not leave the station unless the driver is in possession of the train staff. Provided the driver has received the train staff, the authority to proceed onto the single line will be the clearing of signal I427 or I429, as appropriate, followed by the clearing of Clachnaharry Down signal No.2, or permission to pass one or both of these signals at danger.

The driver must obtain the train staff in sufficient time to avoid delay to the train.

If a driver is instructed to report the state of the line between Inverness and Clachnaharry, the signalman at Inverness will give the driver instructions regarding the point at which he must report.

MISCELLANEOUS INSTRUCTIONS (Cont'd)

DINGWALL

Up direction trains - If the 'Points set' indicator is not illuminated, the driver must unlock the lockfast box beside the indicator post. If the 'Loop Points' indication is illuminated the driver may then relock the box and proceed past the 'Points set' indicator. If the 'Loop Points' indication is not illuminated the driver must manually operate the points, if necessary, to the required position and clamp and scotch the points in the required position. The driver may disregard the 'Junction Points' indication.

LAIRG

Drivers are authorised, for the return journey, to retain possession of the train staff on arrival at Lairg but must show the train staff to the Operations Department Representative. In the event of train failure in the loop at Lairg, the assisting train must be dealt with in accordance with the instructions "Failure of train" herein. Trainmen must, in such circumstances, work to the instructions of the Operations Department Representative at Lairg.

The driver must give the signalman at Inverness an assurance that he is in possession of the correct train staff before departing from Lairg.

WICK

The Area Supervisor at Wick must advise the Inverness (OTW) signalman when he has received the train staff from the driver of an arriving train.

When the last Down train of the day arrives at Wick compete with tail lamp and will stable overnight, the driver must hand the train staff to the Area Supervisor who must ensure that the train staff is placed in a secure location in the station before leaving duty. The Area Supervisor must also advise the Inverness (OTW) signalman that the train staff is secure at Wick.

The Area Supervisor must, on resuming duty, collect the train staff and hand it to the driver of the first Up train. The driver of the first Up train must not leave Wick unless he is in possession of the train staff and he has obtained the permission of the Inverness (OTW) signalman to proceed.

When it is necessary for a possession to be taken between Lairg and Wick after the arrival of the last train, the PICOP must obtain the train staff from the Area Supervisor at Wick. The Area Supervisor must not hand over the train staff to the PICOP unless authorised to do so by the Inverness (OTW) signalman.

When the possession is to be given up, the PICOP must deliver the train staff to the Area Supervisor at Wick before commencement of the train service. The Area Supervisor must advise the Inverness (OTW) signalman when he has received the train staff from the PICOP.