

BRITISH RAILWAYS  
(WESTERN REGION)

(For the use of employees only)

SINGLING OF THE LINE BETWEEN  
ABERBEEG JCN. & ROSE HEYWORTH

Between the hours of 23.00 Saturday 1st May and 06.00 Monday 3rd May 1971 or until completion of work, the Chief Signal and Telecommunications Engineer and Divisional Civil Engineer will be engaged in carrying out the following work in connection with the singling of the line between Aberbeeg Jcn. and Rose Heyworth.

At Aberbeeg Jcn. :-

A new facing connection will be provided in the Down Coalbrookvale line at 14M 42.5Ch at which point the double lines from Aberbeeg will converge to form a Single Line towards Rose Heyworth, utilising the existing Down line. This new facing connection will be power operated, with a hand generator standby, in Aberbeeg Jcn. signal box.

At approx. 14 $\frac{3}{4}$  MP the new Single Line will be slued from the existing Down line to the existing Up line.

Between 14M 42.5Ch and 14 $\frac{3}{4}$  MP the existing Up line will be recovered and beyond the 14 $\frac{3}{4}$ MP the existing Down line recovered.

A new catchpoint, facing in the Down direction, will be provided in the Down Loop line at approx. 14M 21Ch and the existing catchpoint, facing in the Up direction, will be secured in the closed position, pending replacement with plain line. The existing stopblock in the Down Siding at approx. 14M 21Ch will be repositioned at approx. 14M. 19Ch.

The existing single compound connection to Six Bells Colliery at approx. 14M 64Ch will be replaced by a new up facing connection from the Single Line to Six Bells Colliery. This connection, together with the existing facing connection from the Up line to Up Loop at 14M 70.8Ch, will be operated by a new 3 lever Ground Frame. This new Ground Frame, to be known as "Six Bells Colliery Ground Frame", will be situated on the Down side of the Single Line at approx. 14M 68Ch and will be electrically released from the signal box. A telephone to the signal box will be provided at the Ground Frame.

The following new signals will be brought into use:-

- |      |                               |   |
|------|-------------------------------|---|
| (i)  | Down Coalbrookvale Home       | - elevated position light.<br>12 feet in height.<br>Down side of Single Line.<br>1137 yards from signal box.  |
| (ii) | Down Coalbrookvale Inner Home | - elevated position light with route indications of:-<br>'DS' to Down Sidings<br>'DL' to Down Loop<br>'DM' to Down Main<br>16 feet in height<br>Down side of Down Coalbrookvale line.<br>140 yards from signal box. |

Continued . . .

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- (iii) Up Coalbrookvale Line Starting - semaphore signal.  
18 feet in height.  
Up side of Up Coalbrookvale line.  
449 yards from signal box.

A telephone to the signal box will be provided at the new Down Coalbrookvale Home Signal.

A new independent disc will be provided, situated on the Up side of the Down Coalbrookvale line 450 yards from the signal box and will apply to Up direction movements from the Down Coalbrookvale line to the Single Line.

The existing independent disc situated at the connection from Down Loop to Down Main will be routed to the Down Coalbrookvale line in addition to retaining the existing routing to the Down Main line.

The existing Up Coalbrookvale line Starting Signal and the Down Coalbrookvale line Home disc signal will be recovered.

A Stop Lamp will be provided on the Up side of the Up Loop at the exit from the Up Loop Six Bells to the Single Line at approx. 15M 27Ch. A telephone to the signal box will be provided at the new Stop Lamp.

New track circuits will be provided on the Coalbrookvale lines as required.

Between Six Bells and Rose Heyworth:-

Between approx. 14 $\frac{3}{4}$  MP and 16M 54Ch the Up line will be retained as the Single Line and the Down line recovered. Beyond 16M 54Ch the Down line will be utilised as the Single Line and the Up line recovered.

A catchpoint will be provided Aberbeeg end of the Down Loop. The normal position of the points leading into this Loop Rose Heyworth end will be set for the Down Loop.

A stop board will be provided Aberbeeg end of the Down Loop and a further stop board Rose Heyworth end of the Loop applicable to Up trains on the Up line.

Continued . . .

The Area Manager, Newport Maesglas, and the Chief Signalling Inspector, Cardiff, to make all arrangements for safe working including the appointment of the necessary Handsignalmen in accordance with Rule 77.

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PLEASE ACKNOWLEDGE RECEIPT ON FORM BELOW

19th April, 1971.  
Cardiff (Ext. 2473)

E.R. WILLIAMS,  
Divisional Manager.

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Singling of the line between Aberbeeg Jcn. & Rose Heyworth

I have received copy/copies of Notice W.W355 dated 19th April 1971 in connection with the above.

..... Date ..... Station  
..... Dept. .... Signature

E.R. Williams Esq.,  
C.P.16, Room 351, Marland House,  
Cardiff.

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