

BRITISH RAILWAYS—WESTERN REGION

(For the use of employees only)

TAFF VALE RATIONALISATION SCHEME**STAGE 1—PONTYPRIDD AREA**

Between the hours of 08.00 on Saturday, 13th June, and 06.00 on Tuesday, 16th June, 1970, or until completion the Chief Signal and Telecommunications Engineer and Chief Civil Engineer will be engaged in carrying out the following work:—

The layout will be altered to that shown on the attached sketch.

The existing Down Relief Line between Pontypridd Jcn. and P.C. and N. Jcn. will be renamed Down Goods.

The existing trailing connection in the Down Main from the Down Relief worked from Rhondda Cutting Signal Box will be taken out of use and the existing Down Relief line between Gyfeillon Upper and Rhondda Cutting will be reduced to a temporary Refuge worked from Gyfeillon Upper.

The portion of the former Up Relief line between Treforest Junction and Walnut Tree Junction (designated a siding as from 10.6.70) and all associated signalling apparatus will be placed out of use.

The former Down Relief line between P.C. and N. Jcn. and Treforest Jcn. (taken out of use in 26th April, 1970) will be reinstated, slewed as necessary, as an Up Siding and connections will be recovered and converted to hand operation as necessary. A stop block will be provided at approx. 11m

The portion of the former Down Relief line behind Taffs Well Station will be placed out of use, including the trailing crossover up Main/Down Relief and the two trailing crossovers between Up and Down Relief lines.

A new 3 lever Ground Frame to be known as "Pont Shon Norton G.F.", will be brought into use and be situated on the Down side of the Down Main line approx. 1000 yards from the Pontypridd Jcn. signal box. It will operate the connections marked 'W' on the attached sketch, formerly operated from Pont Shon Norton signal box. Each connection will be electrically released by separate interlocking levers in Pontypridd Jcn. signal box and a telephone to that signal box will be provided.

The existing connection from Tymawr Colliery at present worked from Rhondda Cutting signal box and marked 'X' on the attached sketch will be disconnected from that signal box and clipped, padlocked and set in its normal position. The padlock key will be kept in Gyfeillon Upper signal box.

The existing Annett's Key releasing Tymawr Colliery Ground Frame at present kept in Rhondda Cutting signal box, will be transferred to Gyfeillon Upper signal box.

The existing Cattle Pens Siding Ground Frame controlling the connection-marked 'Y' on the attached sketch at present released by P. C. and N. Jcn. signal box, will be renamed "Engineers Siding Ground Frame" and be released by Pontypridd Jcn. signal box. The existing telephone will be transferred to that signal box.

The new connections marked 'Z' on the attached sketch will be connected to, and power operated by Pontypridd Jcn. signal box with a hand generator standby. Emergency operation of these points will be carried out in accordance with the instructions for Westinghouse type machine Style 'C', except that the hand crank will be located in a release instrument as shown on the attached sketch and will be released from Pontypridd Jcn. signal box. A telephone to that signal box will be provided.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

New colour light signalling will be brought into use as shown on the attached sketch.

The existing Down Main Starting signal for Gyfeillon Upper will be renewed in colour light form, marked 'A' on the attached sketch and repositioned 226 yards further from that signal box. This signal will carry a signal post identification plate of 'G5'.

All signals marked with a number on the attached sketch will carry a signal post identification plate with the prefix 'P' and the respective signal number.

A new disc, marked "F" on the attached sketch, will be provided and routed as shown.

The existing discs, marked 'B', 'E' and 'H' on the attached sketch, will be retained and routed as shown.

The existing disc, marked 'G' on the attached sketch, will be repositioned and routed as shown.

The Up Main Advanced starting signal (marked '6' on the attached sketch) the Down Main advanced starting signal (marked '60' on the attached sketch) and the Up Branch starting signal (marked '9' on the attached sketch) will be released by Line Clear and will incorporate the "One Train" feature.

New telephones to Pontypridd Jcn. signal box will be provided as shown on the attached sketch.

Pont Shon Norton, Rhondda Cutting and P. C. and N. Jcn. signal boxes will be taken out of use and all associated signalling apparatus recovered, unless previously stated.

The existing absolute block sections:—

Maesmawr to P. C. and N. Jcn. (Main)
P. C. and N. Jcn. to Pontypridd Jcn. (Main)
Pontypridd Jcn. to Rhondda Cutting (Branch)
Rhondda Cutting to Gyfeillon Upper (Branch)
Pontypridd Jcn. to Pont Shon Norton (Main)
Pont Shon Norton to Stormstown (Main)

and the permissive block sections:—

P. C. and N. Jcn. to Pontypridd Jcn. (Up Goods)
P. C. and N. Jcn. to Pontypridd Jcn. (Down Relief)
Rhondda Cutting to Gyfeillon Upper (Down Relief)

will become the absolute block sections:—

Maesmawr to Pontypridd Jcn. (Main)
Pontypridd Jcn. to Gyfeillon Upper (Branch)
Pontypridd Jcn. to Stormstown (Main)

One acceptance block working will be provided on the Up Main to Maesmawr, Down Main to Stormstown and Down branch to Gyfeillon Upper.

District Signalling Inspector, Pontypridd, to make all arrangements, including the provision of the necessary hand-signalmen in accordance with Rule 77.

PLEASE ACKNOWLEDGE RECEIPT ON FORM ATTACHED

1st June, 1970
Cardiff (Extn. 2473)

E. R. WILLIAMS,
Divisional Manager,
Cardiff. (WW/PWS/981)

I have received copy/copies of Notice No. WW.338 dated 1st June, 1970, in connection with the above.

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

E. R. WILLIAMS, Esq.
Room No. 351, Marland House,
Cardiff.

TAFF VALE RATIONALISATION SCHEME — STAGE I (PONTYPRIDD AREA)

