

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

RHYMNEY - BARGOED - OGILVIE SINGLING OF LINES

Between the hours of 22.00 on Saturday, 7th November, and 06.00 on Monday, 9th November, 1970 or until completion with the exception of the work at Pontlottyn Ground Frame which will be extended until 16.00 hours Tuesday, 10th November, 1970, the Chief Signal and Telecommunications Engineer and Chief Civil Engineer will be engaged in carrying out the following work:—

The portion of the existing Down Main line between Pontlottyn and Tirphil Signal Boxes will be taken out of use pending recovery and the remaining portion of the Down Line between Tirphil and Bargoed North Junction Signal Boxes will be converted into a through line to McLaren Dump.

The existing Up Main line will remain in use as the single running line and will be used for either direction of running. The existing E. Token section Rhymney—Pontlottyn and the block telegraph sections Pontlottyn—Tirphil, Tirphil—Bargoed North Junction will be recovered and the single line will be operated under the Electric Token Block System. The token stations will be Rhymney and Bargoed signal boxes. An intermediate token instrument will be provided at Pontlottyn. The line to McLaren Dump will be operated under the control of the Signaller at Bargoed.

At **Rhymney** there will be no alteration to the signalling arrangements other than those associated with the extension of the E. Token section from Pontlottyn to Bargoed.

At **Pontlottyn** the signal box and all associated signalling equipment will be recovered.

A new connection will be laid in the single line, facing for trains in the Bargoed—Rhymney direction, giving access from the single line to the Up Siding. This connection will be worked from a new ground frame to be known as "PONTLOTTYN GROUND FRAME". This ground frame will be positioned on the Up side of the single line at the new facing connection, approximately 230 yards on the Bargoed side of the existing signal box. The ground frame will be released by the Bargoed—Rhymney key token. The intermediate token instrument and a telephone giving communication with Bargoed and Rhymney signal boxes will be provided at the ground frame. The token instrument and telephone will be situated in a locked cabin operated by a B.R.I Type Key.

The facing connection leading from Rhymney to the existing Down Main line will be re-set so as to lie towards the Up Main (new single) line and will be spiked, clipped and padlocked pending replacement by plain line. The Up and Down Main trailing crossover and the single compound leading to the Up Sidings will be recovered.

Between Pontlottyn and Tirphil the runaway spring catch points in the existing Up Main line at 22 miles 33 chains and 21 miles 66 chains will be spiked, clipped and padlocked in the closed position pending replacement by plain line.

At **Tirphil** the signal box and all associated signalling equipment will be recovered.

The following connections will be spiked, clipped and padlocked in the normal position pending recovery.

- (i) Up Main facing leading to McLaren Dump line and associated connection in Dump line.
- (ii) Up and Down Main trailing crossover.

The trailing connection in the Down Main leading from McLaren Dump and the associated catch point will be re-set, so as to give through running to McLaren Dump from the former Down Main line, and will be spiked, clipped and padlocked pending replacement by plain line.

Between Tirphil and Bargoed the runaway spring catch points in the existing Up Main line at 20 miles 16 chains and 18 miles 50 chains will be spiked, clipped and padlocked in the closed position pending replacement by plain line.

SIGNALLING RECORD SOCIETY

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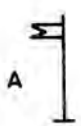
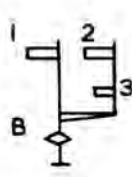
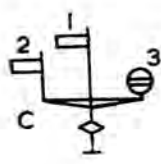



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At **Bargoed** a new signal box, to be known as "BARGOED SIGNAL BOX" will be brought into use on the Down side of the Down Main line at 18 miles 6.8 chains, 147 yards on the Cardiff side of the existing signal box, as shown on the attached sketch. Bargoed North Junction Signal Box will be taken out of use.

The following new signals will be brought into use:—

Form	Description	Position	Distance from Signal Box
 <p>A</p>	<p>Up Main Distant</p> <p>Height:—12 feet to arm.</p>	Up Side of Up Main	2041 yards
A.W.S. equipment will not be provided in conjunction with this signal.			
 <p>B</p>	<p>1. Up Main Home</p> <p>2. Up Main Home to Down Main.</p> <p>3. Up Main Calling-on to Down Main.</p> <p>Height:—15 feet to top arms.</p>	Up Side of Up Main	776 yards
 <p>C</p>	<p>1. Down Main Up Inner Home to Up Main.</p> <p>2. Down Main Up Inner Home to Branch</p> <p>3. Disc Down Main Up Inner Home to Dump Siding or Down Siding</p> <p>Height:—15 feet to top arm.</p>	Down Side of Down Main	8 yards
 <p>D</p>	<p>Disc, From Branch Home.</p> <p>Height:—12 feet.</p>	Down Side of Branch.	283 yards
 <p>E</p>	<p>Down Main Advance Starting (Down Main Distant from Bargoed Pits).</p> <p>(3-aspect Red, Yellow, Green)</p> <p>Height:—12 feet to red aspect.</p>	Down Side of Down Main	1061 yards
A.W.S. equipment will not be provided in conjunction with this signal.			
The above signal will be controlled from Yellow to Green by Bargoed Pits.			
 <p>F</p>	<p>Up Main Limit of Shunt.</p> <p>Height:—7 feet.</p>	Up Side of Up Main	826 yards

The Down Main Distant and Down Main Home signals, at present applying to the existing Down Main line (new Dump Siding) will remain in their present position but will in future apply to the Main Single line.

New ground signals will be provided, and certain existing ground signals will be re-routed as shown on the attached sketch.

All signals and ground signals shown on the attached sketch will be connected to and worked from the new signal box. All other signals and ground signals worked from Bargoed North Junction Signal Box will be recovered.

The Up Main Platform at Bargoed Station will be taken out of use and in consequence all passenger trains requiring to stop at Bargoed will be routed to the remaining platform adjacent to the Down Main line.

New connections will be brought into use and facing point locks provided on certain existing connections as shown in heavy type on the attached sketch.

The spring catch point in the Up Main line to the rear of the existing Up Main Home signal will be repositioned 408 yards towards Cardiff.

The connection in the Up Main line forming part of the Up and Down Main trailing crossover will be re-set so as to lie normally towards the Down Main.

The facing connection in the Up Main leading to the Branch will be re-set so as to lie normally towards the single Up and Down Main line.

The trailing connections in the existing Up Branch leading from the Siding and from the West Yard will be disconnected from the signal box, clipped and padlocked. The associated catch point in the siding will be recovered.

All connections shown on the attached sketch will be connected to and worked from the new signal box. All other connections worked from Bargoed North Junction Signal Box will be recovered.

The new Up and Down Main facing crossover will be power operated with hand-generator stand-by.

The point machines will be of the Westinghouse Brake and Signal Company's Style "C", the relevant instructions for the emergency operation of which have been issued separately. A hand crank will be provided, located in the signal box, for the emergency operation of this crossover.

A slotted control from the signal box will be provided on the new catch point in the Branch.

All facing point lock levers in the new signal box will be held in the reverse position by the occupation of the track circuits through their respective facing points. Emergency Release Plungers will be provided.

The control by interlocking lever of Bargoed South Ground Frame will be transferred to the new signal box. All other arrangements at the ground frame will remain as existing.

A stop block will be provided in the Down Siding approximately 80 yards from the catch point.

The Up Main Starting signal will be released by the withdrawal of a token for the new Bargoed—Rhymney E. Token section. This release will be effective for one pull only after the berth track circuit has been occupied.

The Down Main Advanced Starting signal will be released by "line clear" effective for one pull only after the berth track circuit has been occupied.

One Acceptance Block will be provided on the Up Main line between Bargoed Pits and Bargoed signal boxes.

New independent telephone circuits will be provided from the Up Main Home signal and the Down Main Advanced Starting signal to the signal box. A telephone will also be provided at the new Up and Down Main facing crossover.

At **Bargoed Pits** the existing Down Main Distant Signal will be recovered.

The **Ogilvie Branch** line will be reduced to single line throughout. The Down Branch being used as the single line and the Up line will be placed out of use pending recovery. The new single line will be slewed into the formation of the former Up line at a point north of the connection to the West Yard.

Groesfaen North and Groesfaen South Signal Boxes will be taken out of use and all associated equipment recovered.

Train Staff and Ticket working will be introduced on the Ogilvie Branch between Bargoed Signal Box and Deri Shunters Cabin. Ticket Boxes will be provided at these places which may be opened only by the key on the wooden train staff.

A new Down Direction Stop Lamp will be provided and the existing Up Direction Stop Lamp (near Deri Shunters Cabin) will be repositioned 385 yards in advance of the catch point at 20 miles 37.5 chains.

G.P.O. telephones will be provided at Bargoed Signal Box and at Deri Shunters Cabin in connection with the Train Staff and Ticket working.

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

28th October, 1970
Cardiff (Extn. 2473)

E. R. WILLIAMS,
Divisional Manager,
Cardiff. (WW/PWS/1803)

RHYMNEY - BARGOED - OGILVIE—SINGLING OF LINES

I have received copy/copies of Notice No. W.W.347 dated 28th October, 1970, in connection with the above.

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

E. R. WILLIAMS, Esq.
C.P.16, Room No. 351,
Marland House, Cardiff.

