

# BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

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## SINGLING OF THE LINE BETWEEN BLACK LION AND MERTHYR

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Between the hours of 22.00 Saturday, 6th February, and 18.00 Sunday, 7th February, 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.

The existing Double line between Black Lion and Merthyr will become Single line. The Down line between Merthyr Station and the Abercynon end of Pentrebach platform and the Up line from the above latter point to Black Lion will be used as the single line. Signalling and Permanent Way alterations will be carried out as shown on the attached sketch.

### At Black Lion

A new Signal Box to replace the existing Signal Box will be brought into use, 10 yds. on the Abercynon side of the existing Signal Box.

New signals will be brought into use as shown, description as follows:—

	Description	Position	Distance from Box
A	Up Main Distant	Up side of Up Main Single line	1,266 yds.
B	Up Loop Siding Starting	On Up Main Starting bracket	202 yds.
C	Down Main Home	Down side of Down Main Single line	380 yds.

The existing Up Main Home bracket signal will be repositioned on the same side of the line, 341 yds. from the Signal Box, with no alteration to height or form. The existing Down Main Distant signal will apply to the new single line. New ground signals will be brought into use as shown on the attached sketch.

All existing signalling other than that shown on the attached sketch will be recovered.

New connections will be brought into use as shown in heavy type on the attached sketch.

New track circuits will be brought into use as necessary.

The existing Double Line Section, Black Lion to Merthyr will become a Single Line Section worked under the 'No Signalman Key Token' system.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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The Up Main Starting signal and the Loop Siding Starting signal to Merthyr will be released by Token withdrawn, effective for 'one pull' only. The Down Main Starting signal together with the ground discs routed from Colliery Sidings and Loop Siding to Down Main will be released by Token withdrawn with a similar 'one pull' feature. In addition a new auxiliary token instrument will be provided on the Black Lion-Merthyr section at a hut adjacent to the Up Main Starting bracket signal.

A telephone to Black Lion Signal Box will be provided from the new Auxiliary Token Hut.

The Up Intermediate Block signal between Black Lion and Merthyr together with its associated telephone will be recovered.

**At Merthyr**

Signalling and Permanent Way alterations will be carried out as shown on the attached sketch.

Merthyr Station Signal Box will be recovered together with all associated signalling except the existing Up Main Distant signal which will remain applying to the new Single Line as a marker.

Two new Ground Frames will be brought into use, Merthyr Junction Ground Frame and Merthyr Station Ground Frame, positioned as shown on the attached sketch. An Intermediate Token Instrument will be provided at each Ground Frame, with telephone facilities to Black Lion Signal Box.

Occupation of the locking frame at Black Lion Signal Box will be required for testing new controls.

District Signalling Inspector, Pontypridd, 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 ATTACHED

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25th January, 1971  
Cardiff (Extn. 2473)

**E. R. WILLIAMS,**  
*Divisional Manager.*

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**SINGLING OF THE LINE BETWEEN BLACK LION AND MERTHYR**

I have received copy/copies of Notice W.W.353 dated 25th January, 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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