

Date: 09 February 2023  
Ref.: CVLNCCP01-G1-02

Email: [cvltrackaccess@amey.co.uk](mailto:cvltrackaccess@amey.co.uk)

DB Cargo (UK) Ltd  
Freightliner Heavy Haul Ltd  
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GB Railfreight Ltd  
Network Rail  
Office of Rail and Road (ORR)  
Rail Express Systems Ltd  
Transport for Wales (TfW)  
Transport for Wales Rail Ltd  
Vintage Trains Ltd  
Welsh Ministers

Dear colleague,

## CVL Network – Network Code Condition G1 Network Change Proposal: TAM Commissioning

This Network Change Notice is issued in accordance with Condition G1.1 of the Network Code and constitutes a formal proposal for a Network Change under that Condition. This Notice is issued to describe specific elements of the overall “CVL Transformation Programme” and is a consequence of having issued a G5 Notice of Intended Scope on 28 November 2022.

Seilwaith Amey Cymru / Amey Infrastructure Wales Limited (“AIW”) wishes to implement the Network Changes described above and is required under Condition G1 to give notice of its proposal to the parties shown above. Condition G2 allows all affected train operators to consider the scheme and bring to AIW’s attention any matters that concern them regarding the change. Access Beneficiaries may also assess the impact of the proposed change on their business and inform AIW what the direct costs and benefits of implementing the change are likely to be (if any).

This Network Change Notice details AIW’s proposals:

| Proposed Scheme Title  | Proposed Scheme Detail   | Appendix*  |
|--|--|------------|
| Closure of Radyr Junction Signal Box and Abercynon Signal Box as well as migration of the signallers from these locations to CVLICC. | Radyr Junction Signal Box and Abercynon Signal Box are to be closed and control of all signalling equipment will be transferred to the new Core Valley Lines Integrated Control Centre (“CVLICC”). This will be undertaken as the first activity of a complete blockade of the whole railway from Llandaff and Ninian Park to Treherbert, Aberdare and Merthyr Tydfil.<br><br>The existing fringes between Radyr Junction Signal Box and the Wales Route Operating Centre (“WROC”) on both the City Line and | Appendix A |

Seilwaith Amey Cymru /Amey Infrastructure Wales Ltd is a company registered in England and Wales  
Registered number: 11389544

Registered office: Transport for Wales CVL Infrastructure Depot Ty Trafnidiaeth, Treforest Industrial Estate, Gwent Road, Pontypridd, United Kingdom CF37 5UT

| Proposed Scheme Title  | Proposed Scheme Detail  | Appendix*  |
|--|---|------------|
|  | <p>the Llandaff Lines will be recreated between CVLICC and WROC essentially like-for-like.</p> <p>The signallers from the two signal boxes to be closed will be migrated to the CVLICC and the whole area will be re-controlled from a single new "TAM" (Treherbert, Aberdare and Merthyr - the western part of the CVL Network from Treherbert, Aberdare and Merthyr Tydfil down through Pontypridd, Radyr, Cathays and Queen Street to Cardiff Bay) workstation at CVLICC, resulting in the abolishment of the existing fringe between Radyr Junction Signal Box and Abercynon Signal Box.</p>  |            |
| Signalling Commissioning from Radyr North to Llandaff and Radyr North to Ninian Park.            | <p>Following the migration works described above, the first commissioning event will see the area from Radyr North Junction to the fringe with WROC on the Llandaff Lines and from Radyr North Junction to the fringe with WROC on the City Line brought back into operation.</p> <p>This scheme includes bringing into service of signalling enhancements and line speed alterations, as described in Appendix B, within the Radyr North to Llandaff and Radyr North to Ninian Park areas.</p>   | Appendix B |
| Commissioning of track and signalling infrastructure changes from Radyr North to Merthyr Tydfil. | <p>The second commissioning event will see the area from Radyr North to Merthyr Tydfil (through Pontypridd and Abercynon but excluding the Aberdare branch) brought back into operation.</p> <p>This scheme includes bringing into service of signalling enhancements, passing loops, line speed alterations and level crossing alterations, as described in Appendix C, throughout the line of route from Radyr to Merthyr Tydfil.</p> <p>This scheme also includes the new double junction to provide access to the new train maintenance depot at Taff's Well, which is being built for the class 398 Metro Vehicle ("MV") tram/train.</p> | Appendix C |
| Commissioning of track and signalling infrastructure changes from Abercynon to Aberdare.         | <p>The third commissioning event will see the area from Abercynon to Aberdare brought back into operation.</p> <p>This scheme includes bringing into service the signalling enhancements, passing loops, line speed alterations and level crossing alterations, as described in Appendix D, on the branch from Abercynon to Aberdare.</p>   | Appendix D |

\* *Note:* Full details of these works as well as the detailed specification of the scheme is set out in the relevant Appendix to this notice and includes a plan showing where the work is to be done and the parts of the Network and associated railway assets likely to be affected.

In accordance with Conditions 5.7 and 5.12 of Part G of the CVL Network Code, any expansion of the scope of the Transformation Programme, including further detail to previously consulted scope, will be consulted with Access Beneficiaries. As defined by Condition G7 of the CVL Network Code, AIW will follow Condition G1 in order to consult with Access Beneficiaries and to establish changes to the CVL Network.

AIW is proposing these changes as part of the Transformation Programme to increase the capability of the Cardiff Core Valley Lines Network (the “CVL”).

In accordance with Condition G1.2(d), AIW is seeking comments from you to establish whether or not you are content for the changes to be implemented. We invite you to consider the proposed scheme and forward your comments to us by **13 March 2023**. If a formal response is not received by this date, it will be deemed that you accept the proposal without compensation.

### **Costs and Compensation**

Condition G2 of the CVL Network Code allows all affected train operators to consider the scheme and bring to AIW’s attention any matters that concern them regarding the change. Train Operators may also assess the impact of the proposed change on their business and inform AIW what the direct costs and benefits of implementing the change are likely to be (if any).

### **Additional Terms and Conditions**

Once this G1 Network Change has become an established Network Change (as defined in Part G of the CVL Network Code), AIW may, if it wishes to make any modification to the terms or conditions (including as to the specification of the works to be done, their timing, the manner of their implementation, the costs to be incurred and their sharing, and the division of risk) on which the change was established, use the following variation procedure:

AIW shall ensure the specific variation (or variations) is formally communicated to all parties to this notice (the original consultation notice) for consideration. The parties to the consultation shall consider and respond to the variation (or variations) in accordance with the procedures set out in Conditions G1 and G2 allowing for the changes in detail that must follow as a result of the procedure applying only to the proposed variation. It shall not be necessary for AIW to re-issue the entire Network Change notice for consultation.

Please respond using the standard form (b), (c), (d) or (e) as appropriate, each of which can be located on AIW’s website <https://tfw.wales/projects/consultation-centre/cvl-infrastructure-manager>. Please send all responses electronically to [cvltrackaccess@amey.co.uk](mailto:cvltrackaccess@amey.co.uk).

Respondents should clearly indicate if they consider that all or part of their response is “sensitive information” as defined in Part A of the CVL Network Code.

Please let me know if you require any further details to enable you to respond formally to this notice.

If you are no longer the appropriate person in your organisation to receive communications such as this, I would be grateful if you could let me know.

I look forward to receiving your response to enable the progression of this proposal.

Yours faithfully,



**Nick Rowe**

Rheolwr Rheoleiddio a Chysylltiadau Cwsmeriaid / Regulatory & Customer Manager  
E: [nick.rowe@amey.co.uk](mailto:nick.rowe@amey.co.uk) M: + 44(0)7885 225692

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# **Appendix A – Proposed Scheme for the Closure of Radyr Junction Signal Box and Abercynon Signal Box as well as Migration of the Signallers from these Locations to CVLICC**

## **Reasons for Proposed Change**

The signalling infrastructure within the Radyr Junction Signal Box control area and the Abercynon Signal Box control area is primarily multiple-aspect lineside signals controlled by first generation Solid State Interlocking (“SSI”) technology. The Treherbert branch from Porth to the end of the line is operated by two electro-mechanical key token systems. In order to provide the necessary capacity and life expectancy to support the infrastructure enhancements to be delivered by the Transformation Programme, the signalling equipment throughout these areas must be “re-locked” and re-controlled to a new, modern, integrated control centre being built at Taff’s Well – the CVLICC.

The infrastructure enhancements within the Radyr Junction Signal Box control area and the Abercynon Signal Box control are described in Appendices B, C and D. Please note, the Treherbert Branch will remain closed under a blockade at the conclusion of the schemes detailed in this document, which is until 29 December 2023. Full details of the changes proposed on the Treherbert Branch will be provided in a future G1 Network Change Notice.

## **Specification of Works**

This scheme will see the closure of the existing signal boxes at Radyr Junction and Abercynon Junction. A new “TAM” workstation will be commissioned at the CVLICC to control the signalling equipment throughout the combined control area of these two signal boxes, allowing the abolishment of the existing fringe between the two signal boxes (which is just north of Pontypridd).

The existing fringes between Radyr Junction Signal Box and the WROC (east of Llandaff station and north of Danescourt station) will be recreated operationally essentially like-for-like as fringes between the CVLICC and the WROC.

The new workstation will be provided with the Siemens Dynamic Route Setting system (“DRS” a form of automatic route setting) to support the signaller’s workload in operating the timetable.

All signals within the former Radyr and Abercynon control operational areas will be provided with the prefix “VC” and full Global System for Mobile communications – Railways (“GSM-R”) coverage will be maintained with calls automatically directed to the new signaller’s workstation at the CVLICC.

The majority of the existing lineside telephones, including most Signal Post Telephones (“SPTs”) and Points Zone Telephones (“PZTs”) will be removed, with the primary method of communication from the trackside (for both train drivers and infrastructure workers) to the signaller becoming GSM-R. **NB** GSM-R coverage has been surveyed and SPTs will be retained at specific locations with inadequate signal, such as Caerphilly Tunnel.

## Proposed Timeline

The current proposed timescales are shown below:

- 09 February 2023: Consultation Starts.
- 13 March 2023: Consultation Completes.
- 29 April 2023: Closure of Radyr Junction Signal Box and Abercynon Signal Box as well as migration of the signallers from these locations to CVLICC (Appendix A).

## Amendments to Sectional Appendix

To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix (December 2022) pages 59H and 59I.

The new requirements are shown in **Red** font whilst requirements that are to be removed are shown in **Green** font struck through. Explanatory notes are in **Blue** font.

See Appendix B, Appendix C and Appendix D for detail.

## Changes to Operating Instructions

### GSM-R - CAB RADIO REGISTRATION AT MAIN SIGNALS/BLOCK MARKERS & POSITION LIGHT SIGNALS- LOCATION CODES

| LOCATION   | LINE/PLATFORM (DIRECTION) | SIGNAL/BLOCK MARKER | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL      | GSM-R CONTACT NUMBER |
|--|---------------------------|---------------------|---------------|-----------------------------------|----------------------|
| <b>GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET</b> |                           |                     |               |                                   |                      |
| Abercynon  | Up Main (Down Direction)  | A205                | 995           | Abercynon                         | 74 5321 01           |
| Abercynon Stormstown   | Down Main (Up Direction)  | A292                | 995           | Abercynon                         | 74 5321 01           |
| Site of Stormstown Jn  | Down Main (Up Direction)  | A104/105            | 995           | Abercynon                         | 74 5321 01           |
| Pontypridd Jn  | Up Main (Down Direction)  | VR753               | 995           | Radyr Junction - Pontypridd Panel | 74 5319 01           |
| Pontypridd   | Engineers Siding          | VR752               | 995           | Radyr Junction - Pontypridd Panel | 74 5319 01           |
| Radyr  | Up Main (Down Direction)  | VR717               | 995           | Radyr Junction - Radyr Panel      | 74 5318 01           |
| Radyr Jn   | Down Main (Up Direction)  | VR720               | 995           | Radyr Junction - Radyr Panel      | 74 5318 01           |

NB Signals A205, A104 and A105 have previously been recovered but were not removed from this table at the time.

| LOCATION   | LINE/PLATFORM (DIRECTION) | SIGNAL/BLOCK MARKER | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL  | GSM-R CONTACT NUMBER |
|--|---------------------------|---------------------|---------------|---|----------------------|
| <b>GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET</b> |                           |                     |               |   |                      |
| Abercynon Stormstown   | Down Main (Up Direction)  | VA252               | 995           | Core Valley Lines Integrated Control Centre ("CVLIC") - TAM Workstation | 74 5370 01           |
| Pontypridd Jn  | Up Main (Down Direction)  | VR753               | 995           | Core Valley Lines Integrated Control Centre ("CVLIC") - TAM Workstation | 74 5370 01           |
| Pontypridd   | Engineers Siding          | VR752               | 995           | Core Valley Lines Integrated Control Centre ("CVLIC") - TAM Workstation | 74 5370 01           |
| Radyr  | Up Main (Down Direction)  | VR717               | 995           | Core Valley Lines Integrated Control Centre ("CVLIC") - TAM Workstation | 74 5370 01           |
| Radyr Jn   | Down Main (Up Direction)  | VR720               | 995           | Core Valley Lines Integrated Control Centre ("CVLIC") - TAM Workstation | 74 5370 01           |

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| LOCATION   | LINE/PLATFORM<br>(DIRECTION)           | SIGNAL/BLOCK<br>MARKER | LOCATION<br>CODE | CONTROLLING<br>SIGNAL<br>BOX/PANEL  | GSM-R<br>CONTACT<br>NUMBER |
|--|--|------------------------|------------------|-------------------------------------|----------------------------|
| <b>GW834 HIRWAUN TO ABERCYNON</b>                                |  |                        |                  |                                     |                            |
| Abercynon Jn   | Up & Down Aberdare<br>(Down Direction) | A201                   | 995              | Abercynon                           | 74 5321 01                 |
| <b>GW835 TREHERBERT TO PONTYPRIDD JN</b>                         |  |                        |                  |                                     |                            |
| Pontypridd Jn  | Up Branch (Down<br>Direction)          | VR751                  | 995              | Radyr Junction—<br>Pontypridd Panel | 74 5319 01                 |
| <b>GW840 RADYR JN TO CARDIFF, RADYR BRANCH JN VIA CITY LINES</b> |  |                        |                  |                                     |                            |
| Radyr Jn   | Down Branch (Up<br>Direction)          | VR726                  | 995              | Radyr Junction—<br>Radyr Panel      | 74 5318 01                 |

| LOCATION   | LINE/PLATFORM<br>(DIRECTION)  | SIGNAL/BLOCK<br>MARKER | LOCATION<br>CODE | CONTROLLING<br>SIGNAL<br>BOX/PANEL   | GSM-R<br>CONTACT<br>NUMBER |
|--|-------------------------------|------------------------|------------------|--|----------------------------|
| <b>GW835 TREHERBERT TO PONTYPRIDD JN</b>                         |                               |                        |                  |  |                            |
| Pontypridd Jn  | Up Branch (Down<br>Direction) | VR751                  | 995              | Core Valley Lines Integrated<br>Control Centre ("CVLICC") -<br>TAM Workstation | 74 5370 01                 |
| <b>GW840 RADYR JN TO CARDIFF, RADYR BRANCH JN VIA CITY LINES</b> |                               |                        |                  |  |                            |
| Radyr Jn   | Down Branch (Up<br>Direction) | VR726                  | 995              | Core Valley Lines Integrated<br>Control Centre ("CVLICC") -<br>TAM Workstation | 74 5370 01                 |

For clarity, there are no other changes to either the Sectional Appendix Local Instructions or existing Operating Instructions, as part of Appendix A to this G1 Network Change Notice.

## Proposed Timescale

The closure of the Radyr Junction Signal Box and Abercynon Signal Box as well as migration of the signallers from these locations to CVLICC takes place during the start of commissioning on 29 April 2023.

## Appendix B – Proposed Scheme for the Signalling Commissioning from Radyr North to Llandaff and Radyr North to Ninian Park

### Reasons for Proposed Change

Enabled by the “re-lock” and re-control scheme described in Appendix A, this scheme is required to deliver the train service capacity enhancements through Radyr North Junction and onto the Llandaff Lines and the City Line.

For information, this scheme is also required to provide immunisation of the lineside signalling to allow for electrification works.

### Specification of Works

This scheme includes signalling enhancements and line speed alterations to reduce headways and increase capacity. The operational network changes are:

- Aspect sequence alterations approaching Radyr North Junction on the Up Llandaff Line.
- Rationalisation of the permissible speed profile for freight and passenger services at the northern end of the Llandaff Lines to improve headways.
- Increases in the permissible speed for passenger trains on the City Line to allow future improvements in journey times.

This scheme also includes immunisation works for electrification. The operational network change associated with these works is conversion of all train detection to axle counters.

### Proposed Timeline

The current proposed timescales are shown below:

- 09 February 2023: Consultation Starts.
- 13 March 2023: Consultation Completes.
- 05 May 2023: Signalling commissioning from Radyr North to Llandaff and Radyr North to Ninian Park (Appendix B).

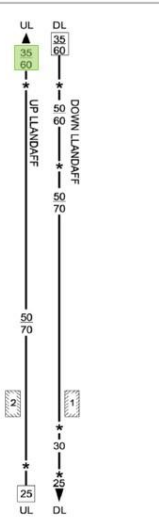
### Amendments to Sectional Appendix

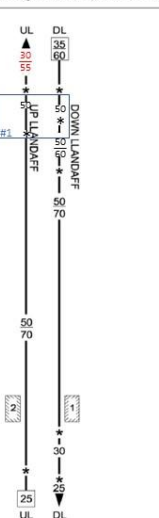
To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix (December 2022) pages 375, 376, 388 and 389.

The new requirements are shown in **Red** font whilst requirements that are to be removed are shown in **Green** font struck through. Explanatory notes are in **Blue** font.

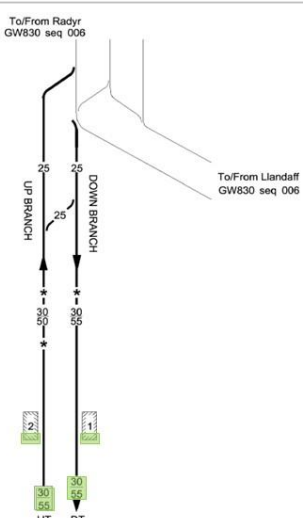
| LOR  | Seq.            | Line of Route Description                               | ELR  | Route  | Last Updated |  |
|--|-----------------|---|--|--|--------------|--|
| GW830  | 006             | Merthyr Tydfil to Barry Island Via Cardiff Queen Street | CAM  | Wales - TFW CVL  | 27/08/2022   |  |
| Location   | Mileage<br>M Ch | Running lines & speed restrictions                      | Signalling & Remarks   |  |              |  |
| <b>RADYR</b>                                     | 5 32            |   | TCB<br>RA6<br>Radyr Jn SB (VR)                                 | GSM-R  |              |  |
| Radyr Jn SB (VR)                                 | 5 28            |   | UM - Up Main<br>DM - Down Main                                 | Platforms 1 & 3 - 124m (135 yards)<br>Platform 2 - 108m (118yards) |              |  |
| Radyr<br>(Change of RA)<br>(Change of line name) | 5 26 *          |   | RA8  | UL - Up Llandaf<br>DL - Down Llandaf                               |              |  |
|  | 5 23            |   | Down platform - 143m. (156yds)<br>Up platform - 131m. (143yds) |  |              |  |
|  | 5 15 *          |   |  |  |              |  |
|  | 5 09 *          |   |  |  |              |  |
|  | 4 33 *          |   |  |  |              |  |
|  | 4 32 *          |   |  |  |              |  |
| <b>LLANDAF</b>                                   | 4 27            |   |  |  |              |  |

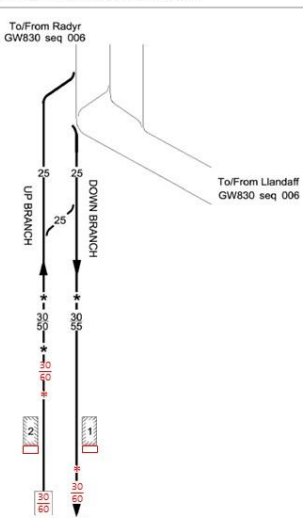
| LOR  | Seq.            | Line of Route Description                               | ELR   | Route  | Last Updated |  |
|--|-----------------|---|---|--|--------------|--|
| GW830  | 006             | Merthyr Tydfil to Barry Island Via Cardiff Queen Street | CAM   | Wales - TFW CVL  | 27/08/2022   |  |
| Location   | Mileage<br>M Ch | Running lines & speed restrictions                      | Signalling & Remarks  |  |              |  |
| <b>RADYR</b>                                     | 5 52 *          |   | TCB<br>RA6<br>Core Valley Lines<br>Integrated Control<br>Centre - TAM Workstation<br>Aisle Counter Area<br>Non-SPT Area | GSM-R  |              |  |
| Radyr<br>(Change of RA)<br>(Change of line name) | 5 45 *          |   | UM - Up Main<br>DM - Down Main  | Platforms 1 & 3 - 124m (135 yards)<br>Platform 2 - 108m (118yards) |              |  |
|  | 5 32            |   | RA8   | UL - Up Llandaf<br>DL - Down Llandaf                               |              |  |
|  | 5 26 *          |   | Down platform - 143m. (156yds)<br>Up platform - 131m. (143yds)  |  |              |  |
|  | 5 14 *          |   |   |  |              |  |
|  | 5 10 *          |   |   |  |              |  |
|  | 4 27            |   |   |  |              |  |
| <b>LLANDAF</b>                                   | 4 27            |   |   |  |              |  |

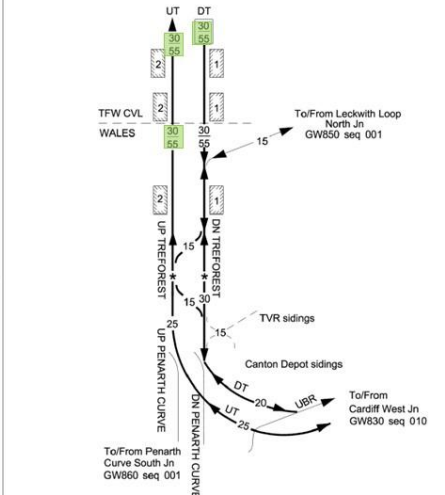

| LOR            | Seq.      | Line of Route Description                               | ELR   | Route           | Last Updated   |
|----------------|-----------|---|---|-----------------|--|
| GW830          | 007       | Merthyr Tydfil to Barry Island Via Cardiff Queen Street | CAM   | Wales - TFW CVL | 27/08/2022   |
| Location       | Mileage M | Ch  | Running lines & speed restrictions  |                 | Signalling & Remarks   |
| <b>CATHAYS</b> | 4         | 20 *  |  |                 | TCB<br>RA8<br>Radyr Jn SB (VR)<br>GSM-R<br>Axle counter area<br>Wales Rail Operating Centre (Valleys) (CF) |
|                | 3         | 35 *  |   |                 |  |
|                | 1         | 61  |   |                 | Platforms - 124m (135 yards)   |
|                | 1         | 58 *  |   |                 |  |
|                | 1         | 34 *  |   |                 |  |
|                | 1         | 29 *  |   |                 |  |

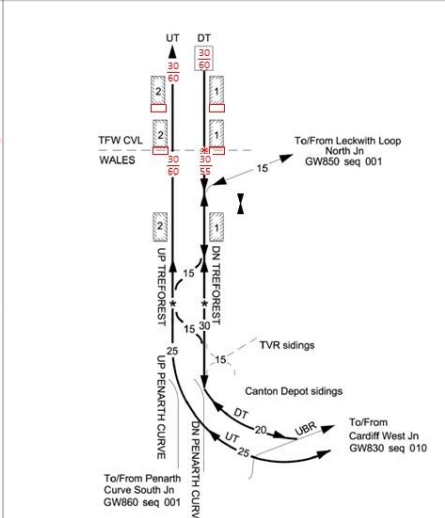

| LOR            | Seq.      | Line of Route Description                               | ELR   | Route           | Last Updated  |                              |
|----------------|-----------|---|---|-----------------|---|------------------------------|
| GW830          | 007       | Merthyr Tydfil to Barry Island Via Cardiff Queen Street | CAM   | Wales - TFW CVL | 27/08/2022  |                              |
| Location       | Mileage M | Ch  | Running lines & speed restrictions  |                 | Signalling & Remarks  |                              |
| <b>CATHAYS</b> | 4         | 20 *  |  |                 | TCB<br>RA8<br>Core Valley Lines<br>Integrated Control<br>Centre - TAM Workstation<br>GSM-R<br>Axle counter area<br>Non-SPT Area<br>Wales Rail Operating Centre (Valleys) (CF)<br>SPT Area |                              |
|                | 4         | 00 *  |   |                 |   |                              |
|                | 3         | 74 *  | #1  |                 |   |                              |
|                | 3         | 35 *  |   |                 |   |                              |
|                | 1         | 61  |   |                 |   | Platforms - 124m (135 yards) |
|                | 1         | 29 *  |   |                 |   |                              |

#1 - Updated to correct existing error on diagram

| LOR                             | Seq.            | Line of Route Description  | ELR  | Route            | Last Updated |  |
|---------------------------------|-----------------|--|--|------------------|--------------|--|
| GW840                           | 001             | Radyr Jn to Cardiff, Radyr Branch Jn Via City Lines                                | RAD  | Wales - TFW CVL  | 27/08/2022   |  |
| Location                        | Mileage<br>M Ch | Running lines & speed restrictions   | Signalling & Remarks   |                  |              |  |
| Radyr Jn SB (VR)                | 5 28            |  | TCB<br>RAB   | Radyr Jn SB (VR) | GSM-R        |  |
| Radyr Jn<br>(Change of mileage) | 5 23<br>4 41    |  |  |                  |              |  |
|                                 | 4 30 *          |  |  |                  |              |  |
|                                 | 4 14 *          |  |  |                  |              |  |
| Change of Line Name             | 3 31            |  |  |                  |              |  |
| <b>DANESCOURT</b>               | 3 18            |  |  |                  |              |  |
|                                 |                 |  | Wales Rail Operating Centre<br>(Valleys) (CF)<br>Axle counter area<br>Platforms - 50m, 54yds<br>UT - Up Treforest<br>DT - Down Treforest<br>Location of known low rail adhesion<br>- 2m 70ch and 2m 48ch |                  |              |  |

| LOR                             | Seq.            | Line of Route Description  | ELR   | Route   | Last Updated |  |
|---------------------------------|-----------------|--|---|---|--------------|--|
| GW840                           | 001             | Radyr Jn to Cardiff, Radyr Branch Jn Via City Lines                                  | RAD   | Wales - TFW CVL   | 27/08/2022   |  |
| Location                        | Mileage<br>M Ch | Running lines & speed restrictions   | Signalling & Remarks  |   |              |  |
| Radyr Jn<br>(Change of mileage) | 5 23<br>4 41    |  | TCB<br>RAB  | Cape Valley Lines<br>Integrated Control<br>Centre - TAM Workstation | GSM-R        |  |
|                                 | 4 30 *          |  |   |   |              |  |
|                                 | 4 14 *          |  |   |   |              |  |
| Change of Line Name             | 3 69 *          |  |   |   |              |  |
|                                 | 3 31            |  |   |   |              |  |
| <b>DANESCOURT</b>               | 3 18<br>3 12 *  |  |   |   |              |  |
|                                 |                 |  | Wales Rail Operating Centre<br>(Valleys) (CF)<br>SPT Area<br>Platforms - 84m, 92yds<br>UT - Up Treforest<br>DT - Down Treforest<br>Location of known low rail adhesion<br>- 2m 70ch and 2m 48ch |   |              |  |

| LOR  | Seq.         | Line of Route Description                           | ELR  | Route           | Last Updated   |  |
|--|--------------|---|--|-----------------|--|--|
| GW840  | 002          | Radyr Jn to Cardiff, Radyr Branch Jn via City Lines | RAD  | Wales - TFW CVL | 27/08/2022   |  |
| Location   | Mileage<br>M | Ch  | Running lines & speed restrictions   |                 | Signalling & Remarks   |  |
| FAIRWATER / TYLLGOED                                 | 2            | 60  |  |                 | TCB Wales Rail Operating Centre<br>RAB (Valleys) (CF) <br>Axle counter area<br>Platforms - 50m, 54yds<br>UT - Up Treforest<br>DT - Down Treforest<br>Platforms - 47m, (51yds) |  |
| WAUN-GRON PARK                                       | 2            | 25  |  |                 | Platforms - 154m, (168yds)   | DT - Down Treforest<br>UT - Up Treforest |
| Route Boundary<br>Transport for Wales CVL - NR WALES | 1            | 20  |  |                 |  |  |
| Leckwith Loop South Jn                               | 0            | 70  |  |                 |  |  |
| NINIAN PARK  | 0            | 63  |  |                 |  |  |
|  | 0            | 55 *  |  |                 |  |  |
| Penarth Curve North Jn                               | 0            | 47  |  |                 |  |  |
| Radyr Branch Jn                                      | 0            | 25  |  |                 |  |  |

| LOR  | Seq.         | Line of Route Description                           | ELR  | Route           | Last Updated  |  |
|--|--------------|---|--|-----------------|---|--|
| GW840  | 002          | Radyr Jn to Cardiff, Radyr Branch Jn via City Lines | RAD  | Wales - TFW CVL | 27/08/2022  |  |
| Location   | Mileage<br>M | Ch  | Running lines & speed restrictions   |                 | Signalling & Remarks  |  |
| FAIRWATER / TYLLGOED                                 | 2            | 60  |  |                 | TCB Wales Rail Operating Centre<br>RAB SPT AREA (Valleys) (CF) <br>Axle counter area<br>Platforms - 84m, 92yds<br>UT - Up Treforest<br>DT - Down Treforest<br>Platforms - 84m, 92yds |  |
| WAUN-GRON PARK                                       | 2            | 25 *  |  |                 | Platforms - 154m, (168yds)  | DT - Down Treforest<br>UT - Up Treforest |
| Route Boundary<br>Transport for Wales CVL - NR WALES | 1            | 20  |  |                 |   |  |
| Leckwith Loop South Jn                               | 0            | 70  |  |                 |   |  |
| NINIAN PARK  | 0            | 63  |  |                 |   |  |
|  | 0            | 55 *  |  |                 |   |  |
| Penarth Curve North Jn                               | 0            | 47  |  |                 |   |  |
| Radyr Branch Jn                                      | 0            | 25  |  |                 |   |  |

## Changes to Operating Instructions

For clarity, there are no other changes to either the Sectional Appendix Local Instructions or existing Operating Instructions, as part of Appendix B to this G1 Network Change Notice.

Seilwaith Amey Cymru /Amey Infrastructure Wales Ltd is a company registered in England and Wales  
Registered number: 11389544

Registered office: Transport for Wales CVL Infrastructure Depot Ty Trafnidiaeth, Trefforest Industrial Estate, Gwent Road, Pontypridd, United Kingdom CF37 5UT

## Proposed Timescale

The works for the signalling commissioning from Radyr North to Llandaff and Radyr North to Ninian Park will be delivered from 29 April 2023 until 05 May 2023.

## Appendix C – Proposed Scheme for the Commissioning of Track and Signalling Infrastructure Changes from Radyr North to Merthyr Tydfil

### Reasons for Proposed Change

Enabled by the “re-lock” and re-control scheme described in Appendix A, this scheme is required to deliver the train service capacity enhancements between Radyr North and Merthyr Tydfil.

For information, this scheme is also required to provide immunisation of the lineside signalling to allow for electrification works.

### Specification of Works

This scheme includes signalling enhancements, new passing loops and line speed alterations to reduce headways and increase capacity. The operational network changes are:

- Aspect sequence alterations will be implemented to improve headways and increase capacity:
  - Conversion of 4-aspect sequences to 3-aspect sequences between Radyr and Pontypridd (both directions).
  - Splitting of existing 2-aspect block sections into 3-aspect sequences between Pontypridd and Abercynon (both directions).
  - Provision of a “closing-up” signal approaching Abercynon from the south.
  - Movement of the last signal approaching Abercynon Junction from Merthyr, closer to the junction to improve junction clearance times.
  - Movement of the last signal approaching Troed-y-Rhiw South Junction in the Up direction closer to the junction to improve junction clearance times.
- To reduce headways and increase capacity of the network, the permissible speeds for passenger and freight services will be rationalised to enable aspect sequence alterations:
  - The maximum permissible speed for all train types will be limited to 60mph throughout this route.
  - However, in many of the areas where the existing permissible speed for passenger trains is less than 60mph, increases to the permissible speed of trains capable of braking, in accordance with Appendix C of GKRT0075 will be implemented, enabling future journey time improvements.
  - Permissible speeds for train services limited to Appendix A of GKRT0075 will be reduced in some areas to allow for the removal of 4-aspect sequences.

- A new double junction will be commissioned immediately to the south of Taff's Well station to provide access to the new train maintenance depot, which is currently under construction for the new TfW Class 398 fleet of "Metro Vehicle" tram/trains. Turnback facilities will be provided on both platforms at Taff's Well station to enable access to the depot from both the north and the south and via both entrance roads, which will be bi-directional. **NB** Operational arrangements for access to the new Taff's Well depot will be provided on a future G1 Network Change.
- A new passing loop will be commissioned at Quakers Yard along with a new Up platform and associated new junction signals.
- A new turnback facility will be provided in the Down platform at Merthyr Vale for trains approaching the Merthyr Vale loop from the south to turn back to the south.
- Removal of bi-directional running on the Down Merthyr Loop line.
- A new passing loop will be commissioned from Pentre-Bach to Merthyr Tydfil (both station platforms will remain outside of the new loop) along with associated new signals.
- Two Train Ready To Start ("TRTS") plungers will be provided at Merthyr Tydfil.

Level crossing alterations are proposed as follows:

- Closure of Gelynis Level Crossing (to be replaced by a new highway over rail bridge).
- Closure of the private footpath passive crossing at Pentyrch.
- Closure of the public footpath passive crossing at Portobello.
- Closure of the permissive footpath passive crossing at Quakers Yard.

This scheme also includes immunisation works for electrification. The operational network change associated with these works is conversion of all train detection to axle counters.

## Proposed Timeline

The current proposed timescales are shown below:

- 09 February 2023: Consultation Starts.
- 13 March 2023: Consultation Completes.
- 08 May 2023: Commissioning of track and signalling infrastructure changes from Radyr North to Merthyr Tydfil (Appendix C).
- 08 May 2023: The connection to a new fleet depot at Taff's Well for the class 398 Metro Vehicle ("MV") tram/train vehicles will be created (Appendix C).

## Amendments to Sectional Appendix

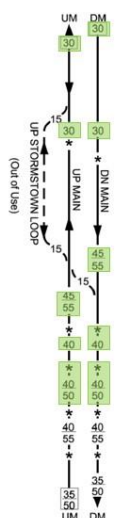
To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix (December 2022) pages 370 – 374.

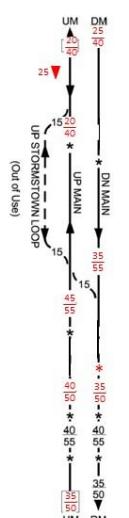
The new requirements are shown in **Red** font whilst requirements that are to be removed are shown in **Green** font struck through. Explanatory notes are in **Blue** font.

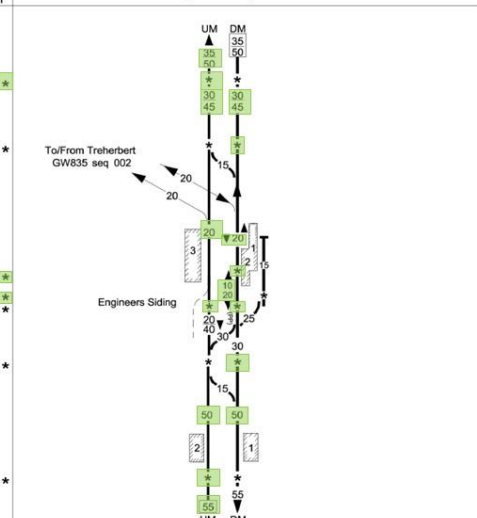
| LOR                             | Seq.            | Line of Route Description   | ELR   | Route                   | Last Updated |
|---------------------------------|-----------------|---|---|-------------------------|--------------|
| GW830                           | 001             | Merthyr Tydfil to Barry Island Via Cardiff Queen Street           | CAM   | Wales - TFW CVL         | 24/10/2022   |
| Location                        | Mileage<br>M Ch | Running lines & speed restrictions                                | Signalling & Remarks                        |                         |              |
| <b>MERTHYR TYDFIL</b>           | 24 44           |   | OT (S) Abercynon SB (A) GSM-R<br>RA6        | Platform - 111m, 121yds |              |
| Merthyr Junction                | 24 37           |   | 1) Points clipped & padlocked normal        |                         |              |
| Merthyr Viaduct<br>483m, 528yds | 24 34 *         |   |   |                         |              |
|                                 | 24 11 *         |   |   |                         |              |
|                                 | 23 63 *         |   |   |                         |              |
| <b>PENTRE-BACH</b>              | 23 03           |   | Platform - 142m, 155yds                     |                         |              |
|                                 | 21 73 *         |   | 20mph over bridge                           |                         |              |
|                                 | 21 72 *         |   |   |                         |              |
| <b>TROED-Y-RHIW</b>             | 21 69           |   | Platform - 139m, 152yds                     |                         |              |
| Troed-Y-Rhiw South Jn           | 21 62 *         |   | OT At signals A.204/<br>TCB A.192, 21m 25ch |                         |              |
|                                 | 21 52 *         | Down Platform (1) - 100m, 109yds<br>Up Platform (2) - 94m, 102yds |   |                         |              |
|                                 | 21 26 *         | DME - Down Merthyr Loop<br>UME - Up Merthyr Loop                  |   |                         |              |
| <b>MERTHYR VALE</b>             | 19 77           |   |   |                         |              |
|                                 | 19 68 *         |   |   |                         |              |
| Blacklion Junction              | 19 62 *         |   |   |                         |              |

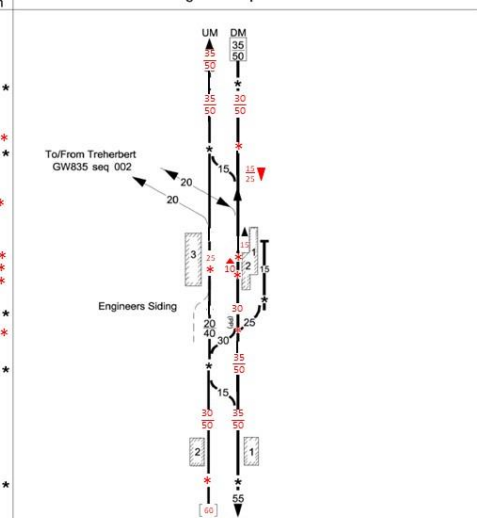
| LOR                             | Seq.            | Line of Route Description   | ELR   | Route   | Last Updated |
|---------------------------------|-----------------|---|---|---|--------------|
| GW830                           | 001             | Merthyr Tydfil to Barry Island Via Cardiff Queen Street           | CAM   | Wales - TFW CVL   | 24/10/2022   |
| Location                        | Mileage<br>M Ch | Running lines & speed restrictions                                | Signalling & Remarks  |   |              |
| <b>MERTHYR TYDFIL</b>           | 24 44           |   | TCB Core Valley Lines<br>RA6 Integrated Control<br>Centre - T&M Workstation GSM-R | Axle Counter Area<br>Non-SPT Areas<br>Platform - 111m, 121yds |              |
| Merthyr Junction                | 24 40 *         |   |   |   |              |
| Merthyr Viaduct<br>483m, 528yds | 24 30 *         |   |   |   |              |
|                                 | 24 11 *         |   |   |   |              |
|                                 | 24 09 *         |   |   |   |              |
|                                 | 23 18 *         |   |   |   |              |
|                                 | 23 11 *         |   |   |   |              |
| <b>PENTRE-BACH</b>              | 23 03           |   | Platform - 142m, 155yds   |   |              |
|                                 | 21 73 *         |   |   |   |              |
|                                 | 21 72 *         |   |   |   |              |
| <b>TROED-Y-RHIW</b>             | 21 69           | Platform - 139m, 152yds   |   |   |              |
| Troed-Y-Rhiw South Jn           | 21 64 *         | OT At signals A.204/<br>TCB A.192, 21m 25ch                       |   |   |              |
|                                 | 19 77           | Down Platform (1) - 100m, 109yds<br>Up Platform (2) - 94m, 102yds |   |   |              |
|                                 | 19 68 *         | DM - Down Merthyr<br>UM - Up Merthyr                              |   |   |              |
| <b>MERTHYR VALE</b>             | 19 77           |   |   |   |              |
|                                 | 19 68 *         |   |   |   |              |
| Blacklion Junction              | 19 61 *         |   |   |   |              |



| LOR                   | Seq.               | Line of Route Description   | ELR   | Route           | Last Updated |
|-----------------------|--------------------|---|---|-----------------|--------------|
| GW830                 | 003                | Merthyr Tydfil to Barry Island Via Cardiff Queen Street                           | CAM   | Wales - TFW CVL | 31/10/2022   |
| Location              | Mileage<br>M Ch    | Running lines & speed restrictions  | Signalling & Remarks  |                 |              |
| Abercynon Stormstown  | 15 77 *<br>15 75 * |  | TCB RA6 Abercynon SB (A) GSM-R<br>UM - Up Main<br>DM - Down Main<br>UM bi-directional to Stormstown Loop<br>TCB RA6 Radyr SB VR |                 |              |
| Site of Stormstown Jn | 15 40              |   |   |                 |              |
|                       | 15 22 *            |   |   |                 |              |
|                       | 15 00 *            |   |   |                 |              |
|                       | 14 67 *            |   |   |                 |              |
|                       | 14 10 *            |   |   |                 |              |

| LOR                   | Seq.               | Line of Route Description   | ELR  | Route           | Last Updated |
|-----------------------|--------------------|---|--|-----------------|--------------|
| GW830                 | 003                | Merthyr Tydfil to Barry Island Via Cardiff Queen Street                             | CAM  | Wales - TFW CVL | 31/10/2022   |
| Location              | Mileage<br>M Ch    | Running lines & speed restrictions  | Signalling & Remarks   |                 |              |
| Abercynon Stormstown  | 15 77 *<br>15 75 * |  | TCB RA6 Core Valley Lines Integrated Control Centre - TAM Workstation GSM-R<br>Axle Counter Area<br>Non-SPT Area<br>UM - Up Main<br>DM - Down Main<br>UM bi-directional to Stormstown Loop |                 |              |
| Site of Stormstown Jn | 15 40              |   |  |                 |              |
|                       | 15 22 *            |   |  |                 |              |
|                       | 15 20 *            |   |  |                 |              |
|                       | 14 67 *            |   |  |                 |              |
|                       | 14 10 *            |   |  |                 |              |

| LOR                 | Seq.         | Line of Route Description                               | ELR  | Route  | Last Updated                |
|---------------------|--------------|---|--|--|-----------------------------|
| GW830               | 004          | Merthyr Tydfil to Barry Island Via Cardiff Queen Street | CAM  | Wales - TFW CVL  | 20/09/2022                  |
| Location            | Mileage<br>M | Ch  | Running lines & speed restrictions   |  | Signalling & Remarks        |
|                     | 13 40 *      |   |  |  | TCB RA6<br>Radyr Jn SB (VR) |
|                     | 13 10 *      |   |  |  |                             |
| Pontypridd Jn       | 13 04        |   |  |  |                             |
|                     | 12 75 *      |   |  |  |                             |
|                     | 12 72 *      |   |  |  |                             |
|                     | 12 67 *      |   |  |  |                             |
|                     | 12 65 *      |   |  |  |                             |
| Pontypridd South Jn | 12 52 *      |   |  |  |                             |
|                     | 12 47        |   |  |  |                             |
|                     | 12 00        |   |  |  |                             |
| TREFFOREST          | 11 50 *      |   |  | Platform 1 - 150m (164 yards)<br>Platforms 2 and 3 - 124m (135 yards)<br>Platforms 1 and 2 - PP - A/S<br><br>Up Platforms - 143m (156 yards)<br>Down Platform - 84m (92 yards) |                             |

| LOR                 | Seq.         | Line of Route Description                               | ELR  | Route  | Last Updated   |
|---------------------|--------------|---|--|--|--|
| GW830               | 004          | Merthyr Tydfil to Barry Island Via Cardiff Queen Street | CAM  | Wales - TFW CVL  | 20/09/2022   |
| Location            | Mileage<br>M | Ch  | Running lines & speed restrictions   |  | Signalling & Remarks   |
|                     | 13 40 *      |   |  |  | TCB RA6<br>Care Valley Lines<br>Integrated Control Centre<br>Axle Counter Area<br>Non-SPT Area<br>UM - Up Main<br>DM - Down Main |
|                     | 13 13 *      |   |  |  |  |
|                     | 13 10 *      |   |  |  |  |
| Pontypridd Jn       | 13 08 *      |   |  |  |  |
|                     | 13 04        |   |  |  |  |
|                     | 12 79 *      |   |  |  |  |
|                     | 12 77 *      |   |  |  |  |
|                     | 12 73 *      |   |  |  |  |
|                     | 12 72 *      |   |  |  |  |
|                     | 12 65 *      |   |  |  |  |
|                     | 12 59 *      |   |  |  |  |
| Pontypridd South Jn | 12 52 *      |   |  |  |  |
|                     | 12 47        |   |  |  |  |
|                     | 12 00        |   |  |  |  |
| TREFFOREST          | 11 50 *      |   |  | Platform 1 - 150m (164 yards)<br>Platforms 2 and 3 - 124m (135 yards)<br>Platforms 1 and 2 - PP - A/S<br><br>Up Platforms - 143m (156 yards)<br>Down Platform - 84m (92 yards) |  |



## **Proposed Timescale**

The works for the commissioning of track and signalling infrastructure changes from Radyr North to Merthyr Tydfil will be delivered from 29 April 2023 until 08 May 2023.

## Appendix D – Proposed Scheme for the Commissioning of Track and Signalling Infrastructure Changes from Abercynon to Aberdare

### Reasons for Proposed Change

Enabled by the “re-lock” and re-control scheme described in Appendix A, this scheme is required to deliver the train service capacity enhancements between Abercynon Junction and Aberdare station.

For information, this scheme is also required to provide immunisation of the lineside signalling to allow for electrification works.

### Specification of Works

This scheme includes signalling enhancements, new passing loops and line speed alterations to reduce headways and increase capacity. The operational network changes are:

- Aspect sequence alterations will be implemented to improve headways and increase capacity:
  - Movement of the last signal approaching Abercynon Junction from Aberdare station closer to the junction to improve junction clearance times.
  - Provision of an additional Down direction signal at the southern end of the branch to allow a Down train leaving Mountain Ash loop to enter and travel along the majority of the single line section at the same time as a turnback move is taking place at the southern end of the branch.
- To reduce headways and increase capacity of the network, the permissible speeds for passenger and freight services will be rationalised to enable aspect sequence alterations:
  - The maximum permissible speed for all train types will be limited to 60mph throughout this route.
  - However, in many of the areas where the existing permissible speed for passenger trains is less than 60mph, increases to the permissible speed of trains capable of braking, in accordance with Appendix C of GKRT0075 will be implemented, enabling future journey time improvements.
  - Permissible speeds for train services limited to Appendix A of GKRT0075 will be reduced in some areas to allow for the removal of 4-aspect sequences.
- The Mountain Ash passing loop will be extended to the north towards Fernhill Station along with associated new signals.
- A new turnback facility will be provided in the Down platform at Mountain Ash for trains approaching the Mountain Ash loop from the south to turn back to the south.

- A new passing loop will be commissioned from Cwmbach to Aberdare (Cwmbach station platform will remain outside of the new loop) along with associated new signals.
- A new “arrivals” platform will be commissioned within the new loop at Aberdare to allow a second train to arrive at the station and for passengers to disembark after a first train has pulled forward to wait in the existing platform (to become the “departures” platform) and for passengers to board to form the next southbound service.
- A Train Ready To Start (“TRTS”) plunger will be provided at Aberdare station on the existing (“departures”) platform.

Level crossing alterations are proposed as follows:

- Closure of the public footpath passive crossing at Glenboi.
- Closure of the public footpath passive crossing at Bruces Upper.
- Upgrade of the existing public footpath passive crossing at Cwmbach Sidings to account for the double-tracking in this area for the new passing loop. In addition, Miniature Stop Lights for pedestrians will be provided.

This scheme also includes immunisation works for electrification. The operational network change associated with these works is conversion of all train detection to axle counters.

## Proposed Timeline

The current proposed timescales are shown below:

- 09 February 2023: Consultation Starts.
- 13 March 2023: Consultation Completes.
- 15 May 2023: The infrastructure change with track and signalling alterations will be commissioned from Abercynon to Aberdare (Appendix D).

## Amendments to Sectional Appendix

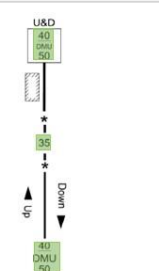
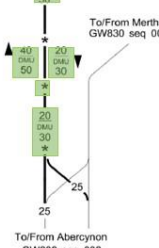
To support the alterations described above, the following revisions will be made to the Western Route Sectional Appendix (December 2022) pages 382 – 384 and 663 – 664.

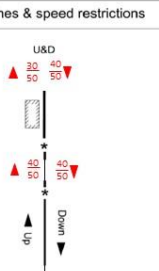
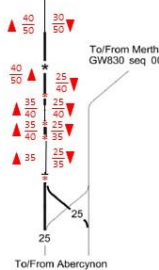
The new requirements are shown in **Red** font whilst requirements that are to be removed are shown in **Green** font struck through. Explanatory notes are in **Blue** font.

| LOR   | Seq. | Line of Route Description   | ELR                                |     |     | Route  | Last Updated |
|---|------|---|------------------------------------|-----|-----|--|--------------|
| GW834   | 001  | Hirwaun to Abercynon  | VON                                | ALK | ABD | Wales - TFW CVL  | 07/01/2022   |
| Location  |      | Mileage<br>M Ch   | Running lines & speed restrictions |     |     | Signalling & Remarks   |              |
| Hirwaun pond<br>(End of line)   |      | 27 15   |                                    |     |     | OT(S)<br>RA6 <span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">Abercynon SB (A)</span><br><br>OT(S) see Local instructions<br><br>Down: Start of GSM-R area at 26m 62ch<br>Up: End of GSM-R area at 26m 62ch<br><br>Gates operated by Guard <span style="float: right;">GSM-R</span><br><br>Barriers operated by Guard<br>AWS not provided between Hirwaun and Aberdare GF<br>Line Out of Use 22m 37ch to 27m 15ch - CVLINC1<br><br><span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">Platform - 84m, (92yds)</span><br>TCB<br><br><span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">1</span> Points clipped and padlocked Out Of Use<br><br>Platform - 94m (102yds) |              |
| Network Rail Boundary   |      | 26 62   |                                    |     |     |  |              |
| Hirwaun LC (TMO)  |      | 26 02   |                                    |     |     |  |              |
| Robertstown LC (TMO)  |      | 23 10 *   |                                    |     |     |  |              |
| Aberdare GF   |      | 22 37   |                                    |     |     |  |              |
| <b>ABERDARE / ABERDAR</b>   |      | 22 34   |                                    |     |     |  |              |
| Cwmbach Sidings LC (UWC)  |      | 22 28 *   |                                    |     |     |  |              |
| <span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">Cwmbach LC (UWC)</span> |      | 21 39 <span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">T</span>  |                                    |     |     |  |              |
| <span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">Cwmbach LC (UWC)</span> |      | 20 78 <span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">TT</span> |                                    |     |     |  |              |
| Cwmbach Junction  |      | 20 78   |                                    |     |     |  |              |
| <b>CWMBACH</b>  |      | 20 73 *   |                                    |     |     |  |              |
|   |      | 20 72   |                                    |     |     |  |              |
| (Change of Mileage and ELR)   |      | 20 68 VON   |                                    |     |     |  |              |
| (Change of ELR)   |      | 22 23 ALK   |                                    |     |     |  |              |
|   |      | 22 01 ABD   |                                    |     |     |  |              |
|   |      | 21 78 *   |                                    |     |     |  |              |

| LOR                           | Seq. | Line of Route Description | ELR                                |     |     | Route   | Last Updated |
|-------------------------------|------|---------------------------|------------------------------------|-----|-----|---|--------------|
| GW834                         | 001  | Hirwaun to Abercynon      | VON                                | ALK | ABD | Wales - TFW CVL   | 07/01/2022   |
| Location                      |      | Mileage<br>M Ch           | Running lines & speed restrictions |     |     | Signalling & Remarks  |              |
| Hirwaun pond<br>(End of line) |      | 27 15                     |                                    |     |     | OT(S)<br>RA6 <span style="background-color: #FFDAB9; border: 1px solid black; padding: 2px;">Core Valley Lines<br/>Integrated Control<br/>Comms TAM Workstation</span><br><br>OT(S) see Local instructions<br><br>Down: Start of GSM-R area at 26m 62ch<br>Up: End of GSM-R area at 26m 62ch<br><br>Gates operated by Guard <span style="float: right;">GSM-R</span><br><br>Barriers operated by Guard<br>AWS not provided between Hirwaun and Aberdare GF<br>Line Out of Use 22m 37ch to 27m 15ch - CVLINC1<br><br><span style="background-color: #FFDAB9; border: 1px solid black; padding: 2px;">Platform 1 - 97m, (106yds)</span><br><span style="background-color: #FFDAB9; border: 1px solid black; padding: 2px;">Platform 2 - 84m (92yds)</span><br>TCB<br><br><span style="background-color: #FFDAB9; border: 1px solid black; padding: 2px;">Axle Counter Area<br/>Non-SPT Area</span><br><br>Platform - 94m (102yds) |              |
| Network Rail Boundary         |      | 26 62                     |                                    |     |     |   |              |
| Hirwaun LC (TMO)              |      | 26 02                     |                                    |     |     |   |              |
| Robertstown LC (TMO)          |      | 23 10 *                   |                                    |     |     |   |              |
| Aberdare GF                   |      | 22 37                     |                                    |     |     |   |              |
| <b>ABERDARE / ABERDAR</b>     |      | 22 34                     |                                    |     |     |   |              |
|                               |      | 22 31 *                   |                                    |     |     |   |              |
|                               |      | 22 23 *                   |                                    |     |     |   |              |
|                               |      | 22 17 *                   |                                    |     |     |   |              |
| Cwmbach Sidings FP LC (R/G-X) |      | 21 39                     |                                    |     |     |   |              |
|                               |      | 21 05 *                   |                                    |     |     |   |              |
| Cwmbach Junction              |      | 20 78                     |                                    |     |     |   |              |
| <b>CWMBACH</b>                |      | 20 76 *                   |                                    |     |     |   |              |
|                               |      | 20 72                     |                                    |     |     |   |              |
| (Change of Mileage and ELR)   |      | 20 68 VON                 |                                    |     |     |   |              |
| (Change of ELR)               |      | 22 23 ALK                 |                                    |     |     |   |              |
|                               |      | 22 01 ABD                 |                                    |     |     |   |              |
|                               |      | 21 73 *                   |                                    |     |     |   |              |



| LOR           | Seq.    | Line of Route Description | ELR   | Route           | Last Updated  |
|---------------|---------|---------------------------|---|-----------------|---|
| GW834         | 003     | Hirwaun to Abercynon      | ABD   | Wales - TFW CVL | 30/05/2020  |
| Location      | Mileage | Ch                        | Running lines & speed restrictions  |                 | Signalling & Remarks  |
| PENRHIWCEIBER | 18      | 75                        |  |                 | TCB<br>RA6<br>Abercynon SB (A)<br>Platform - 94m, 102yds<br>GSM-R |
|               | 18      | 28 *                      |   |                 |   |
|               | 18      | 19 *                      |   |                 |   |
| Abercynon Jn  | 16      | 66 *                      |  |                 |   |
|               | 15      | 43 *                      |   |                 |   |
|               | 15      | 40 *                      |   |                 |   |
|               | 16      | 35                        |   |                 |   |

| LOR           | Seq.    | Line of Route Description | ELR   | Route           | Last Updated   |
|---------------|---------|---------------------------|---|-----------------|--|
| GW834         | 003     | Hirwaun to Abercynon      | ABD   | Wales - TFW CVL | 30/05/2020   |
| Location      | Mileage | Ch                        | Running lines & speed restrictions  |                 | Signalling & Remarks   |
| PENRHIWCEIBER | 18      | 75                        |  |                 | TCB<br>RA6<br>Core Valley Lines<br>Integrated Control<br>Centre T&M Workstation<br>Aisle Counter Area<br>Non-SPT Area<br>Platform - 94m, 102yds<br>GSM-R |
|               | 18      | 28 *                      |   |                 |  |
|               | 18      | 19 *                      |   |                 |  |
| Abercynon Jn  | 16      | 66 *                      |  |                 |  |
|               | 16      | 58 *                      |   |                 |  |
|               | 16      | 49 *                      |   |                 |  |
|               | 16      | 46 *                      |   |                 |  |
|               | 16      | 40 *                      |   |                 |  |
|               | 16      | 35                        |   |                 |  |

## Changes to Operating Instructions

To reflect the track and signalling infrastructure changes from Abercynon to Aberdare, the changes to the existing Sectional Appendix Local Instructions under GW834-HIRWAUN TO ABERCYNON will be amended.

Please see Annex 1 to Appendix D below for the changes proposed to each document. The new requirements are shown in **Red** Font whilst requirements that are to be removed are shown in **Green** Font struck through.

## **Proposed Timescale**

The works for the commissioning of track and signalling infrastructure changes from Abercynon to Aberdare will be delivered from 29 April 2023 until 15 May 2023.

## Annex 1 – Proposed Amendments to the Existing Sectional Appendix Local Instructions

The new requirements are shown in **Red** Font whilst requirements that are to be removed are shown in **Green** Font struck through.

### ~~GW834 – HIRWAUN TO ABERCYNON~~

#### ~~Hirwaun Pond~~

~~Arriving and departing trains. The Driver must advise the Abercynon Signaller:~~

- ~~a) — as soon as the trains arrives, and  
when the train is ready to depart~~

~~In the event of it not being possible to contact the Signaller, the Driver must satisfy himself that all level crossings on the return journey to Abercynon are clear and must be prepared to stop short of each one if necessary.~~

**Dated: 03/02/07**

### GW834 - HIRWAUN TO ABERCYNON

#### ABERDARE / ABERDAR

Between Aberdare and Hirwaun. The one train only train staff for the section of line between the double-sided STOP board at Aberdare 'old station' and Hirwaun is kept in the ground frame hut at Aberdare. All movements are under the control of the **Abercynon TAM** Signaller and a telephone is provided in the locked cabinet at the ground frame at Aberdare 'old station'.

The points at Aberdare 'old station' are clipped and padlocked for the route towards Hirwaun. The keys to the padlock are kept in the locked cabinet at Aberdare ground frame should it be necessary to gain access to the siding.

The Signaller must be advised when shunting movements are made into this siding and their permission must be obtained before a movement leaves the siding. The one train only staff is not required to be issued to Drivers for movements to or from this siding. On completion of movements, the points must be clipped and padlocked for the route towards Hirwaun and the key returned to the locked cabinet at the ground frame.

The Guard is responsible for operating the ground frame at Aberdare and carrying out the provisions of Rule Book, Module SS2 as appropriate.

~~Aberdare Station arriving and departing trains.~~

~~After changing ends, the driver must contact the Abercynon Signaller for permission to depart.~~

~~Dated: 13/09/2021~~

~~GW834 – HIRWAUN TO ABERCYNON~~

~~MOUNTAIN ASH/ ABERPENNAR~~

~~Guards of DMU trains stopping at the Down platform must see that signal A505 is showing a proceed aspect before giving the READY TO START signal from the leading cab~~

~~If signal A505 stays at danger for an unusually long time, the Guard must reach a clear understanding with the Driver that the train is to proceed only as far as the signal, then give the DRAW FORWARD signal.~~

~~Dated: 05/12/15~~