

Date: 09 April 2026

Ref: CVLNC023

Email: cvltrackaccess@amey.co.uk

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

Dear colleague,

Proposed Core Valley Lines (“CVL”) G1 Short Term Network Change:

Down Rhymney Loop and Rhymney Sidings South Access - Temporarily Out of Use (ELR: CAR 12m 70ch to 13m 37ch & CAR 23m 53ch)

This short-term Network Change Notice is issued in accordance with Condition G1.1 of the CVL Network Code and constitutes a formal proposal for a short-term Network Change under that Condition.

Seilwaith Amey Cymru/Amey Infrastructure Wales Ltd (“AIW”) wishes to implement the short-term Network Change described above and is required under Condition G1 to give notice of its proposal to the parties shown on the distribution list. 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. Train operators may also assess the impact of the proposed change on their business and inform AIW of what the direct costs and benefits of implementing the change are likely to be (if any).

This short-term Network Change Notice outlines AIW’s proposal to temporarily secure the Down Rhymney Loop and Rhymney Sidings southern entrance out-of-use, as follows, ELRs:

- CAR 12m 70ch to 13m 37ch
- CAR 23m 53ch

A detailed specification of the scheme is set out in Appendix A and includes a plan showing the parts of the Network and associated railway assets affected. AIW is proposing this change following advice to operators:

Late Notice Case Wires

MW080420246 & MW0804202601 issued at 14:00hrs 08/04/2026.

In accordance with Condition G1.2 (d), AIW is seeking comments from you to establish if you are content for the change to be implemented. We invite you to consider the proposed scheme and forward any comments to us **by 11th May 2026**. If a formal response is not received by this date, it will be deemed that you accept the proposal without compensation.

Please respond using the standard forms; (b), (c), (d) or (e) as appropriate, all of which can be found here: <https://tfwrail.wales/about-us/core-valley-lines-infrastructure-manager>

Please send all responses to 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 Network Code.

Please let me know if you require any further details to enable you to respond formally to this Notice. I look forward to receiving your response to enable the progression of this proposal.

If you are no longer the appropriate contact within your organisation to receive this consultation, please advise so that I may update my records.

Kind regards,

Nick Rowe

Rheolwr Rheoleiddio a Chysylltiadau Cwsmeriaid / Regulatory & Customer Manager
Trafnidiaeth Cymru / Transport for Wales Infrastructure Hub, Trefforest Industrial Estate,
Pontypridd CF37 5UT

Appendix A

Short Term Network Change details

The proposed duration of the short-term Network Change CVLNC023 is 13 months, until the commissioning of the final stage of CVL Transformation work in May 2027, when control of the will transfer from Network Rail's WROC to the CVL ICC.

Reasons for proposed change

The assets described in this Notice are currently controlled by the Valley Lines Signaller at the WROC; however, the introduction of the method of working currently adopted on the CVL, at Stormstown and Abercynon is not acceptable to Network Rail, as this is inconsistent with procedures elsewhere on its network.

It has been agreed to temporarily close the Rhymney Loop and Rhymney Sidings southern entrance on safety grounds until the CAR commissioning, when the assets described in this Notice will be managed directly by the CVL ICC and a consistent method of working can be applied.

ELRs:

- CAR 12m 70ch to 13m 37ch (Ystrad Mynach).
- CAR 23m 53ch (Rhymney South).

Specification of works

Application of a route bar:

- The CVL ICC flight engineer will implement a route bar on the signals leading to the down Rhymney Loop and southern entrance to Rhymney Sidings which will be recorded on a RT3187 form with the signaller.
- The signaller will place a reminder appliance on all affected signals.

For the avoidance of doubt, points 9417, 9419 and 9402 will be maintained in an operational condition and not secured for the following reasons:

- It is advantageous to keep these points in full working condition because they remain an integral part of the signalling system.
- From experience, points which are secured for any length of time tend to deteriorate and become less reliable quite rapidly.
- If these points were to be secured and should fail, the signaller would be denied the opportunity to operate them to regain detection.

- If these points should lose detection, then it will be quicker to diagnose and fix without the points being clipped/scotched.
- Movements of road rail plant under possession would not be possible.

Proposed Amendments to the Sectional Appendix Relevant Pages

Rhymney Sidings southern entrance, route CF2802A(S)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	001	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	08/12/2025
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
End of Line	24 00	<p>Southern entrance to Rhymney sidings 23m53ch out of use until further notice (CVL REF.TBC)</p>	TCB Wales Rail Operating Centre RA6 (Valleys) (CF) AC-CVLICC		
RHYMNEY/RHYMNI	23 69 *		Non-SPT Area (Excluding CF7403 SPT) Axle counter area Platform - 127m (138 yards)		
	23 64 *		4-Rhymney TFW LMD U&DR - Up & Down Rhymney U & DR electrified Siding 1,2,& 3 electrified Siding 4 partially electrified		
	23 49 *		Platform - 127m (139 yards)		
Limit of Electrification	23 28 *		Ⓣ Points installed & out of use U & DR electrified		
Pontlottyn Viaduct 128m	23 07				
	23 00				
Limit of Electrification	22 75				
	22 74				
PONTLOTTYN	22 65		Platform - 127m (139 yards)		
Limit of Electrification	21 51				
	21 36				
Craig Rhymney LC (UWC)	20 72				
Limit of Electrification (Up)	20 63				
Limit of Electrification (Down)	20 59 *				
TIR-PHIL	20 51	Platform 1-124m (136 yards) Platform 2-116m (127 yards)			
	20 40				
	20 16 *				
BRITHDIR	19 31	Platform - 124m (135 yards)			
	19 04 *	U & DR electrified			

Down Rhymney Loop (Ystrad Mynach), routes CF2587A(M), CF2833A(M) & CF2645A(M)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW810	004	Rhymney to Queen Street North Jn	CAR	Wales - TFW CVL	08/12/2025
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
(Start/end of diagram)	13	40			GSM-R TCB Wales Rail Operating Centre RA6 (Valleys) (CF) AC-CV/ICC Non-SPT Area Axle counter area UR and DR Electrified DRL - Down Rhymney Loop, 645m, 2116ft Down Rhymney Loop not electrified Down Rhymney Loop not electrified Platforms - 124m (135 yards) Location of Known low rail adhesion Both lines 11m 15ch to 10m 58ch Platforms - 126m (137 yards)
	12	11 *			
	12	10 *			
	11	40 *			
Limit of Electrification	11	32 *			
	11	18 *			
	11	14 *			
LLANBRADACH	10	74(Up)			
Limit of Electrification	10	68(Dn)			
	10	61 *			
	10	30 *			
	10	17 *			
ENERGLYN AND CHURCHILL PARK	09	45			
(Start/end of diagram)	9	35 *			

Proposed timescales of work

The changes described in this Notice have already been implemented on safety grounds in accordance with Late Notice Case Wires:

MW080420246 & MW0804202601 issued at 14:00hrs 08/04/2026.

Costs and compensation

Compensation will be paid in line with Part G of the Network Code.

Additional terms and conditions

Once this CVL Network Change has become an Established CVL 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 formally communicate the specific variation (or variations) 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 CVL Network Change Notice for consultation.