

BRITISH RAILWAYS
(LONDON MIDLAND REGION)

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED
RESPECTING SIGNALLING ALTERATIONS AT LLANDUDNO JUNCTION ON
SUNDAY 16 NOVEMBER 1980

IMPORTANT : This notice to be acknowledged immediately on receipt to
Operating OD.14 Crewe using Code AR.0 1650 G.

The running lines at Llandudno Jn. will be renamed and resignalled as shown on the attached diagram. The Blaenau Ffestiniog branch will be slued to connect with the down main line 285 yards nearer to Colwyn Bay.

Description of signals and other symbols depicted on the attached diagram

down main line

- A - Three aspect (Y/Y/G) distant signal situated 1680 yards before reaching the home 1 signal. This signal will when exhibiting a double yellow aspect indicate that the line is clear to the home 2 signal.
- B - Advance warning indicator for the 50 mph permanent speed restriction which commences at the 22 $\frac{3}{4}$ m.p. which has been repositioned 542 yards nearer to Colwyn Bay to be 1370 yards before reaching the speed restriction.
- LJ.47 - Three aspect (R/Y/G) home 1 signal situated 1765 yards before reaching the box.
- C - Existing signals renamed home 2 signals situated 589 yards after passing the home 1 signal.
- LJ.51 - Three aspect (R/Y/G) home 3 signal situated 17 $\frac{1}{4}$ yards before reaching the box. The position 4 junction indicator will apply to movements to the down Llandudno branch and the offset position light signal will apply to movements to the quay sidings.
- D - Existing starting signal unaltered.

up branch line from Blaenau Ffestiniog

- LJ.49R - Two aspect (Y/G) distant signal situated 1140 yards before reaching the home signal. This signal will when exhibiting a green aspect indicate that the line is clear to the down main home 3 signal.
- LJ.49 - Two aspect (R/Y) home signal situated 1245 yards before reaching the down main home 3 signal. The position 4 junction indicator will apply to movements to the "up and down" main line.

down and up Llandudno branch lines

- U, S, G and H - Existing signals unaltered.

SIGNALLING RECORD SOCIETY

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"up and down" main line down direction

- LJ.50 - Three aspect (R/Y/G) home 3 signal situated 174 yards before reaching the box applying :-
- main + route indication M - down main line
 - main + route indication L - down Llandudno branch line
 - sub - quay sidings

bay platform 1

- LJ.52 - Three aspect (R/Y/G) signal situated 174 yards before reaching the box applying :-
- main + route indication M - down main line
 - main + route indication L - down Llandudno branch line
 - sub + route indication SDG - up refuge siding

up main and "up and down" main up direction lines

- J, K and L - Existing signals unaltered.
- LJ.139 - Two aspect (R/G) starting signal carried on a cantilever gantry situated 1403 yards after passing the box.

up passenger loop No. 1

- M - Existing signal unaltered except that the route indicator will now exhibit:-
- 1 - up passenger loop No. 1
 - 2 - up passenger loop No. 2
- N - Banner repeating signal for LJ.141
- LJ.141 - Three aspect (R/Y/G) home 3 signal situated 445 yards after passing the box.

up passenger loop No. 2

- P and R - Existing signals unaltered.

All shunting signals will remain unaltered with the exception of those marked S on the diagram which will become a two armed signal applying :-

- top arm - to down main line
- bottom arm - to down Llandudno branch

ONEWE
November 1980

J.M. GREGORY
CHIEF OPERATING MANAGER

LLANDUDNO JUNCTION

