

PRIVATE—FOR USE OF THE STAFF CONCERNED ONLY.

Notice No. 42.W.

BRITISH RAILWAYS

LONDON MIDLAND OPERATING AREA

NOTICE OF ROYAL TRAINS

**LLANELLY (W.R.) to
CAERNARVON
RHYL to WREXHAM (W.R.)
ON**

Friday, 10th July, 1953

This Notice must be acknowledged immediately on receipt by telegram to
"Trains CFX Crewe" by use of the code word "GROVE 42.W."

BRITISH RAILWAYS

Working Time Table Reprints

COPYRIGHT NOTICE

This file has been produced from an original document, copyright of which lies with the BRB (Residuary) who gave the following permission for it to be reprinted:

"The Board has no objection to copies of these documents being made so long as they are for private information or for non-commercial enthusiast or railway club purposes and are not sold or lent for any payment other than to cover copying or transmission costs."

A list of available documents can be found at
<http://wttreprints.uk>

The original document is one of a number in my collection that I have scanned. Normally, I produce quality printed documents from my scans but I have found that these smaller documents seem to attract little interest so I have decided to make them available as free downloads. You may download and print it out as you wish.

THE INSTRUCTIONS CONTAINED IN CIRCULAR O/RR DATED DECEMBER, 1950, AS AMENDED IN SUPPLEMENTARY OPERATING INSTRUCTIONS DATED 6th JUNE, 1953, UNDER THE HEADING "INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF TRAINS DESIGNATED BY THE CODE WORD 'GROVE'" MUST BE APPLIED TO THE TRAINS IN THIS NOTICE WHICH ARE MARKED "GROVE."

Thursday, 9th July, 1953.

Light Engine, Crewe North Shed to Shrewsbury (W.R.).

Crewe North Shed	dep.	10 20 p.m.
Crewe Station	pass	10 23 p.m.
Nantwich	pass	10 35 p.m.
Whitchurch	pass	10 55 p.m.
Harlescott Crossing	pass	11 33 p.m.
Travels via Shrewsbury Station and triangle to turn:—		
Shrewsbury (W.R.)	arr.	11 55 p.m.

Class 7P engine (chimney first). To work GROVE Special Train Shrewsbury (W.R.) to Llandudno Junction.

Friday, 10th July, 1953.

GROVE Special Train, Llanelly (W.R.) to Glan Conway.

Miles			
—	Shrewsbury (W.R.)	dep.	1 15 a.m.
2	Harlescott Crossing	pass	1 20 a.m.
19	Whitchurch	pass	1 44 a.m.
29	Broxton	pass	2 0 a.m.
34	Tattenhall Junction	pass	2 8 a.m.
37½	Christleton	pass	2 14 a.m.
38½	Chester (Down Main Line)	pass	2 18 a.m.
40½	Saltney Junction	pass	2 22 a.m.
42	Mold Junction No. 1	pass	2 25 a.m.
47	Connah's Quay No. 1	pass	2 33 a.m.
52	Muspratt's Sidings	pass	2 40 a.m.
55½	Holywell Junction	pass	2 45 a.m.
68½	Rhyl	pass	3 3 a.m.
73	Abergele	pass	3 9 a.m.
79½	Colwyn Bay	pass	3 18 a.m.
83½	Llandudno Junction (Down Fast Line)	arr.	3 25 a.m.
—	Llandudno Junction (Down Fast Line)	dep.	3 40 a.m.
86	Glan Conway	arr.	3 55 a.m.

Two Light Engines, coupled Bangor Shed to Glan Conway.

Bangor	dep.	7 20 a.m.
Llandudno Junction	arr.	7 54 a.m.
Llandudno Junction	dep.	7 56 a.m.
Glan Conway	arr.	8 15 a.m.

Two Class 4 Tank Engines (ex. L.M.S. Standard 2—6—4), to arrive Glan Conway bunker first. To work GROVE Special Train Glan Conway to Caernarvon.

Friday, 10th July, 1953—(continued).

GROVE Special Train, Glan Conway to Caernarvon.

Miles

—	Glan Conway	..	..	..	..	dep.	9 5 a.m.
2½	Llandudno Junction	..	..	..	..	pass	9 20 a.m.
18	Bangor	..	..	..	..	pass	9 41 a.m.
19½	Menai Bridge	..	..	..	..	pass	9 45 a.m.
26½	Caernarvon (Down Platform Line)	..	..	..	..	arr.	10 0 a.m.

Light Engine, Glan Conway to Llandudno Junction Shed.

Glan Conway	..	..	..	..	..	dep.	9 50 a.m.
Llandudno Junction	..	..	..	..	..	pass	9 57 a.m.
Llandudno Junction Shed	..	..	..	..	..	arr.	10 0 a.m.

Class 7F Engine. After working GROVE Special Train Llandudno Junction to Glan Conway.

"A" Empty Stock, Caernarvon to Llandudno Junction Carriage Shed.

Reporting No. W 700.

Caernarvon (Down Platform Line)	..	..	..	dep.	10 30 a.m.
Menai Bridge	..	..	..	pass	10 43 a.m.
Bangor	..	..	..	pass	10 47 a.m.
Llandudno Junction (Up Fast Line)	..	..	..	arr.	11 10 a.m.
Llandudno Junction (Up Fast Line)	..	..	..	dep.	11 15 a.m.
Llandudno Junction (Down Fast Line)	..	..	..	arr.	11 20 a.m.
Llandudno Junction (Down Fast Line)	..	..	..	dep.	11 25 a.m.
Llandudno Junction Carriage Shed	..	..	..	arr.	11 30 a.m.

11 vehicles—494 tons.

"A" Empty Stock, Llandudno Junction Carriage Shed to Rhyl.

Reporting No. W 700.

Llandudno Junction Carriage Shed	..	..	..	dep.	12 50 p.m.
Llandudno Junction (Down Fast Line)	..	..	..	arr.	12 55 p.m.
Llandudno Junction (Down Fast Line)	..	..	..	dep.	1 5 p.m.
Colwyn Bay	..	..	..	pass	1 12 p.m.
Abergele	..	..	..	pass	1 22 p.m.
Rhyl (Up Slow Platform Line)	..	..	..	arr.	1 30 p.m.

11 vehicles—494 tons.

GROVE Special Train, Rhyl to Wrexham (W.R.).

Miles

—	Rhyl (Up Slow Platform Line)	..	..	..	..	dep.	2 0 p.m. F.L.
13½	Holywell Junction	..	..	..	..	pass	2 20 p.m.
16½	Muspratt's Sidings	..	..	..	..	pass	2 25 p.m.
21½	Connah's Quay No. 1	..	..	..	..	pass	2 32 p.m.
26½	Mold Junction No. 1	..	..	..	..	pass	2 40 p.m. S.L.
28½	Saltney Junction (Up Slow Line)	..	..	..	..	arr.	2 45 p.m.
—	Saltney Junction (Up Slow Line)	..	..	..	..	dep.	3 0 p.m.

Friday, 10th July, 1953—(continued)

Two Light Engines coupled, Chester (W.R.) Shed to Saltney Junction.

Chester (W.R.) Shed	..	..	..	..	..	dep.	2 0 p.m.
Chester No. 4	..	..	..	..	..	arr.	2 3 p.m.
Chester No. 4	..	..	..	..	..	dep.	2 5 p.m.
							S.L.
Saltney Junction	..	..	..	..	..	arr.	2 10 p.m.

Two Western Region "Manor" Class Engines, to arrive Saltney Junction chimney first.
To work GROVE Special Train Saltney Junction to Wrexham (W.R.).

Light Engine, Saltney Junction to Crewe North Shed.

Saltney Junction	..	..	..	..	..	dep.	3 10 p.m.
							S.L.
Chester	..	..	..	..	..	arr.	3 15 p.m.
Chester	..	..	..	..	..	dep.	3*25 p.m.
Christleton	..	..	..	..	..	pass	3 30 p.m.
Tattenhall Junction	..	..	..	..	..	pass	3 37 p.m.
Crewe Steel Works	..	..	..	..	..	pass	4 10 p.m.
Crewe North Shed	..	..	..	..	..	arr.	4 15 p.m.

Class 7P. After working GROVE Special Train Rhyl to Saltney Junction.

The trains will run on the Main, or Fast Line (where more than one line exists) unless otherwise shown:—

JOURNEY—LLANELLY (W.R.) TO GLAN CONWAY.

CHESTER—The Special Train will travel on the Down Main Line.

The adjoining lines must be blocked between Chester No. 1 and No. 6 signal boxes during the passage of the Special Train.

LLANDUDNO JUNCTION—The Special Train will arrive on the Down Fast Platform. Line and must be brought to a stand with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop.

After the Special Train has come to a stand, a Class 7F engine from Llandudno Junction Shed which has been standing on the Blaenau Ffestiniog branch line will be coupled in rear, after which the engine which has worked the train from Shrewsbury will be detached and released to shed.

All facing points over which the Special Train will travel when being worked from Llandudno Junction to the stabling point at Glan Conway must be securely clipped before any movement is made, and immediately the Special Train has passed over the Blaenau Ffestiniog Branch Junction points in the down slow line at Llandudno Junction No. 1, these points must be set for the main line and padlocked in that position. They must remain thus until it is necessary to reverse them for the passage of the 7.20 a.m. two light engines coupled from Bangor to Glan Conway.

GLAN CONWAY—The Special Train will be stabled at a point between 2½ and 2¾ mile posts, and must be brought to a stand with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop. The engine must remain attached to the train until the engines working the train from Glan Conway to Caernarvon have been coupled up, when it will be detached.

Friday, 10th July, 1953—(continued).

GLAN CONWAY—(continued)

During the time the Special Train is stabled at Glan Conway no train must be allowed to leave Llandudno Junction or Tal-y-Cafn in the direction of Glan Conway except the 7.20 a.m. two light engines coupled from Bangor.

JOURNEY—GLAN CONWAY TO CAERNARVON.

LLANDUDNO JUNCTION—The Special Train must not be allowed on the Down Slow Platform Line at Llandudno Junction.

CAERNARVON—The Special Train will arrive on the Down Platform Line and must be brought to a stand with the centre of the cab of the leading engine opposite to a point on the line to Llanberis at which a hand signalman will be stationed to indicate the place at which the train must stop.

The points in the down line at Caernarvon No. 2 must be set for the Llanberis direction and the signalman at Caernarvon No. 2 signal box must not give permission for the Special Train to approach from Caernarvon No. 1 signal box until the Special "Is Line Clear" signal (4—4—4) has been forwarded to, and acknowledged by repetition by, the signalman at Pontrhy-challt signal box.

After the Special Train has come to a stand the automatic brake must be entirely destroyed and the brake held on the train until the drivers of the engines receive instructions from the Station Master or Officer in charge of the train to uncouple their engines, which must then proceed to the opposite end of the train and be coupled up in readiness to work the empty train to Llandudno Junction.

Empty Train, Caernarvon to Llandudno Junction and Rhyl.

CONWAY—Speed must not exceed 15 miles per hour on the Up Line through Conway Tunnel No. 115.

LLANDUDNO JUNCTION—The empty train must be brought to a stand on the Up Fast Line at Llandudno Junction with the centre of the cab of the leading engine opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop. A Class 7F engine which has been standing in the Up Short Siding will be attached (chimney first) in rear, and the engines which have worked the empty train from Caernarvon will then be detached.

The Class 7F engine will then draw the empty train through the crossover road from the Up Fast Line to the Down Fast Line, and the train must be brought to a stand with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop. The same engine will then propel the empty train to No. 5 Siding in Llandudno Junction Carriage Shed and the train must be brought to a stand with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop.

Friday, 10th July, 1953 — (continued)

LLANDUDNO JUNCTION—(continued).

The engine will remain attached to the empty train and draw the empty train from the Carriage Shed at 12.50 p.m. to the Down Fast Line, where the train must be brought to a stand with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop. A Class 7P engine which has been standing in the Down Pilot Siding will be attached at the opposite end in readiness to work the empty train forward to Rhyl, and the Class 7F engine will then be detached.

All movements with the empty train in the vicinity of Llandudno Junction Carriage Shed must be made with extreme caution.

RHYL—The empty train will arrive on the Up Slow Platform Line and must be brought to a stand with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop. After the train has come to a stand the automatic brake must be entirely destroyed and the brake held on the train until the driver receives instructions from the Station Master or Officer in charge of the train to recreate the brake.

Speed must not exceed 15 miles per hour on the Up Slow Platform Line.

JOURNEY—RHYL TO WREXHAM (W.R.).

SALTNEY JUNCTION—The Special Train will arrive on the Up Slow Line and must be brought to a stand with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop.

The Signalman at Saltney Junction signal box must not give permission for the Special Train to approach from Mold Junction No. 1 signal box until the Special "Is Line Clear" signal (4—4—4) has been forwarded to, and acknowledged by repetition by, the signalman at Crane Street signal box.

After the Special Train has come to a stand the automatic brake must be entirely destroyed and the brake held on the train until the driver of the leading engine working the train forward to Wrexham receives instructions from the Station Master or Officer in charge of the train to recreate the brake.

Two Western Region "Manor" Class engines will arrive Saltney Junction (chimney first) at 2.10 p.m. from Chester (W.R.) Shed and on arrival will stand on the Western Region Up Main Line at Saltney Junction signal box. After the Special Train from Rhyl has come to a stand, these engines will be attached in rear in readiness to work the train forward to Wrexham at 3.0 p.m., and the engine which has worked the Special Train from Rhyl will then be detached.

All facing points over which the Special Train will travel when being worked from the Up Slow Line to the Western Region Line at Saltney Junction must be securely clipped before any movement is made.

Friday, 10th July, 1953—(continued)

Special Opening of Signal Boxes.

List of signal boxes which require to be specially opened at least one hour before the Special Train is due, and must remain open until the "Train out of Section" signal has been received for the Special Train:—

JOURNEY—LLANELLY (W.R.) TO GLAN CONWAY.

Yorton Station	Holywell Jn. Station
Malpas Station	Talacre Station
Broxton Station	Nant Hall
Christleton	Rhyl Sands
Dundas Sidings	Foryd Junction
Queensferry Station	Llandulas
Connah's Quay No. 2	Old Colwyn
Rockcliffe Hall	Mochdre and Pabo
Pentre Sidings	Conway Station
Flint Station	Tal-y-Cafn
Bagillt Station	

JOURNEY—GLAN CONWAY TO CAERNARVON

Conway Morfa	Penrhyn Siding
Tairmeibion	

JOURNEY—RHYL TO WREXHAM (W.R.)

Rhyl Sands	Rockcliffe Hall
Nant Hall	
Pentre Sidings	Connah's Quay No. 2

Train Reporting.

Trains shown in this Notice must be reported from the usual reporting points to the District Officer who, in turn, must take steps to see that information is passed forward to Divisional Control, who will report to Headquarters.

The following trains to be altered:—

1.10 a.m. newspaper, Manchester London Road to Chester must not leave Guilden Sutton until the Special Train has passed Chester No. 1.

1.45 a.m. parcels, Chester to Bangor to run to the slow line platform at Colwyn Bay and be regulated.

Friday, 10th July, 1953—(continued)

4.55 a.m. Llandudno Junction to Blaenau Ffestiniog North to start from Tal-y-Cafn.

5.40 a.m. Llandudno Junction to Blaenau Ffestiniog North to start from Tal-y-Cafn.

7.59 a.m. Llandudno Junction to Blaenau Ffestiniog North to start from Tal-y-Cafn.

7.10 a.m. Blaenau Ffestiniog North to Llandudno to be discontinued between Tal-y-Cafn and Llandudno Junction.

8.45 a.m. Blaenau Ffestiniog North to Llandudno to be discontinued between Tal-y-Cafn and Llandudno Junction.

9. 0 a.m. Llandudno Junction to Caernarvon to follow the Special Train.

10.20 a.m. Caernarvon to Chester to follow W 700 empty stock, Caernarvon to Llandudno Junction.

12.45 p.m. Bangor to Euston to follow the Special Train.

2.25 p.m. Chester to Rhyl must not leave Saltney Junction until the Special Train has arrived on the Up Slow Line at Mold Junction No. 1.

2.55 p.m. Chester to Pwllheli will not run between Chester and Ruabon.

S. G. HEARN,
Operating Superintendent.

Issued at Crewe Station, L.M.R. 13.
7th July, 1953.