

## 2.

# Rhyl to Llandudno Junction

Rhyl was one of North Wales' most popular resorts and particularly busy during summer months, especially up to the early 1970's, with the volume of passenger traffic mentioned at the end of the previous chapter reflecting this. The station boasted two through roads and during the period in question had two signal boxes to control the area and associated yards. Leaving Rhyl the line runs alongside Marine Lake and its miniature railway to the right before crossing the River Clwyd and Foryd Junction where the line for Denbigh branches off to the left (closed in 1968). Holiday parks then line the route onwards through Abergele and Pensarn before the first real climb since Chester, up the 1 in 100 gradient to Llandulas and on up to the summit located at the entrance to the 485 yard long Penmaenrhos tunnel. After emerging from the tunnel there is a downhill run along the coast with superb views out towards Llandudno before reaching the popular resort of Colwyn Bay. There then follows a short flat section, sweeping around to where the line to Blaenau Ffestiniog and on to Trawsfydd branches off to the left just before reaching Llandudno Junction. This is home to a depot, marshalling yard and a carriage servicing facilities, a regular haunt for English Electric class 40 locomotives. Early "EE" visitors to Llandudno Junction during 1961 included class 20 D8036, see page 34, and the experimental Gas Turbine locomotive "GT3" which was involved in early trial running along the North Wales Coast, see page 29.



### Above

40167 storms out of Rhyl on July 25th 1981 whilst working the summer Saturday 1M08 07.52 Leeds to Llandudno. Introduced to Haymarket in November 1961 as D367, this particular class 40 would remain based there for almost 20 years until a transfer south to Carlisle Kingmoor just before this image was recorded. Sightings of "Scottish" 40's in North Wales were rare and only normally occurred during running in turns from Crewe works or occasionally on services from Manchester or Yorkshire such as this one. However, from the summer of 1981 onwards other ex Scottish 40's would become regular visitors to the area after being transferred South. Examples included 40060/062/065/158/162, all of which were transferred away from Haymarket by the end of July 1981. 40167 was the last of the class to receive a classified repair at Crewe works, during February 1981. Withdrawn from Longsight three years later she would end her days in Doncaster works by the end of May 1984.

**Photo Peter Hanahoe.**

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### Above

July 18th 1981 and 40121 has rescued failed 47473 on 1D53, the 10.25 Euston to Llandudno comprising of MK3 stock. This was the second time in a matter of weeks that a class 40 had ended up on this duty, see page 21.

**Photo Peter Hananhoe.**

### Below

Scheduled to arrive at Bangor at 00.21 Saturday morning, the Friday Only 7D35 cement from Penyffordd had arrived with the discharge valves on the wrong side on April 26th 1983! This resulted in a trip back to Chester to turn on the triangle and in this view 40177 is seen at Llandudno Junction returning it to Bangor the following morning.

**Photo Dave Trains.**

