

## Corwen Central News



Much of the Dee Valley is starting to recover from the various batterings it has received since the turn of the year. The regulars, primroses, bluebells, daffodils and new born lambs have been putting in a tentative appearance across the valley whilst trees have steadily “greened up”.



*Bluebell wood near Plas Yn Ial*

*Photo : PR*

Not to be outdone by all that nature has to offer, the Project Team has been working hard and paddling around in mud slurry to build walls, lay concrete, clad the pump house, extend the north batter (again) and prepare for the arrival of the water tower. Unfortunately this effort has been laid low by the sudden and unexpected death of the Project's Engineer Philip (Phil) Carson over the weekend of April

21<sup>st</sup>/22<sup>nd</sup>. An appreciation of Phil's work and contribution to the Project can be found at the end of this Newsletter.

### Preparing the Ground

At the beginning of the month, the water tower base was completed and the shuttering removed. The area surrounding the trench has now been back filled, with the track in platform 2 extended east over the water and electrical supplies which have been contained in conduits and buried.



*Rail extension and Water Tower base Photo : PR*

In anticipation of the arrival of the completed water tower the infamous “gap” between the running line to Corwen East and the station has started to be filled. Readers may recall that the

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original cut through was done by Welsh Water many years ago to give access to the adjacent pumping station.



*Reducing the dip. Mini digger grading in Photo: PR*

It is not necessary to fill the gap entirely at this stage as this would cut off access to the work site entirely, but it is necessary to raise the dip to allow the low loader to deliver the water tower with out “grounding” in the dip. The smoother the access can become then the smoother will be the delivery and less strain will be put on the tractor unit.



*John Bearne compacting infill at Chicken Dock using the BOMAG roller Photo: GJ*

## North batter – again!

Just when you thought it was safe to ignore this item and tick it off as “done”, then it emerges again to tease the team! As building on the site has gone ahead and artefacts have started to find their place in the real world and not just on the plan then some adjustments are required to the ground.



*John Bearne delivering spoil from the Ruthin Spur for the North Batter Photo: PM*

Thus to get slightly more space on a very crowded site and to offer safe walking routes for staff the



*Grading in and extending the North Batter Photo: PM*

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north batter (embankment) has received more material from the Ruthin Spur.

A low concrete sleeper retaining wall was built earlier in the year along the railway/Welsh Water boundary. This will keep the extra material from spilling onto the road whilst allowing for some much sought after flat surface at rail level.

**Walls to the East and to the West Columns**

The East end single platform wall has now been completed with concrete infill for the “double skin” and spoil and rubble for the platform area.



*East end wall with tie bars and the beginnings of infill* *Photo: PR*

The accompanying photo shows this work in progress.

Whilst at the West End a trench has been dug between the ramp and the underpass wall to take the bases of the columns which will support the canopy roof. Further bases will be added along the length of the platform to take a further three pairs of columns.



*Shuttering at the west end to take the concrete bases for the canopy columns* *Photo: PM*

**Pump House Progress**

The completion of the Pump House's concrete floor last month signalled the start of the cladding – using traditional railway style corrugated tin sheets. This was the last piece of work to command the attention of Phil Carson, who had already designed and built the steel frame, pictured in situ last month.



*Almost complete - PH takes on real shape - roof next and then coat of black paint* *Photo: PR*

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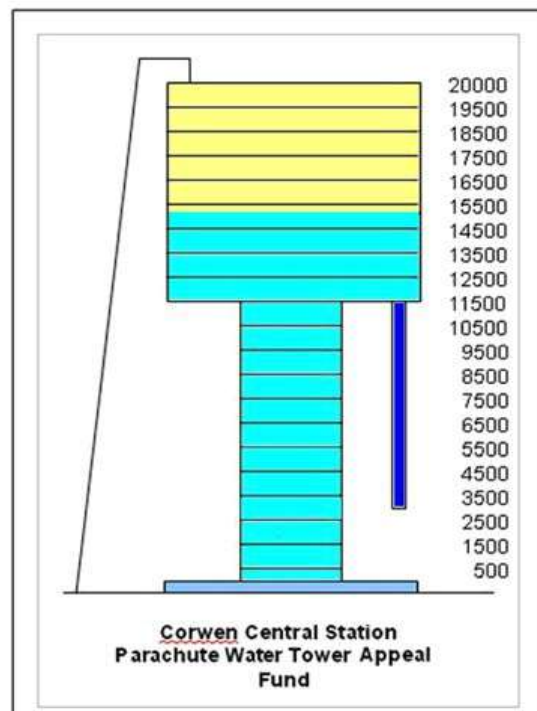
The cladding uses reclaimed corrugated sheets acquired from the contractors demolishing the old Corwen pavilion – as is the wont of the project – and will be finished in black. The Pump House contains the borehole pump and gives access for testing of the water and maintenance of the pump as well as the control gear – yet to be relocated from its temporary metal cabinet.

### Funding and Lucky Numbers

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80

*Lucky Numbers*

*This month's winning number is 19*



This month's winner of Lucky Numbers is Ray Gray Loco Department and Signaller with **Number 19** Congratulations go again to Ray on his win – especially as Ray was a lucky winner at the beginning of the year!! Project Treasurer, Paul Bailey says that Ray is delighted by this lucky double, but has kindly returned his winnings to the Tower Fund, which currently stands at £15,436. The *Tenner For a Tonne* including the *Five For Fifty Appeal* now stands at £6300. "Great progress", comments Paul Bailey, adding that "WE STILL NEED THOSE *Fifties*" and *Tenners*" if we are to achieve our target of £10000!"

Once again readers are reminded that the *Five for Fifty Appeal* continues to have the added bonus of two return tickets on the double header into Corwen

**Please make cheques payable to CCRD  
(Corwen Central Railway Development) and  
send to**

**Mr Paul Bailey, Dolwen, Bryneglwys, Corwen,  
Denbighshire LL21 9LY**

**Offers of materials can be made via the LRT by  
phoning 01978 860979 or via e-mail at  
[info@llangollen-railway.co.uk](mailto:info@llangollen-railway.co.uk)**

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**Philip (Phil) Carson**  
**(1946 -2018)**  
**An Appreciation**



*Doing what came naturally - Phil Carson (L) and John Heath prepare to hoist the cab of the mini-digger - Phil Morrey on crane duty Photo : PR*

As this newsletter was closing for publication the death of our good friend and colleague Phil Carson was announced.

He died over the weekend of 21/22<sup>nd</sup> April at his home in Chirk. Phil was one of the three “principals” with Richard Dixon-Gough and John Mason who were asked by the LR board of directors to deliver Phase 2 ( The Station) of the Carrog to Corwen Extension

Phil was a very talented and inventive person and readily took on the role as the Project's Engineer fabricating a range of tools and fittings as well as keeping running the Project's assorted collection of very elderly civil engineering machines.

In his working life Phil had been a heavy goods transport inspector and accident investigator for

the Department of Transport/Highways Agency. He could often be found plying his trade at the Department's Inspection and Weighbridge Centre up on the A5 just outside Shrewsbury.

His diagnostic skills for a breakdown or failure were unique. “Assume nothing, start from basic principles and trace the links in the system until the fault is found!”.

He devoted many unseen hours along with Richard and John attending planning meetings with local and national bodies to bring the Project to fruition and to promote its objectives to a wider public especially in South Denbighshire.

He was true gentle man, quiet and thoughtful, but when he offered an opinion it was well worth listening to, being full of common sense and experience derived from a working life in Public Service.

The whole Project Team send their deepest sympathy to Phil's family.

It will be a difficult job to replace our own “mechanical switch”.

