

Corwen Central News



For the best part of July, the hot weather continued. Much of the Dee Valley turned a gentle straw colour, good for hay making which was well advanced in the valley, but not too good for sheep and cattle who were for ever seeking shade and copious amounts of drinking water. The hot lazy days have seen plenty of bird life using the river – mallard, shell duck and goosander have all been busy adding to their clans whilst plenty of herons have been patiently fishing along the banks.

ensured that the work site has at last thoroughly dried out to allow building work to develop a pace. The down side is that any digging activities need an extra bit of energy.

Signalling the future.

As reported in an earlier edition of CCNL, a decision has been made to put the maximum labour effort into completing the locking room of the signal box with a view to bringing the operating floor down from Carrog yard quite soon.



Red Kite (*milvus milvus*) Photo : Arturo de Frias Marques

In the skies a number of Red Kites have been spotted as a sign of their growing numbers and a determination to push north. Sightings have also been reported in Northamptonshire as examples come up from their release areas in Oxfordshire. The good weather has at least



Locking room showing window frames and level 2 scaffold
Photo : PR

Once it is installed on site, equipment for the signal box can be added as time and resources allow. While open access to the site is still available, this is the best time to complete the

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main structure of the signal box. If track were added at this time then a “one piece” move of the operating floor would be impossible. In preparation for the move, a small team of volunteers have been busy rubbing down the wood of the signal box's back wall ready to receive undercoat – **tinned donations to which would be much appreciated!**



Scraping down the main frame and boards Photo : PR

The back wall is the largest continuous piece of woodwork in the signal box and will face north when on site and become virtually inaccessible due to the pumping station running alongside and a drop of 4 metres to the roadway. The front of the box consists mostly of large sliding windows which will face south with the railway running beneath and is a much more accessible proposition.

Westenders

The platform wall has now been completed past the underpass and up to the gap left for continuing access to the Ruthin Spur. A local contractor has now been engaged to move infill from the Spur

“quarry” to the void between the platform walls. With modern machinery, this has meant the movement of between 300 – 400 tonnes of material to be levelled and compacted. Supporters of the *Tenner a Tonne Appeal* can now see how their donations are starting to pay off.



10 tonnes of infill arrives at the west end Photo: PR

The fact that so much material can be brought down to the site during short working periods is very encouraging and quickly frees up volunteers to get on with other vital tasks. If you can, please keep *the Tenners* coming so we are able to reach at least £8,000 before the summer is out.



Rolling and compacting infill Photo : PR

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Eastenders

A similar infill activity has been taking place at the east end of the platform where material is being added to the void of the single platform.. This part is not so accessible for machinery, save for load delivery which then has to be shovelled and barrowed by the workforce.



Foundation for the receiving chamber Photo :PR

Under the water tower, a receiving chamber has been dug and started to be lined. It will carry the run off from the filler pipe and “grey water” run off from the platforms via the grid under the water tower and a delivery pipe which will be buried in the centre of the single platform. This water will then leave the site via the 1865 stone lined drain.

Station Building

With the successful outcome of the planning application for the station building, services have now been connected and renovation has moved on a pace. The temporary and somewhat unsightly roof covering has now been removed and replaced by a lightly pitched low maintenance “Polysol” coated metal one. This was fitted by a local

contractor during his Sunday off! In the meantime staff from Coleg Cambria have helped to hang new doors to the building and reorganise the internal layout.



New doors, new roof and painting underway Photo : PR

It is hoped that staff and apprentices might be able to help with further woodwork during the Autumn term. Donors of materials sometimes ask about their donations, how have they been used?? Well for those who have recently cleared their garages of old paint here it is performing as an undercoat on the station building! The planners nearly had a fit when they saw this, but were rapidly calmed when Richard started to apply the brown (chocolate) paint and did an undercoat “test” panel of the cream!! Incidentally the Friends of Glyndyfrdwy Station are to be thanked for their donation of the “Choccy and Cream” paint.

Up from the deep south (Cardiff)

Following in the wake of the visit of Sir Peter Hendy, Chairman of Network Rail, the Project Team were pleased to welcome from Cardiff NR's Andy Thomas, Route Managing Director for England and Wales. After the customary cuppa and

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introduction to the site, Andy was shown round by project manager Richard Dixon-Gough. Like his boss, Andy was much impressed by the size of the site and what had been achieved by the volunteer work force.



On site with Richard Dixon-Gough is Andy Thomas
Photo: PR

This month's winner of Lucky Numbers is Terry Plumb, a Trust Member and supporter of a number of railway appeals with **Number 66**
Congratulations go to Terry on his win.

£10,000	£5,000	Tanner a Tonne (£10)	
£9,500	£4,750		
£9,000	£4,500		
£8,500	£4,250		
£8,000	£4,000		
£7,500	£3,750		£2,000
£7,000	£3,500		£1,750
£6,500	£3,250		£1,500
£6,000	£3,000		£1,250
£5,750	£2,750		£1,000
£5,500	£2,500	£750	
£5,250	£2,250	£500	
		£250	

At the end of his visit Andy said “ The Llangollen Railway provides the local community and visitors to the area the chance to journey back in time and I am pleased to see the heritage railway expand through generous donations including the grant from the Welsh Government”

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 **66**

With regards to the “Tanner a Tonne” appeal, Paul Bailey reports that this now stands at £7,300 but he would like to reach at least £8,000 by the end of the summer.

In order to boost this part of the Corwen Project you are reminded that Paul has put together a package to include 4 complimentary Return Tickets (2+2) to travel the Llangollen line on any Timetabled Services Excluding Special Events for anyone donating £100 to the infill fund. He writes “Treat your Family or Friends to a visit to our "Jewel in the Dee Valley" and let them enjoy our beautiful scenery by donating to the Infill Fund”.

Another way to support the Corwen Project is through the purchase of shares. In the recent edition of “Steam at Llangollen (152)” , the

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company's registrar reported that 115,543 x £1 shares have been applied for since the launch of "The Big Push" (to Corwen) in April 2017. This share offer is still open for applications (**marked BP**) and enquiries can be made via the Plc/LRT office. Although dividends are not paid on shares, holdings do come with annual free travel vouchers each to the value of an Adult return fare – a very worthwhile "dividend" in the light of current returns on bank and savings accounts!

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

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

Information regarding share purchases can be made by phoning 01978 860979 or via e-mail at info@llangollen-railway.co.uk

End Piece

Strange how you have to travel 1400 kms to another country to find out what is happening on your home patch! Such was the case a couple of weeks ago when on a visit to Brienz, Switzerland it was revealed that one of the rack and pinion locomotives serving the *Brienz Rothorn Railway* (BRB) was going to make a visit to a sister engine it hadn't been paired with for 126 years, stationed on the Snowdon Mountain Railway (SMR). Both railways were laid out in the 1890s with Rothorn opening to passengers in 1892 and the Snowdon Railway in 1896. Both railways share a number of important features including motive power, track gauge and rack system and overall distance travelled – 7.6km (4.7miles). However the summit

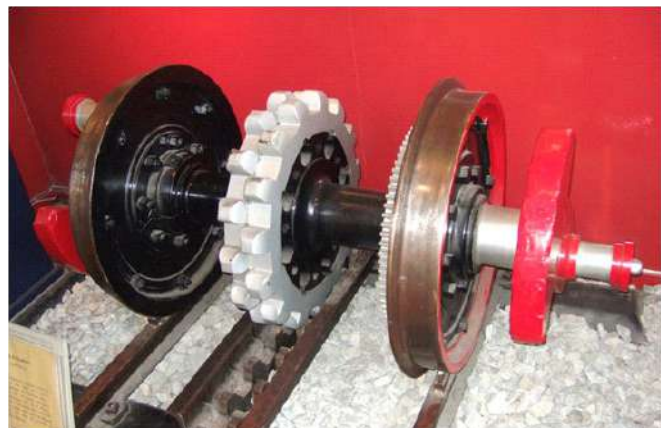
station on the BRB is at 2,244 m (7,362ft) whilst the SMR's summit is at 1,065m (3,493ft).



No12, No14 and No2 (on Rt) at the Rothorn Kulm (summit) Station
Photo: PR

Locomotives for both systems were supplied by the Swiss Locomotive and Machine Company from Winterthur and run on an 800mm wide track using the Abt rack and pinion system to climb each mountain.

This rack system, one amongst many designs was devised by the Swiss engineer Carl Roman Abt and originally applied to the Harzbahn (*Harzer Schmalspurbahnen* or **HSB**) in 1885.



Abt rack and pinion : 1923 built wheel set on display at Llanberis
Photo : A.M Hurrell

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The SML locos are coal fired and date from 1891 through to 1896. The 1891 loco No2 from the BRB is to visit Snowdon. The locomotive will make a 3 day journey on the back of a lowloader from Brienz to Llanberis during August in anticipation of services starting on September 1st. No2 will be in residence and at work on the SMR for 4 weeks before returning home. It is understood that No2 will undergo some firebox repairs along with other maintenance tasks before setting out for North Wales.



No12 prepares to depart Brienz with little or no smoke. Note coal fired No2 also making ready! Photo: PR



No2 makes its way down the Rothorn Photo: PR

These locos are very powerful and capable of delivering a continuous output from the boiler, but controlled solely by the driver. They use heating oil as the main fuel for the boiler and are monitored electronically to ensure water in the boiler and the firing is at an optimum level for the work required. The sound from these engines is truly amazing – 7.6km of roaring chuff which then turns to silence when the job is over!

Like the SMR the BRB has gone through some difficult times especially regarding the continued use of steam traction. Both railways however, have retained their SLM steamers, but have also bought a number of modern diesel hydraulics (Hunslet and Steck) locos to supplement the timetable or to be run when demand is light. Unlike other Swiss mountain lines, the BRB was not electrified and this made the railway a special attraction as from 1953 to 1990 it was the only steam-operated line in Switzerland. To maintain this service 4 new steam locomotives were ordered from SLM to a design by Roger Waller between 1992 and 1996.



No2 BRB to visit the SMR for 4 weeks from September 1st Photo: PR

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CORWEN PLATFORM APPEAL

“FIVE FOR FIFTY” AND “TEN FOR ONE HUNDRED”

I would like to donate £50 for Five Tonnes of infill for the Corwen Station Island Platform and claim my 2 Tickets on the CCE (Corwen Central Express) ✓

I would like to donate £100 for Ten Tonnes of infill for the Corwen Station Island Platform and claim my complimentary Return Tickets (2-2) to travel the Llangollen line on any Timetabled Services (*Excluding Special Events*). ✓

Please make Cheques payable to
Corwen Central Railway Development or CCRD and send to

Mr Paul Bailey, Dolwen, Brvneglwys, Corwen, Denbighshire LL21 9LY

Contact Details :

Name :

Address :

Phone E/Mail :

Please enclose an SEA to receive your complimentary tickets