

Corwen Central News



Once again winds from the Atlantic have been sweeping in across the south and west of Wales, culminating in the blast from Storm *Callum*. The result was severe flooding in the south and at least 36 hours of rain along the Dee Valley resulting in water pushing back from the river

Signal Box Top

With the lifting of the signal box imminent, project volunteers have been at Carrog to strengthen the signal box frame. A number of superfluous items such as cupboards (original furniture) and block shelf brackets have been removed to help initially to lighten the load, but more importantly to allow for the installation of an internal frame consisting of heavy cross braced timbers to guard against any “crush factor” which might exist when the box is lifted onto the low-loader.

Items removed will be reinstated when the box is sited at Corwen.



Ex GWR Class 57XX 0-6-0 PT 7714 heads west through Deeside Halt on it way to Corwen during the Cambrian Lines Gala
 Photo: Nigel Clough

around Corwen East Station. However, despite this poor weather, the Project Team have been at work digging out footings for the station building and filling the trenches with concrete, completing drain covers and drains at the water tower and preparing the signal box top for removal from Carrog Yard.



Signal Box lowering on trailer at Carrog Yard Photo : GJ

On the 25th October, the signal box was picked up from Carrog Yard and removed to Corwen. Under

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the supervision of Andrew Goodman's company *Rail Support Services*.

The transport was provided by *John Dickinson of Darlington, Co Durham* whilst lifting was contracted to *Buckley's Crane Hire of Glan Conwy*. Much discussion had taken place before the lift about how it might be carried out without



Signal Box heading over the bridge at Carrog
Photo : John Briggs

seriously impairing the structural integrity of the box. A steel lifting frame was suggested, with various permutations, but in the end steel plates of sufficient strength and width were put under the signal box floor and attached to lifting strops (see photographs) which hung well clear of the signal box sides.

The building was then gently eased from its resting place of more than twenty years and placed safely and effortlessly onto John Dickinson's trailer for removal to Corwen. After the loading

Buckley's *Tandon Faun crane* headed off to Corwen to await the arrival of the signal box in anticipation of placing it on top of the locking room. After careful manoeuvring off the A5 and down the side road by *Canolfan Ni* the signal box was brought up to the station site where the crane stood ready to lift the box onto its final resting

place – on top of the locking room. Some concrete blocks had to be removed to accommodate the lifting beams so the box could be fitted flush with the top of the locking room. These blocks were rapidly replaced and the job made good. (See photographs)



(L - R) 90 ton crane arrives, SB makes its way to site entrance, lift underway, SB on top of locking room

Westenders again



(L-R) Running concrete into footings ground plan, completed footings
Photos : GJ/PR

Meanwhile at the Westend foundations have been prepared to accept the building of the toilets and waiting room. It was originally thought that there

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would be insufficient space to have a permanent platform building, but the actual construction of the island platform has yielded far more usable surface area than anticipated.

The Project Team have been awaiting the delivery of the design drawings for the canopy saddles which will allow for the placing of the columns on top of the underpass exit to the platform.

This in turn will unlock another aspect of the build, namely the design and installation of the wheel chair lift This could not be carried out until the saddles had been designed thus allowing the lift engineers to set their dimensions and clearances.

And Eastenders

The back wall of the Down Platform single wing has now been completed, apart from paving, having received drain covers and spear top railings.



Water Tower overflow drain

Photo : PR

The water tower soak away has also been cemented into place.

Pump House

The Pump House has been roofed with newly rolled corrugated sheets. This will allow the power supply for the borehole pump to be moved inside away from its temporary cabinet. Readers may be aware that this completion has been on hold whilst



Peter Neve inspects the Pump House roof

Photo : GJ

construction leader, Peter Neve, turned his professional attention to planning matters linked to



Pump House complete with newly painted roof

Photo: PR

the temporary station building, sewage and drainage works! Correctly profiled corrugated

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sheets were not readily available so had to be ordered specially for the Pump House. The main fitting work was carried out by Neil Powell of the Pentrefelin Carriage and Wagon Works. As the photograph shows, Peter is standing back to admire the work!!

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 17

This month's winner of Lucky Numbers is Mike Williams, a member of the Guards' Department with **Number 17**. Congratulations go to Mike on his win. This time Mike has decided to donate his winnings to the 7754 appeal thus keeping the money on the railway and supporting another worthy cause.

The Tenner a Tonne Appeal now stands at a credible £9530. We now need less than £500 to reach our target!! Once again, Paul Bailey, our erstwhile Project Treasurer is calling for readers' support to reach the £10,000 target. "Come on folks", he writes, "Can you spare a Tenner to complete this part of the Project so you can say "I contributed to our New Corwen Platform!!"".



Whilst the construction of Corwen Central Station is a priority, some readers and supporters might be interested in contributing to the activities of the Llangollen Suburban Group whose vehicles are destined to "decorate" the new station by 2020, either as a rake of 6 Suburbans or two rakes of 3!!! The group is about to start restoration of their 6th Coach in 2019 once they've finished the current Brake Coach. They will need to fund raise to complete this Coach a CL (Composite Lavatory) so if anyone wants to support this valuable project please send a cheque payable to **Llangollen Suburban Group** to Paul Bailey c/o Dolwen, Bryneglwys, Corwen LL21 9LY or contact him for further information or payment options.

For matters concerning Corwen Central

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

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**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**

End Piece

When reading this you will be once again in step with Greenwich Meantime (GMT) having moved your clocks and watches back an hour from “summer time” (BST). Fortunately “British Summer Time” will return on March 31st 2019!!

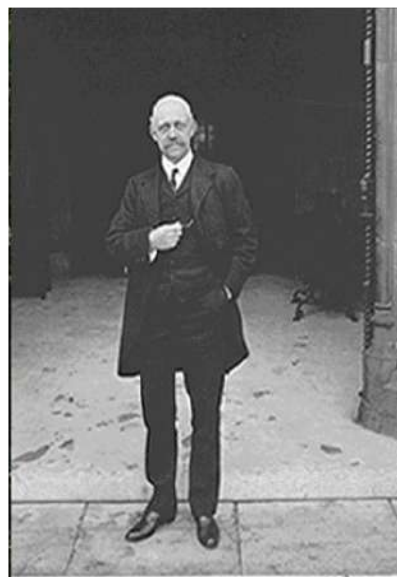
The British born, New Zealand entomologist George Hudson (1867-1946) first proposed modern DST (Daylight Saving Time)



George Vernon Hudson (1867-1946) Photo : Unknown

Hudson's shift-work job gave him leisure time to collect insects and led him to value after-hours daylight. In 1895, he presented a paper to the *Wellington Philosophical Society* proposing a two-hour daylight-saving shift. However, many publications credit the DST proposal to the prominent English builder and outdoor enthusiast

William Willett (1856 – 1915) who independently conceived DST in 1905 during a pre-breakfast horse ride, when he observed with dismay how many Londoners slept through a large part of a summer day. An avid golfer, Willett also disliked cutting short his round at dusk. His solution was to advance the clock during the summer months, a proposal he published two years later. The Liberal Party MP Robert Pearce took up Willett's proposal, introducing the first Daylight Saving Bill to the House of Commons on February 12, 1908. A select committee was set up to examine the issue, but Pearce's bill did not become law, and several other bills failed in the following years.



William Willett in 1909
Photo : Sir John Benjamin Stone

Willett lobbied for the proposal in the UK until his death in 1915. However during World War 1, the German Empire and Austro-Hungarian Empire organized the first nationwide implementation starting on April 30, 1916. Out of necessity, Britain, most of its allies, and many European neutrals soon followed suit. Russia and a few other

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countries waited until the next year, and the USA adopted daylight saving in 1918.

Daylight Saving Time, to give it its international title, is not generally observed near the equator, where sunrise times do not vary enough to justify it. Some countries observe it only in some regions; for example, southern Brazil observes it while equatorial Brazil does not. Only a minority of the world's population uses DST, because Asia and Africa generally do not observe it.

Industrialised societies generally follow a clock-based schedule for daily activities that do not change throughout the course of the year. The time of day that individuals begin and end work or school, and the coordination of mass transit, for example, usually remain constant year-round. In contrast, an agrarian society's daily routines for work and personal conduct are more likely to be governed by the length of daylight hours and by solar time which change seasonally because of the Earth's axial tilt.

The manipulation of time at higher latitudes (for example Iceland Nunavut or Alaska) has little impact on daily life, because the length of day and night changes more extremely throughout the seasons (in comparison to other latitudes), and thus sunrise and sunset times are significantly out of phase with standard working hours regardless of manipulations of the clock. During his time as an American envoy to France (1776-1785), Benjamin Franklin, publisher of the old English proverb "*Early to bed, and early to rise, makes a man healthy, wealthy and wise*", anonymously published a letter in the *Journal de Paris* suggesting that Parisians economize on candles by rising earlier to use morning sunlight. This 1784 satire proposed taxing window shutters, rationing

candles, and waking the public by ringing church bells and firing cannons at sunrise. Despite common misconception, Franklin did *not* actually propose DST and 18th-century Europe did not even keep precise schedules. However, this soon changed as rail transport and communication networks came to require a standardization of time unknown in Franklin's day. Broadly speaking, most jurisdictions abandoned daylight saving time in the years after WW 1 ended in 1918. However, many different places adopted it for periods of time during the following decades and it became common during World War II.- including a period of double summer time!



William Willett is remembered in Petts Wood by a memorial sundial, which is always set on DST (Daylight Saving Time) Photo : P. Ingerson

In 1970-71 an experiment was carried out using the BST setting all year round. However, this was not well received and led to the 1972 British Summer Act setting the pattern of adding and taking away an hour. However, under a European Community directive summer time begins annually on the last Sunday in March, which may be Easter Sunday (for example in 2016). Currently there is a move within the EU to abolish DST across the member states. Happy sleeping everyone!

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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

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