

Corwen Central News



As the year draws to a close the Dee Valley is again enveloped in early morning mist and a mix of russet and gold as the foliage yields to the call of autumn and the not too distance advance of winter.



Autumn Colours at Corwen Photo: PR

To bring the 2018 timetable to a conclusion the valley rang to the crack and buzz of a spectacular firework display at Glyndyfrdwy followed by the official closure of the temporary Dwyrain Corwen East Station after 4 years of faithful service. Meanwhile the Project Team have remained busy preparing to lay the first blocks of the station building, putting the manufacture of the canopy column saddles out to contract, preparing for the installation of the wheelchair lift and finishing off the railings to go around the top of the underpass.

Building with a view

After putting in the footings for the platform station building, work has started to lay the first couple of courses of blocks so the plan can be raised to at least edging block level.



First blocks for platform building Photo: PR

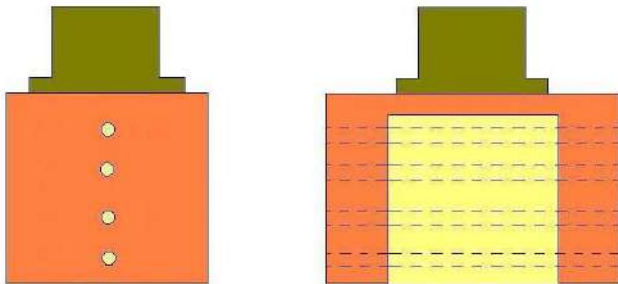
This will allow for platform pavers to be placed with further building work to follow once the basic facilities are open for the running of trains. The floor of this building will use block and beam as the base such as was used on the locking room floor of the signal box.(see CCNL passim).

Saddling up

The design of the island platform has steadily evolved as the area to be worked on has become more apparent to the Project Team. Thus a

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platform with canopy only has developed into an island platform with canopy and waiting room/toilets.



Column Saddles to fit over the underpass walls

Diagram : PR

The canopy columns need to start on the top of the underpass. These columns will have to be shortened and held in place by specially designed “saddles” which go over the top of the underpass exit walls. The remainder of the columns will be set into the platform using traditional methods.

Youth Group paving the way

The Llangollen Railway Youth Group were welcomed on site, under the supervision of their leader Mike Dodgshon, assisted by Project Team PA, Phil Rogers who was providing additional safety management for the group.

After the usual cuppa and a safety briefing, the group made its way to the west end and the Ruthin Spur where the members were put to the task of moving the tactile pavers from their storage point to the island platform

Tactile pavers are a requirement of modern stations or pedestrianised areas to indicate to passengers/pedestrians with limited vision or mobility that they are nearing the limits of a safe area and will need to take care.



Youth Group deliver tactile pavers using traditional methods!

Photo: PR

The input from the Youth Group is much appreciated by the regular volunteers as it helps to “*ease their backs*” and lets them get on with more skilled work!

New kid on the block(s)



Peter Jump getting to grips with the Superailer

Photo: PR

The Project Team and the Llangollen P-Way department were pleased to welcome a very useful piece of equipment to the railway namely a

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Rexquote Suprailer – road-rail crane/excavator based around the *CASE 988* wheeled excavator.



Suprailer/CASE 988 with p-way trailer at work on the Big Railway Photo : TRS

The *Rexquote*, with matching air braked trailer will be able to deliver building materials along the length of the platform whilst assisting with the positioning of rails and sleepers. For those unfamiliar with the name *Rexquote*, the company is based in Somerset and adapts construction equipment for use on the railways, especially the National Network. They take wheeled and crawler excavator/cranes from the likes of *CASE* and *KOMATSU* and equip them with retractable/extendable rail wheels and safety features suitable for the rail environment. Incidentally, *CASE* celebrated their 175th anniversary last year, having been founded in 1842 by Jerome Increase Case as the *Racine Threshing Machine Company of Racine, Wisconsin*. The railway is not necessarily expecting 175 years service from its new purchase, but the opportunity exists for it to make a useful contribution in the years to come.

The timely arrival of this machine means that the Project Team can move ahead with building the wall for Platform 1 without locking themselves out of the site.



P-way trailer on site at Corwen Central Photo : PR

Dwyrain Corwen East - farewell



Farewell to Corwen East

Photo: GJ

After 4 years' service, the curtain finally came down on Corwen East Station on November 4th after the departure of the last Up service.

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From uncertain beginnings, because no one knew what to expect from this impromptu wood and scaffold structure, the reputation of the station has steadily grown concluding with a record breaking income and passenger usage. Under the efficient management of Wayne Ronneback, the booking office has become a mine of information about the railway and its location, with a popular collection of merchandise including books and cards, making a contribution to supporting both Corwen East and the Corwen Central Project. As reported elsewhere (CCNL passim) the new booking office at the entrance to the island platform has been connected into the electricity supply and is being fitted out for the start of next season's timetable. In the meantime the dismantling of Corwen East is underway starting with the removal of the wood

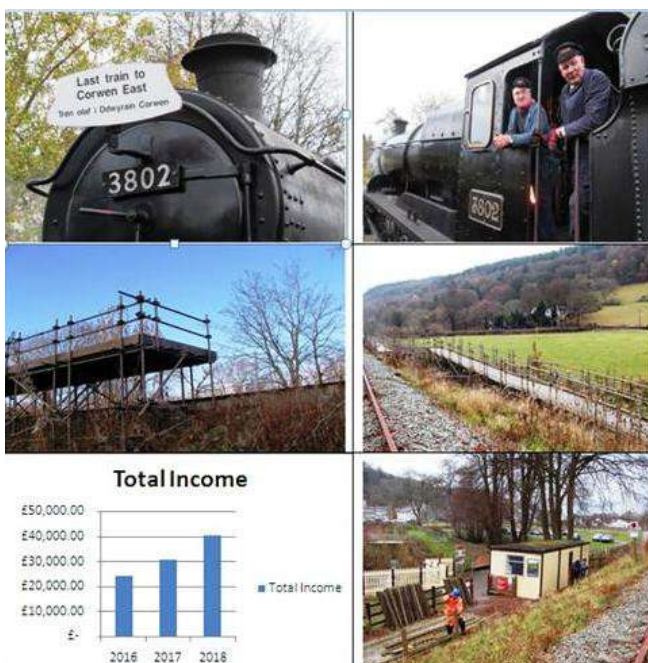
work, much of which will find a new home at Corwen Central.

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
<i>Lucky Numbers</i>									
<i>This month's winning number is 59</i>									

This month's winner of Lucky Numbers is **John “Mr Chicken” Mason**, a member of the Corwen Project's management team and construction manager for the whole Corwen Station Project with **Number 59**. Many congratulations go to John on his win!!

This month the Project's treasurer, Paul Bailey reports that income to now stands at just over £85,000, which after disbursements leaves just under £60,000 available to support the Project. The water tower has now been paid for and Paul wishes to turn his attention to funding the station waiting room and toilet facilities which are to be built on the island platform. Readers may recall that there were to be no buildings on the platform, save for the canopy, but actual construction work has given a wider platform than anticipated, allowing for a building of 4 metres by 15 metres – quite an important gain! Unfortunately the funding from the Welsh Government via the European Supporting Rural Communities Fund did not allow for the construction of a station building so Paul Bailey would like to continue the Raffle, but this



Commemorative headboard, Drv Harry Barber, Fm Ray Grey, railings gone from east end, railings taken off the ramp, fence posts being removed from around station building, the final accounts. Photos: GJ/PR

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time to support the building of the new waiting room.

He writes “I am planning to do the raffle again in 2019 but it will be for the On Platform Buildings - Waiting Room and Toilets. Current participants are invited to renew, £36 for the year, £18 half yearly or £9 quarterly. Cheques payable to CCRD sent to my home address or Cash to me or any of the Project Team”.

And finally..... you have done it!!!!!! The *Tenner for a Tonne* appeal has passed its target of

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

£10,000. Many congratulations everyone!! With out your unceasing financial support for the Corwen Station Project we wouldn't be in a position to buy in materials and contractor assistance when it suits the Project and to get **the** job finished. However, don't let this success prevent you from continuing to support the Project – we still have disabled facilities to install, a signal box to repair, materials to move around the site, concrete to mix and not forgetting a gap to fill between Corwen East and Corwen Central!!

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

End Piece

It's that time of year again when attention is drawn to things festive augmented by the sound of tills opening and closing or the gentle ticking of boxes on sales' site screens followed by the rat-a-tat-tat on the door by the Hermes, Amazon or Royal Mail delivery person! Yes – its Christmas 2018!! Many readers and their children or grandchildren will be visiting *Father Christmas* especially here on the Llangollen Railway or at other locations around the region. But what do we know about this jolly



The awakening of Old Father Christmas - Sir John Tenniel (1820-1914)

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bearded fellow in a red suit?? Not very much probably beyond present giving and reindeer flying!!

Father Christmas is the traditional English name for the personification of Christmas. Although now known as a Christmas gift-bringer, and normally considered to be synonymous with American culture's *Santa Claus* which is now known worldwide, he was originally part of an unrelated and much older English folkloric tradition. The recognisably modern figure of the English *Father Christmas* developed in the late Victorian period, but Christmas had been personified for centuries before then.



The Vindication of Christmas, 1652 by John Taylor (1578-1653)

English personifications of Christmas were first recorded in the 15th century, with *Father Christmas* himself first appearing in the mid 17th century in the aftermath of the English Civil War.

The Puritan-controlled English government had legislated to abolish Christmas, considering it papist, and had outlawed its traditional customs.

Royalist political pamphleteers, linking the old traditions with their cause, adopted *Old Father Christmas* as the symbol of 'the good old days' of feasting and good cheer. Following the Restoration in 1660, *Father Christmas's* profile declined. His character was maintained during the late 18th and into the 19th century by the Christmas folk plays later known as *mummers plays*, which were themselves based on the Medieval Mystery Plays of Chester and York



Father Christmas from a Tuck postcard of 1919

Until Victorian times, *Father Christmas* was concerned with **adult** feasting and merry-making. He had no particular connection with children, nor with the giving of presents, nocturnal visits, stockings or chimneys. But as later Victorian Christmases developed into child-centric family festivals, drawing much on Prince Albert and Queen Victoria's own family celebrations, *Father Christmas* became a bringer of gifts.

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Thomas Nast's most famous drawing, "Merry Old Santa Claus", from the January 1, 1881 edition of Harper's Weekly.

The popular American story of *Santa Claus* arrived in England in the 1850s and *Father Christmas* started to take on *Santa's* attributes. By the 1880s the new customs had become established, with the nocturnal visitor sometimes being known as *Santa Claus* and sometimes as *Father Christmas*. He was often illustrated wearing a long red hooded gown trimmed with white fur which in itself was a reflection of *Saint Nicholas/Nicklaus/Sinterklaas* – the bringer of gifts.

In the English tradition *Old Father Christmas* was often dressed in green – the *evergreen* – as was used to decorate homes – holly and ivy - leading the old year into the new. Any residual distinctions between *Father Christmas* and *Santa Claus* largely faded away in the early years of the 20th century, and modern dictionaries consider the terms *Father Christmas* and *Santa Claus* to be synonymous.

The Coca Cola company is often credited with promoting *Santa Claus* as the old man in red and white (1930) – the company's corporate colours. However, Coca-Cola was not the first soft drinks company to use the modern image of *Santa Claus* in its advertising: White Rock Beverages used *Santa* in advertisements for its ginger ale in 1923, after first using him to sell mineral water in 1915. Before *Santa Claus*, Coca-Cola relied on images of smartly dressed young women to sell its beverages. Coca-Cola's first such advertisement appeared in 1895, featuring the young Bostonian actress Hilda Clark as its spokeswoman.



*Sinterklaas arrives in Schiedam
Photo : Sander van der Wel*

**So whether your Father
Christmas/Santa is dressed in red, green,
blue or brown the Corwen Central
Project Team would like to wish all
readers and supporters a Very Happy
Christmas and a Prosperous New Year.**