

# Corwen Central News



December opened well in the Dee Valley, only to be overtaken by Storm Deirdre which, surprise surprise, decided to give the Welsh coast a good lashing and soak the hearty crew at Corwen. Once again the area was affected by falling trees, one of which caused a power outage in the Carrog-Glyndyfrdwy area which brought Santa Specials to an untimely halt – for a while!

nor to the safe navigation of the site. Irrespective of all this, work has moved on to include the insertion of the drainage system for the platform building, as well as the laying of the first beams for the “block and beam” floor, the construction of the platform 1 (UP) wall, the continued refurbishment of the canopy columns along with posts and fencing for the top of the underpass.



Ex GWR Large Prairie Tank 5199 patiently awaits time on Santa Special duty  
Photo: PR

Thankfully at this stage the vast majority of materials for completing the project are already on site, but the main limiting factor to delivering the Project will continue to be the weather. Dry and cold is the order of the day, wet and soaking isn't really helpful - either to the hard working members of the Project Team

## Westenders

Work has continued with the building of the waiting room including the drainage and water supply for the toilets and the first beams for the floor.



Sewer pipes being installed in the platform waiting room  
Photo : PR

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The use of block and beams means there will be no solid concrete floor pushing out to the foundations, but rather being supported by the up thrust from the building's walls.



*Block and beam floor takes shape in the toilet area*

*Photo: GJ*

Repairs to building services can be a little more straight forward in that appropriate sections of floor can be lifted rather than drilling through a concrete base. The completion of the floor will allow for the platform pavers to be laid to the correct level. The waiting room can then be left to be finished after the station has been opened.

### North Wall

Whilst attention has been drawn to the waiting room, other team members have been busy putting in more *Easi blocs* to bring the UP platform closer to its finishing point. As the work continues, then direct access to the site is steadily lost, to the point where the only way through for materials will be by rail via Road Rail machine and trailer. The East end single platform will incorporate a short ramp down to rail level on the north side to allow railway staff access to the track



*Easi Blocs being added to the UP platform wall Photo : PR*

### Saddling up

The column support saddles have now been completed at Messers Barnetts' works in Rhos. The accompanying photograph shows the fabrications ready for delivery to Corwen. Drilling templates will be taken from the finished saddles



*Saddles ready for delivery to Corwen*

*Photo : Andy Maxwell*

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and will be used for the accurate alignment of the bolting holes. As shown in last month's edition of CCNL, the saddles will be fixed to the top of the staircase which is made of reinforced concrete which by definition contains steel bars. The drilling of this form of concrete is beyond the technical capability of the Project Team so a specialist company, D-Drill has been contracted to carry out the work.

### Taking a rise

An important indicator of the progress of the Project has been the letting of another contract, this time to Messers Stannah for the supply of a wheelchair lift from the foot of the stairwell to platform level.



*Wheelchair platform lift of the type to be fitted to the underpass stairs with passenger ready to ascend*

*Photo : Stannah*

Although built from standard components, each installation is specifically designed for its location taking on average 16 weeks from the placing of the order to the completion of the work. In the meantime, retired electrical contractor, Phil Coles will be running a power supply to the underpass to take care of lighting and power for the stair lift. He

has also got to move his temporary junction box from the inside of the down platform up to its permanent location in the platform building.



*Wheelchair platform lift in action*

*Photo : Stannah*

### Points and things

In anticipation of the construction of the east end crossover, ballast has been spread by the signal box to offer a solid foundation on which to base the work. The crossing timbers and rails for this job were acquired sometime ago.

### Fencing us in



*Vic and the gang adding their signature skills to the station entrance*

*Photo: RDG*

Vic Taylor and the Fencing Gang have finished off the year by putting in the boundary fence at the

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new booking office at the entrance to the underpass using some of the recovered timber from Corwen East

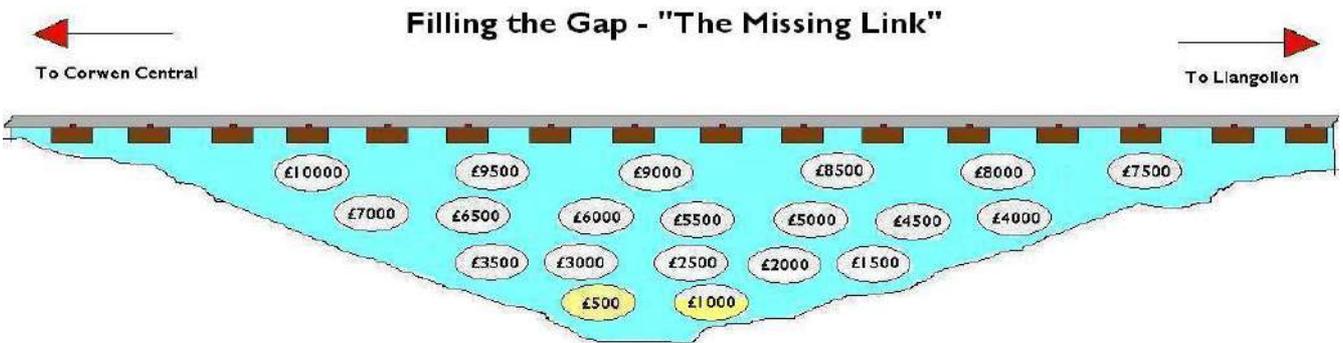
### Funding and Lucky Numbers

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 24*

equipment to move material from the Ruthin Spur in sufficient quantities to fill “the dip” at the eastern site entrance to allow for the joining of the station tracks to the Llangollen main line. The Project's Treasurer, Paul Bailey, has asked if raffle subscriptions, now devoted to the building and fitting out of the platform waiting room, can be paid as soon as possible so all numbers can be allocated/re-allocated to get the draw underway in the new year. He writes “ We still have a few spaces if anyone wants to join in 2019. I can be contacted at the address below and am waiting to receive cheques! Good luck to ticket holders in 2019. Your continued support is much appreciated and keeps me *bobbling* along!”



This month's winner of Lucky Numbers is Ian Macer-Wright a member of the Llangollen Diesel Group with **Number 24**. Many congratulations go to Ian on his win!! Ian has kindly re-donated his winnings to the Project Fund.

As reported in last month's edition of CCNL the *Tenner a Tonne Appeal* reached its target and with this in mind, readers are asked to support “*Filling the Gap*” (already with £700 in the fund). As in the last appeal this is about buying contractor time and

**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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### End Piece

This is the first edition of CCNL to be published in 2019 – the New Year!



*Welcoming Christmas and the New Year via a rare pre 1917 Russian Card - Origins unknown*

Many cultures celebrate the event in some manner and the 1st day of January is often marked as a national holiday.

In the Gregorian calendar, the most widely used calendar system today, New Year occurs on January 1st. This was also the case both in the Roman calendar (at least after about 713 BC) and in the Julian calendar that succeeded it.

Other calendars have been used historically in different parts of the world; some calendars count years numerically, while others do not.

During the Middle Ages in western Europe, while the Julian calendar was still in use, authorities moved New Year's Day, depending upon locale, to one of several other days, including March 1, March 25, Easter, September 1, and December 25. Beginning in 1582, the adoption of the Gregorian

calendar and changes to the Old Style and New Style dates meant the various local dates for New Year's Day changed to using one fixed date, January 1<sup>st</sup>.

The widespread official adoption of the Gregorian calendar and marking January 1<sup>st</sup> as the beginning of a new year is almost global now.

Regional or local use of other calendars continues, along with the cultural and religious practices that accompany them. In Latin America, various native cultures continue the observation of traditions according to their own calendars. Israel, China, India, and other countries continue to celebrate New Year on different dates.

Contrary to common belief in the west, the civil New Year of January 1<sup>st</sup> is not an Orthodox Christian religious holiday. The Eastern Orthodox liturgical calendar makes no provision for the observance of a New Year. January 1<sup>st</sup> is itself a religious holiday, but that is because it is the feast of the circumcision of Christ (seven days after His birth), and a commemoration of saints.

While the liturgical calendar begins on September 1<sup>st</sup>, there is also no particular religious observance attached to the start of the new cycle. Orthodox nations may, however, make civil celebrations for the New Year. Those that adhere to the revised Julian calendar (which synchronizes dates with the Gregorian calendar), including Bulgaria, Cyprus, Egypt, Greece, Romania, Syria, and Turkey, observe both the religious and civil holidays on January 1<sup>st</sup>.

In other nations and locations where Orthodox churches still adhere to the Julian calendar, including Georgia, Israel, Russia, the Republic of Macedonia, Serbia, Montenegro, and Ukraine, the

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civil new year is observed on January 1<sup>st</sup> of the civil calendar, while those same religious feasts occur on January 14<sup>th</sup> (which is January 1<sup>st</sup> Julian), in accord with the liturgical calendar.

The Julian calendar, proposed by Julius Caesar in 46 BC was the predominant calendar in the Roman world, most of Europe, and in European settlements in the Americas and elsewhere, until it was refined and gradually replaced by the Gregorian calendar, promulgated in 1582 by Pope Gregory XIII.

The Julian calendar is still used in parts of the Eastern Orthodox Church, in parts of Oriental Orthodoxy, and by the Berbers. Pope Gregory XIII



Pope Gregory XIII (1502-1585) – contemporary engraving

commissioned the calendar because the average length of the year in the Julian calendar was too long – as it treated each year as 365 days, 6 hours in length, whereas calculations showed that the

actual mean length of a year was slightly less (365 days, 5 hours and 49 minutes) As a result, the date of the actual vernal equinox had slowly (over the course of 13 centuries) slipped to 10 March, while the calculation of the date of Easter still followed the traditional date of 21 March.

Gregory decreed, by the papal bull *Inter gravissimas* of 24<sup>th</sup> February 1582, that the day after Thursday, 4<sup>th</sup> October 1582 would be not Friday, 5<sup>th</sup> October, but Friday, 15<sup>th</sup> October 1582. The new calendar duly replaced the Julian calendar, in use since 45 BC, and has since come into universal use. Gregory's involvement with the reformed Julian calendar led to the new calendar being named after him and came to be known as the Gregorian calendar.

The switchover was bitterly opposed by much of the populace, who feared it was an attempt by landlords to cheat them out of a week and a half's rent.

However, the Catholic countries of Spain, Portugal, Poland, and Italy complied. France, some states of the Dutch Republic and various Catholic states in Germany and Switzerland followed suit within a year or two, and Hungary followed in 1587.

However, more than a century passed before Protestant Europe accepted the new calendar. Denmark, the remaining states of the Dutch Republic, and the Protestant states of the Holy Roman Empire and Switzerland adopted the Gregorian reform in 1700–01.

By this time, the calendar trailed the seasons by 11 days. Great Britain and its American colonies reformed in 1752, where Wednesday, 2<sup>nd</sup> September 1752 was immediately followed by

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Thursday, 14<sup>th</sup> September 1752; they were joined by the last Protestant holdout, Sweden, on 1<sup>st</sup> March 1753.



*The Humours of an Election - "Give us our Eleven Days"- protest against the Gregorian Calendar - William Hogarth 1755 Original painting held by Sir John Sloane's Museum*

The Gregorian calendar was not accepted in eastern Christendom for several hundred years, and then only as the civil calendar.



*Sydney Harbour Bridge - Celebrating the New Year*

*Photo : Rob Chandler*

**However you chose to celebrate the New Year the Corwen Central Project Team would like to wish you all the best for a successful and prosperous 2019 and look forward to welcoming you to Corwen on the first train to the new station.**



*Mexico City celebrates the New Year Photo : Eneas de Troya*



*The Annual Stoats Loony Dook held in Edinburgh on the 1st January*

*Photo : WhiteAct*

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As we conclude the building of the island platform and loop line, the Corwen Central Project's focus turns to the infamous Gap in the embankment, long seen as the big obstruction on the trackbed.

Originally bulldozed through to provide alternative access to the Corwen Sewage Farm, the gap was further eroded in 2013 by contractors for the Corwen Flood Relief Scheme and has since provided the essential access for the road delivery of materials for the project. Recently it offered the only route for the Water Tower and Signal box cabin to be brought in for installation.

With all that behind us, early in 2019 we will be looking for a contractor to deliver and compact the spoil to reinstatethe embankment for the connection of the two railheads and the laying of a parallel extended siding. The estimated volume is 9,000 cubic metres, requiring 11,250 tonnes of spoil at a cost of £10,000, which we need to raise to pay for this work that is beyond the capability of the volunteer Project team.

Help with financing this final challenge in completing the Corwen terminus is again sought from Supporters following the success of the Appeal which has financed the platform infill. The difference is the time is shorter and the reward for supporters will be the sight of the train arriving at the new station across the final frontier, something we are all waiting for!

With your help we will reinstatethe Gap and donations to this Appeal will be welcomed by our Treasurer, Mr Paul Bailey, 'Dolwen', Bryn Eglwys, Corwen LL21 9LY

**YES, I want to help Infill the Gap with the sum of £25/£50/£100, or my own choice of £..... and enclose my cheque payable to CCRD (Corwen Central Railway Development) in support of the Appeal.**

**Donations over £100 will receive four tickets for free travel on normal timetable service trains in 2019, not available on special events.**

Name.....

Address..... Post Code.....

Email (for acknowledgement only).....

Cash is equally acceptable if handed in to the Project's Site Office at Corwen during working hours

Llangollen Railway Trust Ltd, Registered Charity No.1046614

LRT1/2019