

Corwen Central News



Who can believe that we have arrived at mid year 2018? Where did that time go? Who noticed it edging away? It has taken quite a while for the Dee Valley to emerge from its Winter slumbers, although given the amount of rain, sleet and snow that has passed down the valley over the last six months it has hardly seemed like slumber!

building the locking room for the signal box, whilst on May 17th the work site was closed for the day so the Project Team could bid a final and public farewell to the Project's Engineer, Phil Carson who passed away at the end of April. The month ended by the Project Team welcoming the Chairman of Network Rail, Sir Peter Hendy to the work site.



Tranquil Dee viewed from Carrog Photo: PR

Back on track

With the completion of the widening of the north batter (embankment), the up loop has been reinstated to allow the correct positioning of the east end points and to draw the final line for the footings for the UP platform. As reported last

Notwithstanding all that has been flung down the Dee Valley the Project Team has managed to get out on site most working days to help deliver the station by Spring 2019. The north batter widening has been completed, and the up loop has started to be re-railed, the first set of canopy column bases have been installed and scaffolding has been erected to start work on



John Mason and Peter Jump placing Pandrol clips to hold the rail in place Photo: PR

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month the north batter as then completed provided little or no room for safe walking of railway staff.



Rail replacement whilst showing (R) the widened embankment Photo : PR

Anyone stepping from an engine on the north side would have probably gone straight down the embankment – not a happy situation to be in! The completed Welsh Water road and the positioning of the boundary fence provided an opportunity to extend the batter to the maximum possible, thus adding a safe walkway for staff. The down side of this adjustment was that the already laid loop of track had to be removed to allow machinery to dump material on the batter. Thankfully this work was completed ahead of schedule and reinstatement of the loop track proceeded quickly.

West Enders

The wall linking the west end single platform to island is well underway with cement blocks and Easi blocs forming most of the structure. In the meantime concrete has been poured to hold in place the canopy columns.

Photographs show the shuttering as constructed along with the steel work and completed mounts.



Shuttering showing positioning of steel bolting surfaces extending below Photo: PR

Also in this area, electric power has been connected to a temporary, movable junction box (how temporary is yet to be determined) which will bring power to building services still in the planning and to the station building already sited at the subway entrance to the platform.



Concrete casting complete for first pair of columns - bolting surfaces protected by plywood covers Photo : PR

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East Enders



Scaffold in place and locking room build underway. Note entrance door frame (top left) and exit slots (top right) to accommodate point rods and signal pulleys *Photo : PR*

Scaffolding has been erected around the signal box to the first level to allow for the construction of the locking room.

When required the scaffold will be extended to give access to the fitting of the operating floor. Readers may recall that this signal box is to be of three stories, basement below embankment level, locking room at rail level and operating floor as the last component above rail level.

This part is still located at Carrog station yard awaiting delivery at the appropriate time.

Water Tower

This item has now been completed along with its associated ground works and is awaiting delivery to the site, which will happen on Tuesday June 12th

Sir Peter Hendy CBE

On May 30th the Project Team welcomed Sir Peter Hendy CBE to the Corwen Project site. Sir Peter is the current chairman of Network Rail, having taken up the position in 2015, after completing 9 years as London's Commissioner for Transport. However, this wasn't Sir Peter's only outing with London Transport, he spent the majority of his working life with LT, firstly managing its bus fleet, before taking up the challenging role of overseeing all of it – trains, buses and staff!! Sir Peter has always taken a keen interest in Heritage transport preservation, being a passionate steam enthusiast who also owns and drives his own Routemaster bus (RM1005)

On arrival Sir Peter was given a brief history of the Corwen Project including the traditional cuppa and choice of biscuits by Project Manager, Richard Dixon Gough, followed by a tour of the site escorted by Phil Rogers. Sir Peter was most impressed by the sheer scale of the project and



Sharing a joke with Sir Peter (4th R) are (L-R) Richard Dixon Gough, Gordon Heddon, Phil Rogers, George Jones and Liz McGuinness *Photo : PR*

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what had been achieved by the volunteer workforce. He also said that from his long association with the Heritage Transport Industry that no matter how good the infrastructure might be, it needed to be underpinned by a sound business plan providing a reliable income and a focus for future development.



At the buffer stop with Sir Peter Hendy (2nd L) are Richard Dixon Gough, Phil Rogers and Liz McGuinness Photo : GJ

Congratulations go to Tez on his win which he has asked to be donated to the 7754 Pannier Tank Fund.

The Project's treasurer, Paul Bailey reports that the *Tenner a Tonne Fund* has now reached £6,700 with the target of £10,000 required by the end of the year (or sooner!) to complete the infill for the island platform. Paul would like to remind readers that this fund can be further boosted by the 5 tonnes for £50 scheme to include two tickets on the *Corwen Central Express*

An application form is available on the last page.

Finally the call is still out for redundant or surplus materials but with emphasis this month on paint – internal or external varieties/colours and especially red oxide used as a base for iron and steel. The

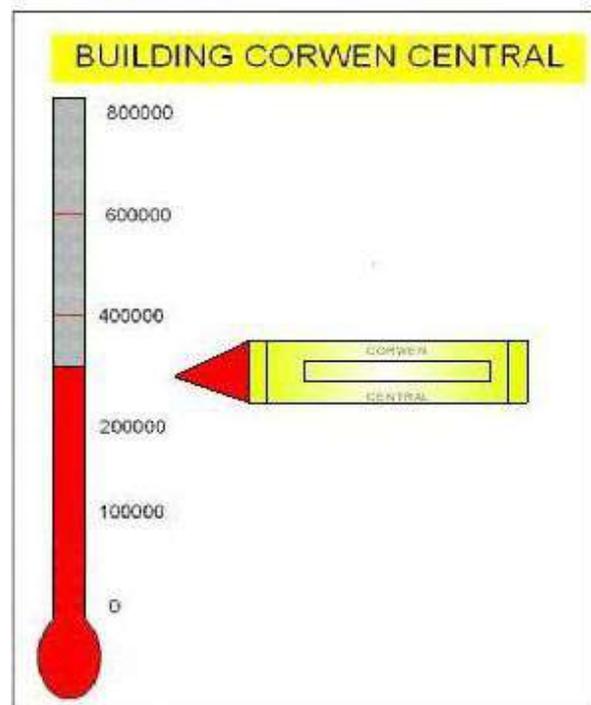
Funding and Lucky Numbers

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 56

This month's winner of Lucky Numbers is Tez Pickthall, a member of the Diesel Group.



Funding – All sources - grants, share capital and donations

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colour of the paint is immaterial as it can be used as undercoat to the chosen corporate top coats!

**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

At the beginning of last month the BBC broadcast one of its series entitled “*In our time*” presented by Melvyn Bragg. The subject for discussion was the Victorian engineer Robert **Stephenson**, son of George. Listeners were reminded not to get his name confused with Robert **Stevenson** another eminent Victorian engineer. So what's in a name – other than the spellings? The answer is a considerable amount, although both men were civil engineers of great skill and ingenuity.

Robert Ph followed his father into the surveying and building of railways whilst Robert V concentrated on the building of lighthouses. Both men were driven by the growing needs of a commercial 18th /19th century, RPh to transport goods and people overland whilst RV a need to guide ships, preserve their cargoes and to protect life at sea.



*Robert Stevenson FRSE
(1772-1850)*

Photo: National Archives

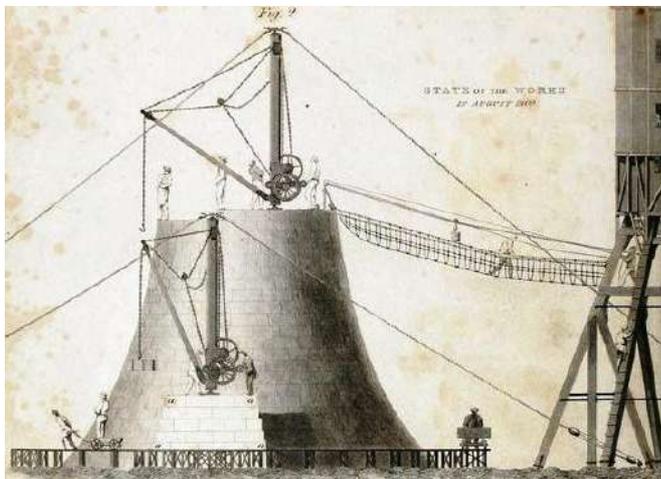
RV was the “senior” of the two, being born in Glasgow in 1772, whilst Rph was born in Willington Quay, Northumberland in 1803. RV's mother intended him for the ministry and to this end sent him to the school of a famous linguist of the day, a Mr. Macintyre. However, in Stevenson's fifteenth year, his widowed mother, Jane Lillie married Thomas Smith a tinsmith, lamp maker and ingenious mechanic who had in 1786 been appointed engineer to the newly formed Northern Lighthouse Board.

RV served as Smith's assistant, and was so successful that, at age 19, he was entrusted with the supervision of the erection of a lighthouse on the island of Little Cumbrae in the River Clyde. He devoted himself with determination to follow the profession of a civil engineer, and applied himself to the practice of surveying and architectural drawing and attended lectures in mathematics and physical sciences at the Andersonian Institute at Glasgow.

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Study was interleaved with work - his next project was lighthouses on Orkney. He made use of winter months to attend lectures in philosophy, mathematics, chemistry and natural history, as well as moral philosophy, logic and agriculture at the University of Edinburgh. He did not take a degree, however, having a poor (for the time) knowledge of Latin, and none of Greek. In 1797 he was appointed engineer to the Lighthouse Board in succession to Smith; in 1799 he married Smith's eldest daughter Jean, who was also his stepsister, and in 1800 was adopted as Smith's business partner .

The most important work of RV's life was the Bell Rock Lighthouse, a scheme long in the gestation and then long and extremely hazardous in the construction.



Building the Bell Rock Light - taken from Stevenson's own guide to the project. Note the temporary tower to the right used to house the builders and to provide workshops for the stonemasons. The cranes were also invented by RS to have movable jibs as well as lifting hooks.

This structure was based upon the design of the earlier Eddystone Lighthouse by John Smeaton but with several improvements. Work started in 1807 but was not completed until 1810. The involvement of John Rennie as a consulting engineer in the project led to some contention for the credit upon the successful completion of the project; particularly between Alan Stevenson, Robert's son, and Sir John Rennie son of the consulting engineer. Samuel Smiles the popular engineering author of the time, published an account taken from Rennie, which assisted in establishing his claim. History, and the Northern Lighthouse Board give full credit to Stevenson. The masonry work consisting of range of interlocking dovetailed blocks of Aberdeen granite secured by marble dowels on which the lighthouse rests was constructed to such a high standard that it has not been replaced or adapted in 200 years



The Bell Rock Light under repair

Photo: Derek Robertson

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CORWEN PLATFORM APPEAL

“FIVE FOR FIFTY”

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)

Please make Cheques payable to

Corwen Central Railway Development or CCRD and send to
Mr Paul Bailey, Dolwen, Bryneglwys, Corwen, Denbighshire LL21 9LY

Contact Details Name :

Address :

Phone E/Mail :