

Corwen Central News



Warm sunny weather has continued to dominate throughout the month of June providing wonderful opportunities for the growth of both flora and fauna. The unfortunate side effect of this is that the railway has adopted a fine crop of waving grass throughout its length, so once again, before planned operations can restart (July/August) the mowing gangs will have to have free reign.



Lower Dee Valley - Northern Marsh Orchid (*Dactylorhiza purpurella*) makes a bold splash of colour Photo : PR

So much has happened in a relatively short time it's difficult to know where to start. The good news is that after the departure of the receivers' agents, control of the railway has

been handed over to the Llangollen Railway Trust (again!) including the whole 10 mile route and its infrastructure.



Upper Dee Valley Teazle (*Dispartus*) Photo : PR

The Trust will not have to re-apply for an operator's licence, but it will have to submit its safety case (Safety Management System) to the inspectorate (ORR) for approval. On the back of this, the Trust has given permission for engineering work to recommence on the Dee Bridge and later the Berwyn Tunnel. Readers may recall that when the Plc went into receivership work on the Dee Bridge had to be suspended whilst the consequences of receivership were worked through. Thankfully, due to the tremendous financial support from friends and volunteers, the Trust was able to

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hang on to its heavy lift cranes thus allowing p-way work to continue. The railway will soon be reunited but not quite fit for running as point work at Glyndyfrdwy needs to be completed and occupational crossings brought up to the safety standard.

With these elements in place then attention can be turned to ballasting the track at Corwen just as soon as some motive power can get to Glyn to pick up the ballast wagons which are stabled in the UP siding along with the “Shark” ballast plough.



Peter Jump fitting the plinth bricks at another corner post

Photo : PR

Station Building

Brick laying on the new station building is moving ahead quite quickly. Corners and sides are starting to take shape with some courses reaching the level of the blue chamfered plinth facing.



John Mason building up a corner post

Photo : PR

Having marked out the positions of the doors to get the bottom brick course into place, these frames have now been removed to give clear access for the building work to continue.

Moving house

In preparation for the move from “Chicken Dock” to the Ruthin Spur, the workshop has been emptied and tools transferred to the Spur, whilst the area in the compound has been made ready to receive a new office/mess room from a site in Bala.



Levelled area on the Ruthin Spur where new building will be eventually sited

Photo : PR

The empty workshop will also need to be moved to its new location and a plan to achieve this is under consideration. A complicating factor is that

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the only access to this building is from the railway as it is on top of the embankment between the sewage works fence and the Up siding.

Stairway (not quite to the stars)

Early in June, the stairway up to the island platform was equipped with its handrails – one in the centre and one attached to left hand side.



Stair rails installed on the access stairs to the island platform from the underpass Photo : PR

The right side (as per the photo) is occupied by the wheel chair lift and already has a handrail in situ. Once again these hand rails were supplied and installed by Barnett Engineering.

Ground Frame

Looking smart and ready for action, the photographs show the ground frame diagram and lever plates. It will be sometime before this can be used.



Ground frame diagram for the east end points which allows access to the UP siding and run-round facilities train engines Photo : PR



Operating levers for the East end ground frame - lever numbers and their action Photo : PR

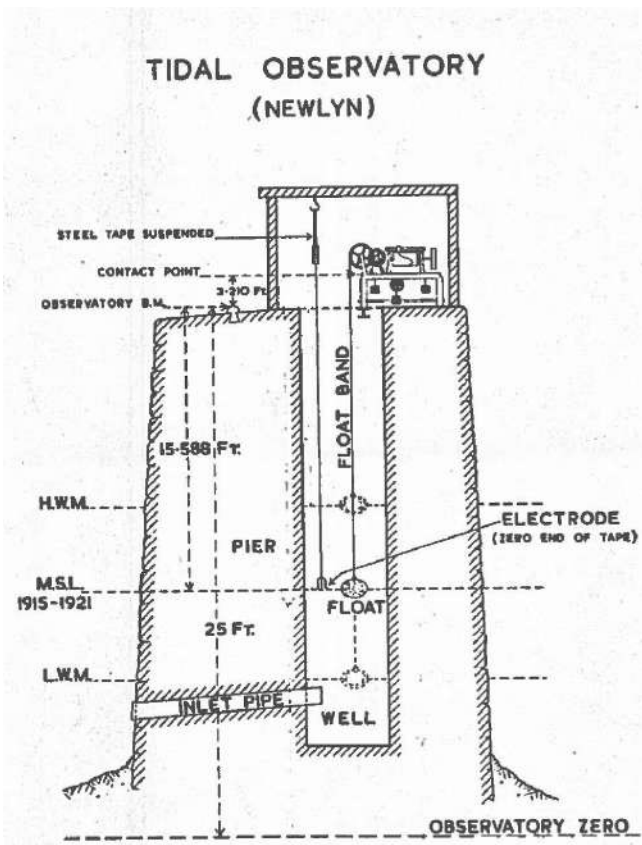
Behind the scenes

Once again our team of retired professionals have shown that knowledge obtained during gainful employment doesn't suddenly turn to dust once retirement has been reached. Taking a break from battling with the sewer pipe (still on going after nearly 3 years) project Team member and

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hydrologist, Peter Neve has turned his attention back to “flooding” - what he does to relax!

Peter used the datum point (Temporary Bench Mark) on the Down platform that Oxford Architects established during their 2019



Mean sea level taken at Newlyn since 1921 - apparatus diagram via OS

Readers may recall that in the February edition (Issue 2 Vol 12) a hydrograph of the January (2021) flood peak on the river Dee was published together with a note that, in due course, datum points would be added to show flood levels in the paddock relative to the Ordnance Datum point at Newlyn. This exercise was duly carried out on the 29th May 2021. The attached photograph shows how close (0.221 metres or 9 inches) the flood water came to the top face of the floor of the ticket office. I’m not sure how thick the floor is, but the flood water would have been nearer again to the underside of the floor.



Flood marker - just below the ticket office floor Photo: PN

Topographical Survey (using GPS) in support of a permanent station building on the site. In Peter's survey, the elevation of the top of the South Eastern pier supporting the ticket office was calculated as 133.801 metres above Ordnance Datum (Newlyn) using this datum point. Back in 2017, John Gwynne and Peter established the elevation of the same pier as 133.795 mAOD(N), derived from a brass Ordnance Survey Bench Mark (OSBM) located on the north facing wall of the old Union Workhouse building on the A5. The correlation of the two values was remarkably good considering they were determined from two completely different sources of data.

A 2011 report commissioned by Environment Agency Wales indicated that the flood water level for a 1 in 100 year event would reach an elevation of 133.6 mAOD(N) in the area of the small car park to the south of “Chicken Dock”. The water level reached in January this year was approximately 133.8 mAOD(N), so it could be

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inferred that this year's event was in the order of a 1 in 100 years event,

Corwen Visitor

Project manager, Richard Dixon-Gough was pleased to welcome, for the first time, Councillor Alan Hughes to Corwen Station. Councillor Hughes is the representative for Corwen on Denbighshire County Council and is the successor to the late Huw Jones, who was a great friend and supporter of the station Project.

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 **03***



Alan Hughes on the Corwen island platform Photo : RDG

Richard hopes that Alan's visit will be the first of many, and welcomes his support as the Project enters its final phase.

Funding and Lucky Numbers

This month's Corwen Raffle winner is **Bill Creasey**. (Brother of Bob, Secretary of the Railway Trust) **with No.3**. Many congratulations go to Bill along with the customary cheque for £50.

The Project's Treasurer, Paul Bailey writes that funds are still required for the Corwen canopy as

well as Small Prairie 5532. Back in the reckoning is the *Llangollen Railway Suburban Group* which is in need of funds to allow the Group to embark on their 6th restoration, the charmingly named, *CL (Composite Lavatory) E 43034*. The Group is



Suburban Group's latest project CL - E43034 Photo : PB

looking to raise £2000 for materials for this project. Donations can be made payable to

“*Llangollen Railway Suburban Group*” and to the address below. Readers may recall that sponsors took on the purchase of carriage prints for the other restored subs, so if you would like to do the

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same for this coach, then prints can be purchased at £20 each .

Sponsors can choose their own landscape print depicting their fondness for a special place if they look on the “*Travelling art gallery*” website (<https://www.travellingartgallery.com>) . Further details can be obtained by contacting Paul at the address/number given below.

For donations to the Corwen Project especially the Canopy Appeal - Please make cheques payable to CCRD (Corwen Central Railway Development) and forward to the Llangollen Railway Trust, The Station, Abbey Road, Llangollen, LL20 8NS

For direct donations to the Llangollen Railway Suburban Group - Please make cheques payable to “Llangollen Railway Suburban Group” and send to the address below

For details and payment method for the “5532 Club” please contact Paul

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

You can Telephone Paul on 01490 450271 if you wish to pay other than by Cheque.

End Piece

A distant reader in New Zealand, with Welsh ancestry got in touch regarding the proposal to only use the Welsh name *Yr Wyddfa* for the English *Snowdon*. “*What is this all about?*” they asked.



The Snowdon Massif from Glyder Fawr. Photo : English Wiki

The idea to use the Welsh name only has been doing the rounds for quite some time. However, in April 2021 a motion was put forward by Gwynedd Councillor John Pughe Roberts for *Snowdon* to be called by its Welsh name *Yr Wyddfa* in all official use, and for *Snowdonia* to similarly be known only as *Eryri*. The motion, however, was rejected as the National Park already had a task group looking at the use and retention of Welsh names. An earlier petition calling for the National Park Authority to do this had been rejected by the Senedd the previous year after it was found to be the responsibility of the park itself, rather than the Welsh Government. The motion to ditch the name *Snowdon* subsequently faced criticism.

The English name "*Snowdon*" comes from the Old English *snaw dun* meaning "*snow hill*". The Welsh name – *Yr Wyddfa* – means "*the tumulus*" or "*the barrow*", which may refer to the cairn thrown over the legendary giant *Rhitta Gawr* after his defeat by King Arthur. As well as other figures from Arthurian legend, the mountain is linked to a legendary *Afanc* (water monster) and the *Tylwyth Teg* (fairies). Both names have an equally

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venerable origin and stand well against linguistic preference.



Painting of a Tylwyth Teg painted by Rhŷn Williams

Rhitta (or Rhudda) Gawr, was mythical giant who held court in Snowdonia. He marched against warring kings *Nyniaw and Peibaw*, overwhelmed their armies and took their beards as trophies of his victory and fashioned them into a cap for himself.



Arthur casts his sword in to the Glaslyn lake

The twenty-six kings of Britain assembled their armies to destroy *Rhitta* but were vanquished by the giant, who cut off the kings' beards and fashioned a great cape out of them to protect him

from the cold. Sometime later, as Arthur "*washed his hands after slaying the red-eyed giant of Cernyw*", he received a message from *Rhitta*, demanding his beard to patch his cloak. Arthur refused, and *Rhitta* marched south with his armies to claim it from him. In the resulting confrontation, *Rhitta* is forced to shear his own beard, and retreats "*much humbled in stature but much wiser in knowledge*". A variant tale claims that after receiving the demands, Arthur marched furiously up to Snowdonia and fought against the giant in a duel, in which he "*lifted up his sword and struck Rhitta on the crown of the head a blow so fiercely-wounding, severely-venomous and sternly-smiting that it cut through all his head armour and his skin and his flesh and clove him in twain*". (The Giants of Wales and Their Dwellings Sion Dafydd Rhys, ca. 1600)

According to the story, Arthur commanded that a cairn be built over his body which forms *Gwyddfa Rhudda (Rhita's Cairn)*. Over the intervening



The last resting place of *Rhudda* on top of *Yr Wyddfa*. Note the addition of the modern trig point Photo : OS

centuries the name of *Rhudda* was forgotten and *Gwyddfa Rhudda* became known as *Yr Wyddfa*.