

# Corwen Central News



Once again the Dee Valley rang to the echo of Ex GWR Class 2886, “3802” plying its trade between Llangollen and Carrog. A lot of hard work from both volunteers and owners went into the preparation of the locomotive for its first outing along the valley since the closure of the line back in September 2020.

the CoVid regulations whilst many more were drawn in by the story of Plc's demise and subsequent recovery under the management of the Llangollen Railway Trust (LRT).



Ex GWR Class 2886 "3802" awaits the guard's green flag to resume steam services to Carrog  
Photo : PR

For the most part the weather has been “kind” to visitors and volunteers alike making the journeys to Berwyn, initially and then to Glyndyfrdwy and finally Carrog, interesting and exciting. Many passengers were returning to the railway that they had enjoyed prior to



An Emperor Moth caterpillar (*Saturnia pavonia*) attempts to make a living on a piece of concrete at Corwen Photo : PR



If all went well the caterpillar would become an Emperor Moth!!

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**Whilst services were stretching their legs to Carrog, at the far west the Corwen work gang were going about their business, re-roofing the new mess room, building the platform waiting room and tidying the platform in preparation for the first passenger trains.**

### Future Proofing

As noted in these pages in previous editions emphasis has switched from “the heavy lifting” of the early construction stages of the track and platforms and has moved towards consolidation of the project in the form of getting the platform



*New Mess Room showing off its newly acquired pitched roof* *Photo : PR*

buildings ready to receive the station canopy. As a result of this the machinery and stores compound was opening on the Ruthin Spur along with a recently acquired demountable building to act as a new mess/meeting room. As part of the conversion of this building to its new role and low level pitched roof has been added in place of the original flat roof – usually an owner's nightmare!! Lessons have been learned from the decision to do

similar work on the ticket office roof, which has produced a comfortable well insulated building.

### Brickwork and columns

The platform buildings are steadily taking shape with the red bricks starting to go into the courses above the blue plinth bricks.



*John Mason adding blue engineering bricks to the on-platform building* *Photo : PR*

The door frames are set to be delivered within the first week of September, with their positions



*Red bricks added to the plinth course being bonded to the steel frame (top centre of photo)* *Photo : PR*

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already having been set by temporary frames. An added complication with the building is that the brickwork has to be bonded to the frame by a system of drilled bricks and studding which are then attached to lugs welded to the frame. Since the last edition of CCNL cross bracing has been added to the canopy carrier beams to complete this part of the structure and the whole painted in WR cream.



Cross bracing added to the carrier beams for added stability  
Photo : PR

All jobs both large and small need to be completed before the platform is ready for service, one of which is adding the traditional white line to the platform edges. This is being carried out by Corwen Station master, Wayne Ronneback and Project Team surveyor, Peter Neve. Between them they have to paint over 260 metres (853 feet) of platform edges covering both facing edge and top edge.

## Railways Illustrated

The LRT and the Corwen Station Project were delighted to host a visit from the editor of “*Railways Illustrated*”, Andy Coward, who had travelled to North Wales to find out how the LRT plans to manage the recovery of the railway after the demise of the PLC. After an in dept interview with the LRT Operations Director, Mike Williams, at Llangollen Andy ventured further west to Corwen, where he was met at the station's ticket office by the Station master, Wayne Ronneback and Project Team member, Peter Neve. Peter took

## The white lining gang



Wayne adds white lines to edging slabs on platform 2  
Photo : PR



Andy Coward, editor of *Railways Illustrated* on the Corwen platform  
Photo: PN

Andy up onto the Corwen Platform and showed him over the site.

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As with so many visitors Andy was amazed at the sheer size of the undertaking and the fine picture that the platform now presents. As well as coverage of the demise and revival of the Llangollen Railway a more detailed feature on the Corwen station project will be contained in the next issue of *Railways Illustrated*, which will be on sale from November 4.

### 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 52</i>									

This month's winner of Lucky Numbers is **Pat Reynolds**, a member of the Railway Trust and Corwen Station Volunteer with **Number 52**. Many congratulations go to Pat on her win which she has kindly returned to the Canopy Fund.

As can be seen from the above photographs progress on the station buildings is moving forward, but shortage of funds means that all the work has to be carried out by the volunteers. There is very little scope at the moment to buy in brick laying assistance. This doesn't mean that the job won't get finished, but that it will take longer than planned. However, the platform has been completed and is ready to receive passenger trains, once the station loop has been ballasted and tamped.

Thus anyone wishing to donate to the **Corwen Canopy Appeal** should contact Paul Bailey via any of the methods 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 donations to the Coach Appeal, please make cheques payable to the Llangollen Railway Trust and forward to the Llangollen Railway Trust, The Station, Abbey Road, Llangollen, LL20 8NS*

If you want more details /payment options. on any of the appeals then please contact Paul Bailey on 01490 450271 or email "paulbaileywincham@yahoo.co.uk"

### End Piece

"What have the Romans ever done for us??" ran the Pythonesque question in the film "*The Life of Brian*". In Wales, the answer was "*not over much!*"

The history of Wales in the Roman era began in 48 AD with a military invasion by the imperial governor of Roman Britain. The conquest was completed by 78, and Roman rule endured until the region was abandoned in AD 383.

Roman rule in Wales was a military occupation, except for the southern coastal region of South Wales east of the Gower Peninsula, where there is a legacy of Romanisation, and some southern sites such as Carmarthen. The only town in Wales

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founded by the Romans, Caerwent, is located in South Wales.



*Remains of Roman buildings at Caerwent*

*Photo : Colin Smith*

Wales was a rich source of mineral wealth, and the Romans used their engineering technology to extract large amounts of gold at Luentinum, (Dolaucothi Mines) copper, and lead from the Great Orme, as well as modest amounts of some other metals such as zinc and silver.



*Modern preservation of the Dolaucothi Mines near Pumsaint, Camarthenshire*

*Photo : National Trust*

It is the Roman campaigns of conquest that are most widely known, due to the spirited but unsuccessful defence of their homelands by two native tribes, the Silures and the Ordovices. Aside from the many Roman-related finds along the southern coast, Roman archaeological remains in Wales consist almost entirely of military roads and fortifications.

The Romans occupied the whole of the area now known as Wales, where they built Roman roads and castra, but their interest in the area was limited because of the difficult geography and shortage of flat agricultural land. Most of the Roman remains in Wales are military in nature. Sarn Helen, a major highway, linked the North with South Wales.

The area was controlled by Roman legionary bases at Deva Victrix (Chester) and Isca Augusta (Caerleon), two of the three such bases in Roman Britain, with roads linking these bases to



*An aerial view of Caerleon's Roman amphitheatre site*

*Photo: CADW*

auxiliaries' forts such as Segontium (Caernarfon) and Moridunum (Carmarthen).

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South-east Wales was the most Romanised part of the country. It is possible that Roman estates in the area survived as recognisable units into the eighth century: the kingdom of Gwent is likely to have been founded by direct descendants of the (romanised) Silurian ruling class

The best indicators of Romanising acculturation is the presence of urban sites (areas with towns, *coloniae*, and tribal *civitates*) and villas in the countryside. In Wales, this can be said only of the southeasternmost coastal region of South Wales. The only *civitates* in Wales were at Carmarthen and Caerwent. There were three small urban sites near Caerwent (a village and community in Monmouthshire, Wales. It is located about five miles west of Chepstow), and these and Roman Monmouth were the only other "urbanised" sites in Wales.



*Basement strongroom - Segontium Roman fort 77 AD – near Caernafon*  
Photo : Alan Fryer

Historical accounts tell of the upheavals in the Roman Empire during the 3rd and 4th centuries, with notice of the withdrawal of troops from Roman Britain in support of the imperial ambitions of Roman generals. In much of Wales, where Roman troops were the only indication of

Roman rule, that rule ended when troops left and did not return. The end came to different regions at different times.

Tradition holds that Roman customs held on for several years in southern Wales, lasting into the end of the 5th century and early 6th century, and that is true in part. Caerwent continued to be occupied after the Roman departure, while Carmarthen was probably abandoned in the late 4th century. In addition, southwestern Wales was the tribal territory of the Demetae, who had never become thoroughly Romanised.

However, in southeast Wales, following the withdrawal of the Roman legions from Britain, the town of Venta Silurum (Caerwent) remained occupied by Romano-Britons until at least the early sixth century: Early Christian worship was still established in the town, that might have had a bishop with a monastery in the second half of that century.



*Caractacus, King of the Silures, and leader of Wales's resistance to the Romans deliver'd up to Ostorius, the Roman General, by Cartismandua, Queen of the Brigantes, with whom Caractacus had sought sanctuary - Engraving by Francesco Bartolozzi (1728 - 1815)*