

# Corwen Central News



The arrival of mid-year saw the Dee Valley in full bloom. The weather has been mostly dry and warm, providing ideal growing conditions for all sorts of plants. As far as the railway has been concerned, the “growing” has been in the less convenient spots like along the “four foot” and in the “cess”, giving the track a fresh and green appearance.!

nature's” latest encroachment. The train will operate for the full length of the line, with spraying operations being supervised by suitably qualified volunteers.

At Corwen the work gang continues to make good progress towards completing the external fabric of the station building. With completion of the tamping and levelling in the station area a final delivery of top ballast was made to the site, making use of the last of the ballast stack alongside the railway at Bonwm Farm.



Wood anemone (*Anemone nemorosa*) populating the bank west of the Berwyn Tunnel Photo : PR

Unfortunately this growth obscures the state of the track from drivers and gets caught up in the running gear of trains. A little later than anticipated, the operations and p-way departments have put together a weed control wagon which will go out on to the track fairly soon to restore a bit of order to “mother

More water – at last!



The long awaited mains water connection complete with stop valve Photo : PN

The connection to Dŵr Cymru’s distribution system was completed , so there is now access to a potable water supply, that is, one that can be

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distributed across the station site. It is thought that both sewage and water systems have now been secured and the near four year saga has been concluded. Unfortunately this was the impression generated by earlier encounters with Dŵr Cymru, but this time our long suffering and stalwart “permanent easement” champion, Peter Neve can rest content in a job well done ..... unless.....????

## Just the Ticket

The Ticket office, located at the western entrance to the station has continued to undergo necessary care and maintenance with a new coat of WR cream and chocolate paint, a bilingual office sign and a well tended picnic garden.



Recently painted Ticket Office sporting its new sign

Photo : PN

The team of volunteers has been led throughout by Corwen Stationmaster, Wayne Ronneback whose year round attendance has attracted a steady stream of visitors, curious to learn about the progress on the station. Limited conducted tours of the platform area have taken place resulting in some very supportive comments from visitors along with some welcome donations to station funds.

## Station Building

The external brickwork has mostly been completed, resulting in the full enclosure of the steel frame and the removal of all the scaffolding on the south facing wall.



South facing wall, cleaned and scaffold free - very smart

Photo : PN

The external walls have been treated to an “acid” wash which removes all mortar drips and splashes from the bricks, leaving them clean and bright. On the platform itself the drains have been given a clean removing mostly sand and brick dust accumulated during the brick laying process.

Readers may recall that the drains have been set flush with the platform surface, have slotted covers and are designed to carry rainwater away from platform.

The “old” approach to drainage was to slightly angle the platform towards the rails and to let the rain run off naturally. Unfortunately, this led (in recent years) to some children's buggies – complete with child – heading towards the platform edge. The revised Network Rail design, used at Corwen, it being a “new build” station, has meant that platforms now tilt backwards slightly –

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protecting the buggies and their passengers, but meaning that surface drains are needed to remove rainwater.



Volunteer, Brian Cope, clearing silt from the platform drains  
Photo : PN

However, with the very low speed movement of trains within the platform area it is very unlikely that the track will be pushed out of its final resting place very soon, if at all.



Ballast train in Platform 1 ready for the stone drop  
Photo : DT

Attention can now be turned to the internal structure and the application of a very shallow *skillion* or *shed roof* (single pitch) which will fit underneath the canopy. All the roof beams are now in place along with the *skillion* gradient sections, which when fully boarded and water proofed, will allow rain water to run towards the north side of the building and to be carried away by drain pipes to the grid system at platform level.

### Last of the Ballast

After the completion of tamping at Corwen a final load of ballast was delivered by the p-way team and spread throughout the platform loop. The main aim was to get ballast between the sleeper ends and the platform walls to help anchor the track into place and prevent it moving in towards the platform.



Stone drop underway approaching the east end points  
Photo : DT

To bring the tamping and levelling process to a satisfactory conclusion a gauging train, consisting of 4 Mk1 coaches and the Observation Coach in charge of the Diesel Group's Class 47 arrived in the Up platform at Corwen.

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The locomotive detached from the train and moved into the Green Lane head shunt, the furthest west it had been in its time on the railway. The locomotive returned to the head of its train via



*Class 47 at the head of the return working to Llangollen after the successful gauging run Corwen Photo : IR*

the down platform where it is shown in the accompanying photograph.

**Funding**

This month Corwen Project Treasurer, Paul Bailey write : “We are still looking for donations to the "On Platform" Station Buildings "*Fitting out Fund*", currently standing at £1600. It is estimated that we will need about £10/11,000 to complete this.

An encouraging start to the *80072 Llangollen Standard 4 Tank Tube Appeal*. 15 Small Tubes @ £50 already sponsored along with 1 Flue Tube @ £400. However we still require another 142 Small Tubes sponsoring and 20 More Flue Tubes and the small matter of 21 Superheater Tubes @ £1200 each!!!



*Typical boiler tube plate showing large smoke tubes that can carry the superheater elements and the small tubes which also convey hot gases and help to heat the water. Photo : PR*

Potential sponsors and anyone interested in joining the £10 per month "*Standard 4 Club*" can email me at "[paulbaileywincham@yahoo.co.uk](mailto:paulbaileywincham@yahoo.co.uk)"

Finally a plug for the weekly football club raffle that I do for the Llangollen Railway Great Western Locomotive Group's Small Prairie 5532. Teams (40 in total) only cost £2.50 each and the weekly winner gets £50. Our numbers weekly joining this raffle have recently dwindled and unless we can attract more participants then I shall have to discontinue doing this raffle. This would be a real shame as we've almost completed 100 weeks and have raised over £5500 for the Loco. Last month's CCNL showed the boiler of 5532 “packaged up” ready for delivery to Tyesley Locomotive Works. We mustn't let “her” down at this stage!!”

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

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**CLEARLY MARKED FOR THE ATTENTION OF PAUL BAILEY**

*If you want more details /payment options. on any of the appeals including the Standard 4 Club Tube appeal and football cards for 5532 then please contact Paul Bailey on 01490 450271 or email "[paulbaileywincham@yahoo.co.uk](mailto:paulbaileywincham@yahoo.co.uk)"*

**End Piece**

June is the sixth month of the year in the Julian and Gregorian calendars, the second of four months to have a length of 30 days, and the third of five months to have a length of less than 31 days. June contains the summer solstice in the Northern Hemisphere, the day with the most daylight hours, and the winter solstice in the Southern Hemisphere, the day with the fewest daylight hours (excluding polar regions in both cases). June in the Northern Hemisphere is the seasonal equivalent to December in the Southern Hemisphere and vice versa. In the Northern Hemisphere, the beginning of the traditional

astronomical summer is 21 June (meteorological summer begins on 1 June). In the Southern Hemisphere, meteorological winter begins on 1 June.

At the start of June, the sun rises in the constellation of Taurus; at the end of June, the sun rises in the constellation of Gemini. However, due to the precession of the equinoxes, June begins with the sun in the astrological sign of Gemini, and ends with the sun in the astrological sign of Cancer.

The Latin name for June is Junius. Ovid offers multiple etymologies for the name in the *Fasti*, a poem about the Roman calendar. The first is that the month is named after the Roman goddess Juno, the goddess of marriage and the wife of the supreme deity Jupiter; the second is that the name comes from the Latin word *juniores*, meaning "younger ones", as opposed to *maiores*



June panel from a Roman mosaic of the months (from El Djem, Tunisia, first half of 3rd century AD)

Photo : Ad Meskens



("elders") for which the preceding month May (*Maius*) may be named. Another source claims June is named after *Lucius Junius Brutus*, founder of the Roman Republic and ancestor of the Roman gens Junia.

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In ancient Rome, the period from mid-May through mid-June was considered inauspicious for marriage. Ovid says that he consulted the *Flaminica Dialis*, the high priestess of Jupiter, about setting a date for his daughter's wedding, and was advised to wait till after June 15. Plutarch, however, implies that the entire month of June was more favorable for weddings than May.

Certain meteor showers take place in June. *The Arietids* takes place May 22 to July 2 each year, and peaks on June 7. The Beta Taurids June 5 to July 18. The June *Bootids* take place roughly between 26 June and 2 July each year.



*Flaming June*, by Frederic Lord Leighton (1830-1896)

The expression “*Flaming June*” is beloved by headline writers, implying that the month traditionally brings tropical warmth. However, the phrase is not directly connected with the weather. *Flaming June* is the title of Sir Frederic Leighton’s 1895 painting of a woman in an orange dress

sleeping under a canopy in the summer heat. Leighton was thoroughly ambiguous: the woman has flame-red hair, and it is unclear whether June is her name, or if the scene takes place during June, or whether she is the personification of the month.

The painting was popular, with reproductions given away with *The Graphic* magazine. Victorian art fell out of fashion, and *Flaming June* allegedly wound up in a secondhand shop. When it was acquired for £2,000 by the *Museo de Arte de Ponce* in Puerto Rico in 1963 it soon became the most popular painting in their collection, and was reproduced worldwide.

The expression “*Flaming June*” entered the popular consciousness after the painting’s success. However, it does not describe the weather. In Britain, this month is often unsettled as a series of fronts roll in from the Atlantic, sometimes called the *European Monsoon*. June is generally cooler and wetter than July and August.

Thanks to Leighton though, June will always be associated with drowsy summer heat. Enjoy the month and all that it brings!!



*June* - Leandro Bassano 1595  
Photo: Kunsthistorisches Museum Wien, Bilddatenbank.