

## Corwen Central News



As well as providing the Summer Solstice, last month saw, once again, below average rainfall and the maximum amount of sunshine. Businesses along the Dee Valley have been welcoming visitors back, now that the majority of CoVid regulations have been removed by the



*Bagillt beacon, in Flintshire, lit as part of the Jubilee celebrations Photo : Flintshire County Council/BBC News Website*

Welsh Government. On the railway, visitors have returned to support the services, provided on weekdays by the DMU team, whilst over the weekends a mixture of, DMU, diesel and steam haulage has been provided.

The Queen's Platinum Jubilee was celebrated at the beginning of the month with an open day at Corwen Station, Glyndyfrdwy in "Royal Purple", a Shuttle Service between Llangollen

and Berwyn and steam haulage between Llangollen and Carrog.



*Bill Shakespeare Special in the down platform at Corwen*

*Photo : IR*

Towards the end of the month, the Trust was pleased to put on a special steam train to Corwen to celebrate its President and former chairman, Bill Shakespeare MBE and his life time commitment to the railway and its arrival in Corwen.

Amongst the invited guests were former railway chairmen, the current trustees and long time supporters of the Corwen Station Project.

Throughout all the celebrations the Corwen work gang has been completing the station building with the laying of the last brick on the

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**infill and adding the waterproof membrane to the inner roof.**

**Jubilee time**

The first weekend in June brought the Queen's Platinum Jubilee to the railway and especially to Corwen Station. Although the station is not yet open to passenger traffic, the Corwen Project Team and the Corwen Station Team, led by Stationmaster Wayne Ronneback thought it would be appropriate to open the station to the general public to show off what has already been achieved and to indicate that a resumption of passenger services is not that far off.

many visitors have only heard about some of the engineering equipment used on the railway and not had the chance to view it close up.



*Ballast train in the down platform provided a good talking point for Jubilee visitors* *Photo : PR*

Parked in the down platform was a ballast train, recently used to complete necessary stone drops to secure the track. This train drew a lot of interest from visitors and acted as a catalyst for a more in depth discussion on the technical matters of building a railway. It has to be borne in mind that



*Simon Baynes MP (right) with members of the Corwen Team discuss progress on the station* *Photo: DT*

Amongst the visitors to Corwen on the Saturday morning, was local MP (Clwyd South), Simon Baynes, who since being elected has kept a keen eye on the progress of the station as well as lending tremendous support to the LRT during the



*Simon Baynes MP (centre) with LRT Chairman Phil Coles (right) and Wayne Ronneback, Corwen Stationmaster (left) along with the Corwen construction Team* *Photo : DT*

railway's emergence from the Plc's insolvency.

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Simon enjoyed his visit and his conversations with volunteers and visitors alike.

## Station Building



*Proud moment and rightly so : Peter Jump puts the last brick in the wall*  
Photo: DT

The last bricks were laid on the station building bringing the steel frame within the brick structure. This has permitted the inner roof to be fitted with boards and a water proof membrane added to – at last – keep out the weather. The addition of the inner roof, which fits below the canopy will allow the fitting out work to be completed in relative comfort. At the same time as the outside skin has been worked on the internal walls of the toilet block have also received some attention.

The external doors will be added shortly, allowing for the internal fitting out to proceed safely and securely.



*Peter Jump and Peter Robson take a break from boarding the roof*  
Photo : DT



*Inner roof, complete with waterproof membrane* Photo : PN

## Track adjustments

The ballasting and tamping throughout the station area has proved successful, with trains gaining easy access to the down platform. However, further examination of the UP platform showed

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that the turn out from the platform was rather tight, coming in at under 6 chains radius.



*Paul Whitton heating up the rail to aid bending the curve  
Photo : DT*

Although this permitted the passage of six coupled locomotives and most diesel electric classes, it would not allow for the safe run round of 8 coupled class 8 locomotives, where at least a 6 chains radius is required.



*Track Engineer, Dave Shaw (kneeling) checks alignment and radius after the track has been slewed over Photo: DT*

Thus under the direction of the LRT's Track Engineer, Dave Shaw the track was realigned

using a combination of heating joints and winching the track over. A much smoother exit to platform 1 has been produced, with the overall track radius being increased for the benefit of all forms traction. The completion of this work will now permit the ground frame to be linked up to east end crossover.

### **“The William Shakespeare Special”**

Using the class 5MT “5619”, and the GWR Engineer's Inspection Saloon, courtesy of owner, Rob Clarke, the first steam hauled train ran into the down platform at Corwen.



*Special is propelled into the down platform at Corwen  
Photo : GJ*

The named train was to celebrate the 50 years of continued support for the railway, and the Corwen Project in particular of long serving past chairman and now Trust President, Bill Shakespeare MBE. With the station nearing completion, but unlikely to fully open this year, it seemed appropriate for the LRT to invite Bill and his family, past chairmen and other long term supporters of the railway to come and have a convivial sunny outing to Corwen. Refreshments were provided by the LRT's catering department and served on board

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the Engineer's Saloon. All agreed that the day was a great success and was the result of all

An example of Neil's work is shown in the accompanying photo."



*Bill Shakespeare at the window of the Engineer's Saloon - almost at the Green Lane buffer stops* Photo : GJ

operational departments on the railway making a contribution – guards, signallers, footplate staff and station staff.

### Funding

This month Corwen Project Treasurer, Paul Bailey writes : "We are still looking for donations to the "On Platform" Station Buildings "Fitting out Fund", currently standing at £1700. It is estimated that we will need about £10/11,000 to complete this.

After his successful and well received 2022 Calendar, former LRT chairman and artist, Neil Evans

has another Llangollen Railway Calendar in production for 2023 showing his charming and witty take on railway life and personalities throughout the operating year. It is currently at the printers so should be available soon. Further details on how to obtain them and prices will follow shortly.

*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*



*Class 5MT "5619" heads an up train into Glyndyfrdwy Station - Neil Evans*

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

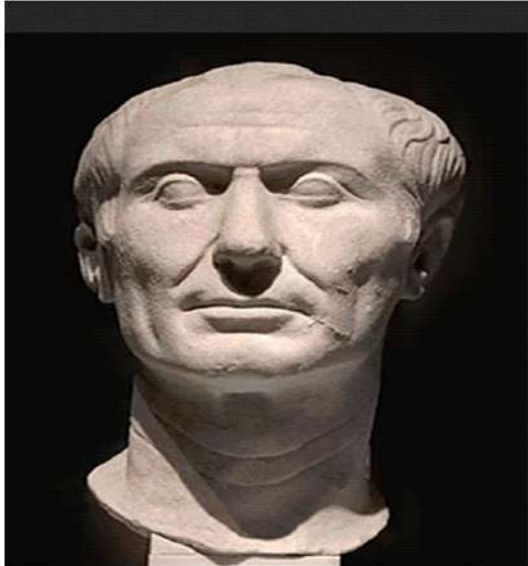
*If you want more details /payment options. on any of the appeals including the Standard 4 Club , Tube appeal and football cards for 5532 then please contact Paul Bailey on 01490 450271 or email "[paulbaileywincham@yahoo.co.uk](mailto:paulbaileywincham@yahoo.co.uk)"*

### End Piece

July is the seventh month of the year (between June and August) in the Julian and Gregorian calendars and the fourth of seven months to have a length of 31 days. It was named by the Roman

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Senate in honour of Roman general Julius Caesar in 44 B.C., it being the month of his birth.



*The Tusculum portrait, possibly the only surviving sculpture of Caesar made during his lifetime. Archaeological Museum, Turin, Italy*

Before then it was called Quintilis, being the fifth month of the calendar that started with March.

It is on average the warmest month in most of the Northern Hemisphere, where it is the second month of summer, ( or in the words of Flanders and Swan - Song of the weather - "In July the sun is hot! Is it shining? No it's not!") and the coldest month in much of the Southern Hemisphere, where it is the second month of winter. The second half of the year commences in July. In the Southern Hemisphere, July is the seasonal equivalent of January in the Northern hemisphere.

"Dog days" are considered to begin in early July in the Northern Hemisphere, when the hot sultry weather of summer usually starts. Spring lambs born in late winter or early spring are usually sold before 1 July.

In Sweden the last Sunday of June or the first Sunday of July whichever comes closer to 2<sup>nd</sup> July is celebrated as *Alexanderson Day*, named after the Swedish radio engineer Ernst Fredrik Werner Alexanderson. On this day there is "open house" at the Swedish government VLF transmitter, Grimeton, call sign SAQ, located near Varberg. Here can be found the only workable Alexanderson alternator transmitter in the world which is still used to transmit short Morse messages on 17.2kHz, on high days and holidays and especially on *Alexanderson Day*. The transmitter is preserved as a historical remnant of early radio technology and as an example of VLF (Very Low Frequency) equipment.



*Ernst Alexanderson - May 1920 - New York Times*

Alexanderson was born (1878) at Uppsala in, Sweden. He studied at the University of Lund (1896–97) and was educated at the Royal Institute of Technology in Stockholm and the Technische Hochschule in Berlin, Germany. He emigrated to

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the United States in 1902 and spent much of his life working for the General Electric and Radio Corporation of America.



*200 kW Alexanderson alternator preserved at the Grimeton radiotelegraphy station, Sweden, the only remaining example of an Alexanderson transmitter.*

*Photo : Gunther Tschuch*

Alexanderson designed the Alexanderson alternator, an early longwave radio transmitter, one of the first devices which could transmit modulated audio (sound) over radio waves. He had been employed at General Electric for only a short time when GE received an order from Canadian-born professor and researcher Reginald Fessenden, then working for the US Weather Bureau, for a specialized alternator with much higher frequency than others in existence at that time, for use as a radio transmitter. Fessenden had been working on the problem of transmitting sound by radio waves, and had concluded that a new type of radio transmitter was needed, a continuous wave transmitter. Designing a machine that would rotate fast enough to produce radio waves proved a formidable challenge. Alexanderson's family were convinced the huge spinning rotors would fly apart and kill him, and he set up a sandbagged bunker

from which to test them. In the summer of 1906 Mr. Alexanderson's first effort, a 50 kHz alternator, was installed in Fessenden's radio station in Brant Rock, Massachusetts. By the autumn its output had been improved to 500 watts and 75 kHz. On Christmas Eve, 1906, Fessenden made an experimental broadcast of Christmas music, including him playing the violin, that was heard by Navy ships and shore stations down the East Coast as far as Arlington. This is considered the first AM radio entertainment broadcast.

Alexanderson continued improving his machine, and the Alexanderson alternator became widely used in high power very low frequency commercial and Naval wireless stations to transmit radio telegraphy traffic at intercontinental distances, until by the 1930s it was replaced by vacuum tube transmitters. The only surviving transmitter in a working state is at the Grimeton radio station outside Varberg, Sweden. It is a prime example of pre-electronic radio technology and was added to UNESCO's World heritage list in 2004.

Alexanderson was also instrumental in the development of television. The first television broadcast in the United States was received in 1927 at his GE Plot home at 1132 Adams Rd, Schenectady, N.Y.

Alexanderson retired from General Electric in 1948. The inventor and engineer remained active to an advanced age. He continued television research as a consultant for the Radio Corporation of America filing his 321st patent application in 1955. Over his lifetime, Alexanderson received 345 US patents, the last filed in 1968 at age 89. He died in 1975 and was buried at Vale Cemetery in Schenectady, New York