



FRIENDS OF CARROG
BUSINESS PLAN 1995 ONWARD

Name of organisation: Friends of Carrog Station
Status: Association
Date formed: 15/ 1/92
Location of Carrog Station: 7.5 miles west of Llangollen on the Llangollen to Corwen Railway.
Officers:
Chairman: Martin Christie. Station House Carrog, Corwen, Clwyd.
Secretary: Quentin McGuinness. The station, Abbey Road, Llangollen, Clwyd LL20 8SN
Contact postal address: Station House, Carrog Corwen, Clwyd.LL21 9BD

Objectives:

The group was formed in January 1992 by Martin Christie and Quentin McGuinness who had, in common with other volunteers on the Llangollen Railway identified the need for a dedicated team to look after the authentic restoration of sites and artefacts which form the railway's and the community's heritage. It was recognised that the principal operating body on the Railway; the Llangollen Railway PLC (LRPLC), had largely commercial objectives and the reconstruction of Carrog station and other sites would be principally undertaken with revenue generating and operating requirements in mind. This suggested a situation arising where opportunities for incorporating historically correct detail and practise into the design and construction of facilities such as Carrog, could have been lost through commercial expediency and lack of appreciation by LRPLC staff.

LLANGOLLEN RAILWAY

Cont.....

Friends of Carrog (FOC) therefore set about amassing a substantial reference base to ensure historical accuracy, and lobbying LRPLC to take account of these requirements. FOC also set about fund raising and recruiting activities to ensure a supply of materials, artefacts, equipment and manpower so that the restoration of the station to the highest standard could be achieved before the requirement of the LRPLC to commence running services. Although Carrog station is seen as the first and most prominent expression of this move towards preservation of the collective railway heritage in detail and the observance of 'best practise'; FOC are certain that it will not be the last and are keen to look for other projects on the Llangollen Railway with which to become involved.

Relationship with other bodies on the Railway.

Members of F.O.C are all at present required to be members of the Llangollen Railway Trust Ltd. (LRTL) for the purposes of Insurance; and some are also on the paid staff of LRPLC. The freehold ownership of the railway property is held by Glyndwr District Council and leased to the Llangollen Railway PLC. The freehold of the Station house and up side (northern) platform at Carrog is held by Martin Christie, who lives in the station house as his private residence.

Activities for 1995. Phase I

Completion of the reconstruction of the station Signal box to original design on behalf of LRPLC who will equip and commission the box later.

Acquisition, dismantling, removal and reconstruction of a complete GWR brick waiting room for the down (southern) platform; two large corrugated iron railway sheds or lamp huts to conceal the modern car-port on the up platform; signalling equipment, iron railings, cast lamp posts, platform edging slabs and similar artefacts.

Construction of a new toilet block in recovered brick and slate to a period design. Installation of all new services to the signal box, waiting room, booking office and toilet block, including refurbished period fittings, signs, lamp heads, and internal and external furniture. Repairs to the existing buildings structure, woodwork and roofing, and a full repaint in the correct colours.

Phase I Costings.

Plant hire	£ 375.00
Services and fixed equipment	£ 200.00
Buildings + sundry materials	£ 2,200.00
Recovery of or reproduction of authentic artefacts and furniture	£ 2,275.00
Professional fees and other administration charges	£ 150.00
Total non labour	<u>£ 5,200.00</u>
<u>Of which claimed</u>	<u>£ 5,000.00</u>
Labour (at WTB Volunteer agreed rate of »5.50 per hour) 3000 hours	£16,500.00
<u>Of which agreed F.O.C. input</u>	<u>£ 5,000.00</u>
Total project Cost for 1995	£21,700.00
<u>Amount subject to claim @ 50%</u>	<u>£10,000.00</u>

Need for funding assistance.

Whilst both LRPLC and FOC have committed a substantial amount of their own resources to the completion of this project in terms of practical assistance and own funds, it is **impossible** to complete all the work required to the standard envisaged by the projected opening date of Easter 1996 without the assistance of specific external funding at this time.

Phase II

The project will continue into 1996 for completion to include resurfacing of platforms, preparation of the car park, commissioning of all lighting, landscaping and garden reconstruction to original layout, and provision of directional signage. Internal fitting out of the down platform building, repair of the footpath and gate to the overbridge. Erection of correct pattern railway signs, and 36 telegraph poles within visible station limits.

Continued.....

Benefits of the scheme

Research by FOC into levels of customer attraction at other locations in the U.K. where similar attention to authenticity and detail has been exercised indicate a clear level of enhancement. Two examples in particular stand out in recent years: the first, Arley, a similar ex Great Western Railway country station on the Severn Valley Railway has been hailed as the "quintessential country station from between the wars" and the atmosphere recreated is enjoyed by both the young who are immersed in a complete sensory experience of an age they never knew; and the old who remember it all very well. The second example, Ingrow, on the Keighley and Worth Valley railway has had similar accolades and recognition. Significantly, both stations enjoy enhanced patronage because of this, and both have been locations for several television and film productions. All of this activity serves to give a greater revenue yield to the railway as a whole, and by definition, a greater degree of economic activity in the local economy. Finally and most significantly, the local population has indicated in the strongest terms its support for an exhaustively authentic reconstruction of part of the valley's life which blends into the area of outstanding landscape value and tourist potential.