BLAENAU FFESTINIOG'S FESTINIOG RAILWAY PASSENGER STATIONS IN THE PRE-PRESERVATION ERA

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The Festiniog Railway had four stations or passenger stopping places in Blaenau Ffestiniog (or Blaenau Festiniog as it was known at that era). Their comings and goings have proved trying for historians of the line, resulting in different published 'narratives'. This paper is an endeavour to establish the various stations' opening and closing dates from primary – rather than secondary – sources. Even so, there are question marks which research has (so far) failed to resolve. No attempt has been made to ascribe definitive details or dates to the changes in nomenclature or suffix which beset the two interchange stations, nor the varieties of spelling applied in early years to Duffws.

The 25" Ordnance Survey plan (survey 1899) at https://maps.nls.uk/view/135197800 may be helpful in this context, although by that date Dinas had closed. An extract appears at the foot of this article.

Taking the four stations in order of their first openings:

1. DINAS

Opening of Dinas in 1865

Quick: 6 Jan 1865, citing *North Wales Chronicle* 14 Jan 1865

Boyd p. 77: "An official opening took place on Thursday 5 January [1865] … free travel was permitted for the rest of the day…"; p.292: 6 Jan 1865

Johnson, p.22: 5 Jan 1865, citing *Carnarvon & Denbigh Herald* report of accident that day

Baughan p.119: 6 Jan 1865

North Wales Chronicle 7 Jan 1865, p.8 is unequivocal: "The Festiniog Railway … was opened for passenger traffic on Thursday last *[5 Jan 1865]*". The fuller report a week later gives the same information. *Carnarvon & Denbigh Herald* 7 Jan 1865, p.5 agrees.

Opening of Dinas for passengers confirmed as effected 5 January 1865

Closure of Dinas in 1870

Clinker's Register: Aug 1870 (last appearance in timetable (unspecified))

Quick: Aug 1870, citing *Clinker's Register*

Boyd pp. 77 and 292: Autumn 1870

Johnson makes no mention of this (surely significant) change.

Baughan p. 119: Aug 1870

Bradshaw's General Railway & Steam Navigation Guide contains service at both Dinas and Duffws until August 1870, but the table has been re-set with no mention of Dinas from September 1870.

No press reference to closure of Dinas station traced in 1870 but *Oswestry Advertizer* continued to carry Cambrian Railways' advertisement specifically including reference to excursion facility to Dinas (to visit slate quarries) until issue dated 2 Nov 1870 (p.2); that may, of course, simply be because the news was not conveyed to Oswestry…

No definitive statement of 1870 closure date found but August/September must be favoured

2. DUFFWS

Opening of Duffws in 1866

Quick: Jan 1866, citing first appearance in *Bradshaw's Guide*

Boyd p. 77: "There were only four stations when passenger haulage began in early 1865: Port Madoc, Penrhyn, Hafod-y-Llyn and Dinas. … From then until autumn 1870 alternate trains terminated at Dinas and Duffws." p. 79 "… at Christmas 1865 the service went only to Dinas, and Duffws did not open until January 1866, appearing in timetables then for the first time". [1] p.293: opened for passengers Jan 1866

Johnson appears to make no mention of this opening (although acknowledging on p.31 that trains alternately served either Dinas or Duffws without specifying start date)

Baughan p. 119: "by the summer of 1866"

No press references to new Duffws station traced in 1865

North Wales Chronicle 16 Dec 1865, p.1: FR advert shows Christmas Day service at Dinas only [2]

Carnarvon & Denbigh Herald 6 Jan 1866, p.9 Railway Time Tables shows service *only* at Dinas *(presumably standing type left over from December).*

Oswestry Advertizer 28 Feb 1866, p.10 shows services at both Dinas and Duffws

Small green FR timetable card for Jan 1866 [3] shows trains using Dinas and Diffwys *(sic)* alternately, with no indication that this did not apply for the whole month.

No definitive statement of opening date found but cumulative evidence shows 1 January 1866 to have been the opening date for passengers.

Closure of Duffws at turn of 1922-3

This change was recommended in Maj Spring's report of 1921 (XD97/202).

Clinker's Register: 1 Jan 1923 (no citation)

Quick: 1 Jan 1923, citing *Clinker's Register*

Boyd p.193-4: "…in late December 1922 it was announced that as from 1 January *[1923]* Duffws station would be closed for passengers and parcels (although not corrected in Bradshaw until May) and that passenger trains would henceforward terminate at the Great Western station" to which a footnote adds: "In fact it was closed from 26 December 1922". p.232: "Duffws station had been closed to passengers for a period between 26 Dec 1922 and 1 January 1925; … it was agreed … to close Duffws completely and use the Great Western exchange platforms as the passenger terminus." p.293: closed 26 Dec 1922 [4].

Johnson pp. 105 and 114 refers to Maj Spring's report which recommended the closure of Duffws and transfer of passenger activity to the GWR station, p.116 "During December [1922] Tyrwhitt placed advertisements in the local newspapers promoting the revised arrangements that were brought into effect from 1 January 1923" [5].

Baughan p. 120: 1 Jan 1923

FR ran a weekly advert from 15 Dec 1922 until 2 Feb 1923 – but only in *Cambrian News* – which simply lists the changes that had been effected from **1 Dec 1922;** these advertisements, even in February, still included use of Duffws – despite its closure from 1 Jan 1923. FR poster timetable dated 1 Dec 1922 shows service to/from Duffws, with only one train each way calling at BF GWR.

The only traced press reference to closure of Duffws (as opposed to other service changes) is *North Wales Chronicle*, 29 December 1922: "DUFFWS RAILWAY STATION. The Festiniog railway station at Duffws will be discontinued for passenger traffic and bookings will be made at the Great Western railway station close by." *No date cited, but the tense shows that the change had not yet taken place.*

FR General Manager S E Tyrwhitt's report to Chairman H J Jack [6] for week ended 23 Dec 1922: "Joint Stations at Blaenau Festiniog. Arrangements have been made for our passenger trains to terminate and to start from the Great Western Railway station from 1st January. A saving of about £200 per annum will be made by this arrangement." while his report dated 5 Jan 1923 confirmed that arrangements had, indeed, started on 1 Jan.

GWR General Manager's report to Traffic Committee (of Directors), 12 Oct 1922 [7] : "Blaenau Festiniog: The Festiniog Railway Company have put forward a proposal that their trains should be allowed to terminate at the Great Western Station and thus admit of the closing of the Festiniog Company's own station some 100 yards distant. The Festiniog Company are prepared to pay £100 per annum for the use of the Station and to bear the

cost of any necessary alterations…." The minutes of the GWR Traffic Committee [8] confirm that this was approved.

Bradshaw's Guide does not reflect this change until May 1923 issue (presumably for want of advice from Portmadoc….).

Closure of Duffws for passengers confirmed as effected 1 January 1923

Reopening of Duffws 1925

Clinker's Register: 1 Jan 1925 (no citation)

Quick: 1 Jan 1925, citing *Clinker's Register*

Boyd p.224: "On 1 January 1925 Duffws was reopened for all traffic but Bradshaw again did not note the fact until May." p.232: "Duffws station had been closed to passengers for a period between 26 Dec 1922 [9] and 1 January 1925", p.293: closed "to 1 Jan 1925"

Johnson makes no mention of this change.

Baughan p.120: 1 Jan 1925

No press references traced (*Cambrian News (north), Carnarvon & Denbigh Herald, North Wales Chronicle).*

Bradshaw's Guide does not reflect this change until May 1925 issue

Letter of 27 March 1925 [10] from "Accountant's office, Portmadoc" *(i.e. Robert Evans)* to "Piercy, Blaenau Festiniog" *(i.e. Thomas L Piercy, FR Station Master)*: "DUFFWS STATION. It has been decided that the above station is to be opened on and from Monday next, March 30th *[1925]*. All trains will run through to the station. The Great Western Company are cancelling the arrangements now in force re. booking of passengers, etc. …. Notices will be sent up to the public *[sic – presumably Evans meant that notices to the public would be produced at Portmadoc and sent up to Blaenau for display]* stating that Duffws station will be opened for passenger traffic." A poster was issued to which Stephens insisted that an amendment slip be attached: "NOTE – Passengers coming from the Great Western Railway Station at Blaenau Festiniog can obtain their tickets from the Guard of the train." *This all makes clear (despite FR timetables for June 1925 – see below) that only the arrangement where the GWR booked passengers was withdrawn – FR trains continued to call at the GW interchange platform when connections were required, so the platform itself remained open.*

Reopening of Duffws for passengers confirmed as 30 March 1925

Closure of Duffws 1931

Clinker's Register: 1 June 1931 (no citation)

Quick: 1 June 1931, citing *Clinker's Register*

Boyd p.101: "All passenger trains ceased to run the additional 250 yards from the GW Exchange station on 31 May 1931". p.233: "After 31 May 1931 all services ceased to call at Duffws which became a mineral terminal only". p.293: "re-opened *(in 1925)* until 31 May 1931"

Johnson did not mention the 1925 reopening – so doesn't mention this closure either…

Baughan p. 120: 31 May 1931

In winter, the only advertised FR passenger service was the quarrymen's round trip to/from Duffws.

No press references traced.

FR summer service 1930 – the last showing Duffws – expired 31 Oct 1930, although *Bradshaw's Guide* showed quarrymen's service there until May 1931. FR timetables from 25 May 1931 show **no** service ***beyond*** "Blaenau Festiniog" (i.e. the unstaffed LMS interchange), while file XD97/17022b contains correspondence confirming the deletion of both Duffws and GWR interchange with effect from the May timetable. That file includes statements of passenger loadings for week ended 30 May and for subsequent weeks which exclude Duffws so clearly the station was **out of passenger use** from (or by) 25 May 1931 (as also was GWR interchange since the previous autumn). However, passenger trains still ran empty to/from Duffws (for stabling, preparation and running round) but left there when ready, to make their ***booked*** departure as from "Blaenau Festiniog" (i.e. LMS interchange), as attested by an illuminating exchange between Robert Evans and Piercy. There is no doubt, therefore, that Duffws and GWR interchange were **not** regarded as open to passengers at this time – no account seems to have been taken of Bala line connections. However, a special service on Bank Holiday Monday 3 Aug 1931 **did** run from and to Duffws (not stopping at GWR interchange), as confirmed by public pamphlet [11].

All this was, doubtless, in preparation for the surrender, at the end of 1931, of the Newborough lease which included Duffws station [12]. *Locomotive & General Railway Photograph no. 6203 of 7 Aug 1932 shows the passenger platform track and runround lifted; a wall was later erected to segregate the erstwhile passenger station building from the remaining track.*

Available statistical information about passenger loadings and ticket sales/revenue is conflicted and provides no *definitive* indication of when Duffws and GW interchange stations were in or out of passenger use. Duffws was staffed for other purposes (goods traffic) and could have sold passenger tickets (and even allowed passengers to embark), at least until the lease surrender led to removal of the passenger trackage there. Quite how it shows passenger revenue thereafter is not clear. Ledger XD97/14602 shows daily revenue remittances by station. The lack of remittance on a given day may or may not indicate lack of bookings but perhaps simply that cash was not remitted daily. Presumably parcels are regarded as passenger (rather than goods) rated and their revenue accounted as passenger. From the end of May 1931 Duffws seems still to have recorded passenger revenue but only averaging once a week in varying smallish sums, but virtually none from end of that year. From May 1932 no Duffws revenue but occasional small sums under "GW" or "Duffws GW" (*possibly guards' paying in?).* August Bank Holiday Mondays of 1931, 1932 and 1933 all show significant (over £10) passenger cash at Duffws or "Duffws GW": 1931 was definitely Duffws itself but the other two years were the GWR interchange station. From mid July 1933 some revenue again shown from Duffws. However, file XD97/17023a has Traffic returns for the period of 1931 from 1 Aug and it makes **no** mention of Duffws (not even in the week containing August Bank Holiday Monday when service was advertised there). On the other hand, register XD97/31004/3 gives passenger numbers by month, of which the extract of recorded bookings for Duffws and GWR interchange from March 1931 to the end of 1932 shows:

Month	3rd single	3rd Return	Workmen	
Duffws				
March 1931	12	2	7	
April	25	-	28	
May	23	34	1	
June	31	2	37	
July	39	8	28	
August	45	266	25	(ABH Monday!!)
September	46	16	14	
October	21	10	54	
November	15	-	39	
December	12	-	5	
January 1932	14	-	7	
February	4	-	5	
March	5	-	2	**(Last entry)**
No entry – under either name – for April 1932				
BF GWR (added in manuscript) – first entry is May 1932				
May 1932	5	-	2	
June	43	10	-	
July	39	18	-	
August	74	328	2	(ABH Monday!!)
September	22	14	-	
October	5	-	-	
November	-	-	-	
December	14	-	-	

Closure of Duffws for passengers confirmed as effective from (or by) start of summer season 25 May 1931, although station was subsequently used for advertised excursions on Bank Holiday Monday 3 August 1931 only

• *As an aside, Robert Evans – by then designated Manager – responded on 20 Feb 1945 [13] to C R Clinker's enquiry for "the exact date on which Duffws station was closed to the public and trains ceased to call there" with the date 28 April 1928, the relevance of which totally escapes this writer.*

3. BLAENAU FESTINIOG JUNCTION / LNW INTERCHANGE

Opening of BF Junction station (opposite LNW station) in 1881

Quick: 8 June 1881 (no citation)

Boyd pp. 135 and 293: 1 June 1881 (but this was merely the date on which the Festiniog told the Board of Trade they *wished* to open)

Johnson p.58 notes Rich's approval of the station and passenger line in his report to the Board of Trade dated 8 June 1881 (which may or may not also have been the date of his inspection as Johnson asserts) but gives no specific opening date

Baughan makes no mention of this change

No press reference to this opening traced in 1881

Bradshaw's General Railway & Steam Navigation Guide first carries mention of BF Junction in July 1881 issue *(so Spooner had not presumed upon obtaining approval for a June opening!).*

No definitive statement of opening date found but cumulative evidence suggests the opening date for passengers to have been on or shortly after 8 June 1881

4. BLAENAU FESTINIOG GWR INTERCHANGE

Opening of BF GWR interchange platform in 1884

Quick: 10 Sep 1883, citing Baughan

Boyd p.79: "…the exchange platform with the Great Western system … opened September 1883. Here the lines ran cheek-to-cheek and alongside opposite faces of a common island platform…" [14] p.138: a plan of their station in 1888 from GWR records is given but there is no clear indication of a FR platform face. p.293: opened for passengers Sep 1883, pp. 127, 394 and 396 have plans relating to the change of signalling etc of tracks between Duffws station no. 8 crossover and Duffws Junction no. 11 crossover which were necessary to enable passenger trains to use the south track between those points.[15]

Johnson p.61: makes no mention of the date of the interchange platform opening – although including at p.65 the FR timetable for Feb 1888 which carries a note (against Duffws) "change at G.W. Platform for Festiniog, Bala, &c.".

Baughan p.131 reports opening of re-gauged Festiniog & Blaenau line on 10 Sep 1883. p.132: "… Festiniog narrow gauge ran…to the back of the GWR station where there was an island platform for passenger interchange [16]

10 Sep 1883 opening date of regauged F&B line and station is given by GWR (Northern Division) Supt's notice 1308 of 5 Sep 1883 [17] – but no press references traced

Wrexham Advertiser 6 Oct 1883, p. 3, timetable shows no FR interchange facility.

Cambrian News 12 Oct 1883, p. 6, in reporting *ceremonial* opening on 6 October of the re-gauged Festiniog & Blaenau line, notes that the GWR had been engaged in "… creating a commodious station near the Queen's Hotel, and within a few yards of the Festiniog and Portmadoc Railway station." [18] *Other north Wales papers reported that ceremonial opening but none made reference to FR interchange.*

FR public timetables dated 1 Feb 1884 and 1 Oct 1885 [19] make no mention whatsoever of G.W. interchange platform nor of where to change for the G.W. line (as they do for the L.N.W. and Cambrian lines).

The next known available FR timetable – dated Feb 1888 [20] - carries a note (against Duffws) "change at G.W. Platform for Festiniog, Bala, &c."; this continued, until Nov 1890 [21] which for the first time shows "Blaenau Festiniog GWRy" timings (1 min from both Duffws itself and L&NWR exchange station). *In this instance, Bradshaw's Guide* is no help because it continued to make no mention of the GW platform even after February 1888.

However, the layout was significantly altered between Duffws Junction and Duffws cabins, such that the passenger track and mineral track were transposed through the area of what became the GW interchange platform, requiring signalling alterations. Such alterations were **not** offered for inspection at the date of Col. Rich's inspection of the re-gauged F&B line and the replacement for the connection between the two narrow gauge railways at Duffws Junction in Jul 1883 [22] (Johnson, p. 59 wrongly dates those changes as August 1883). In fact, the revised signalling arrangements which would permit FR passenger trains to serve the new interchange platform seem not to have taken shape until Nov 1883 [23] and were not offered for inspection until March 1884, when Col. Rich gave a favourable report [24]. In view of Rich's close interest in the line, we can be reasonably sure

the FR would not have implemented such changes without first obtaining the BoT's formal approval. In the absence of a definitive statement of opening date, the best that can be concluded is that the interchange platform did **not** open in September 1883 but that **the evidence points to March 1884 as having been the opening date** - despite the lack of a booking office [25] at the outset.

Closure of BF GWR interchange platform 1925

None of *Clinker's Register*, Quick, Boyd, Johnson or Baughan mentions such closure

"GWR Foreign Junctions and Private Sidings Committee" minute book *(in private hands)*: meeting 9 March 1925: "Reported that at Blaenau Festiniog the arrangement by which the Festiniog Co.'s trains used the G.W. station ceased 28 March 1925."

No press references traced.

Bradshaw's Guide does not reflect this change until May 1925 issue

FR handbill and *Bradshaw's Guide* 1 Jun - 11 July 1925 both omit BF GWR, and the FR bill gives Duffws a "(GWR)" suffix instead. FR handbill and *Bradshaw's Guide* 13 July 1925 both restore BF GWR, and Duffws loses the "(GWR)" suffix

Letters about the Duffws reopening [26] make clear that the change was merely that GWR ceased undertaking bookings for FR with effect from 30 March 1925 – the use of the FR's GWR interchange platform was only affected to the degree that passengers were re-booked by the FR – the train guard if necessary. *Only those trains effecting connections would have been involved.*

No station closure involved.

Closure of BF GWR interchange platform 1930

None of *Clinker's Register*, Quick, Boyd, Johnson or Baughan mentions such closure.

Bradshaw's Guide has no timings at BF (GWR) from Nov 1930 until restored from 18 July 1932 (summer only).

Correspondence between Robert Evans and Evan R Davies (FR Chairman and legal adviser) in spring 1932 [27] seems to show that some 'disagreement' with the GWR caused an interregnum in use of this station from late 1930 to mid 1932 (the reasons for which are not explained), accounting for the station's (temporary) disappearance from timetables during that period. It is not clear if this meant that from its origins in the 1880s there was no direct right of way to it, and that access had always only been over GWR land. Nor what had become of the 120 sq.ft. booking office of the 1884-5 negotiations. This correspondence suggests that the deletion of all references to the GWR interchange platform from FR timetables from November 1930 was not merely an aberration, but stemmed from some embargo imposed on its use by the GWR – resolved by the time tourist service resumed at Whitsun (16 May) 1932.

Closure of GWR interchange platform from 1 Nov 1930 (end of summer service) confirmed.

Reopening of BF GWR interchange platform 1932

None of *Clinker's Register*, Quick, Boyd, Johnson or Baughan mentions the 1930 closure – so don't mention this reopening.

Bradshaw's Guide has no timings at BF (GWR) until restored from 18 July 1932 (summer only), then deleted again from 4 July 1938. Restored in FR issue timetables from 26 Sep to 14 Oct 1938 and again next summer from 29 May 1939 only to be deleted again from 3 July 1939 *(presumably these 'high season' changes were aberrations?)*

As already note, correspondence between Robert Evans and Evan R Davies in spring 1932 [28] seems to show that the 'disagreement' with the GWR (the reasons for which are not explained) was resolved by the time tourist service resumed at Whitsun (16 May) 1932.

Reopening of GWR interchange platform from 16 May 1932 confirmed.

• ***The FR seems, by 1930, to have regarded the interchange station for the LNW/LMS as their "Blaenau Festiniog" station even when the GWR interchange platform remained in public passenger use.*** *Throughout the remaining 1930s, FR advertising and Bradshaw's Guide can be conflicting and confusing, in some cases simply showing a single BF time without specifying which station(s) was/were applicable. Reference to the GWR interchange platform seems haphazardly to have been dropped from the FR timetables – for*

example, during the 'peak' part of summer seasons 1934, 1938 and 1939 (although it did appear for the 'shoulder' periods of those years) whereas it appeared in 'peak' 1936 only to be dropped for that autumn's 'shoulder'. However, traffic figures [29] show that – while the LMS interchange station had much the larger usage (doubtless boosted by the circular tour traffic interchange) – the GWR interchange (where the loop was anyway used for running round passenger trains) had steady use each summer from 1932 until the 1939 closure, and must be regarded as having remained open for seasonal passenger use through that period.

CLOSURE OF REMAINING BLAENAU FESTINIOG STATIONS

Festiniog's winter public passenger service withdrawn from March 1930

Neither *Clinker's Register* nor Quick mentions this significant change.

Boyd p.230 mentions it, but with date a month adrift

Johnson p.120 mentions it, *en passant*, without operative date.

Baughan p.135: Oct 1930

From 24 March 1930, passenger services were withdrawn apart from the single weekday quarrymen's round trip, which thereafter was supplemented by tourist service during each limited summer season. This date derives from correspondence and draft public notice in XD97/17020; the only traced press reference (without operative date) was in a report of Portmadoc Urban Council's meeting of Tue 8 Apr 1930 in *Cambrian News* (north) and *Carnarvon & Denbigh Herald* of 11 Apr 1930.

Even the quarrymen's service was unadvertised during winter 1931-2 but was not finally expunged from public timetables until November 1934; nevertheless it continued to run until withdrawn from 18 Sep 1939.

Withdrawal of winter public passenger service confirmed as 24 March 1930, although no station closure involved, other than on a seasonal basis.

Closure of BF GWR interchange platform and LMS interchange station 1939

Clinker's Register: 16 September 1939 (no citation) for the LMS interchange but no mention of the GWR interchange

Quick: "line finally closed in September 1939; last public trains Friday 15th, for quarrymen 16th."

Boyd p.293: 15 Sep 1939 [30] ; Robert Evans' notice to staff [31] is reproduced at p. 243

Johnson p.127: "The outbreak of war on 3 September 1939 … the company immediately suspended the passenger service" [32]

Baughan p.135: "summer tourist and workmen's trains [ceased] from mid-September 1939"

Robert Evans' notice to staff advising end of passenger services at XD97/7810k confirms the closure arrangements.

FR passenger services ceased with effect from 18 Sep 1939: last public tourist trains ran Fri 15 Sep, last unadvertised quarrymen scheduled at 11.48 a.m. from Blaenau on Sat 16 Sep 1939

Bibliography

Quick = *Railway Passenger Stations in Great Britain – A Chronology*, M E Quick, RCHS, 5th edn, version 5.05, September 2023

Boyd = *The Festiniog Railway,* J I C Boyd, Oakwood Press, 1975 rep 2002, in two volumes

Johnson = *An Illustrated History of the Festiniog Railway 1832-1954,* P Johnson, OPC, 2007

Baughan = *Regional History of the Railways of Great Britain – Vol. 11 - North and Mid Wales,* P E Baughan, Atlantic Transport, 1991

Clinker's Register, C R Clinker, Avon-AngliA, 1978

References prefixed XD97/ are at Gwynedd Archives, Caernarfon

References prefixed MT6, RAIL and ZSPC are at The National Archives, Kew

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Notes

[1] This does at least correct the error on page 77
[2] This may prove nothing more than that a single train set was in use that day
[3] XD97/16861
[4] 26 December 1922 was a Tuesday, 1 January 1923 was a Monday
[5] This is incorrect - see note about press references – because the advertising alluded to was about the 1 Dec 1922 changes.
[6] XD97/7902
[7] RAIL 250/449
[8] RAIL 250/353. Alas, no subsequent mentions for the 1922 or 1925 changes in GWR files at RAIL 250/449-452, RAIL 250/353-354, RAIL 250/524-527, or RAIL 250/786. A precis of the agreement is at XD97/1992 and /3449a.
[9] As noted above, the 1922 date is wrong
[10] XD97/16712
[11] XD97/52168
[12] XD97/3472
[13] Letter in Clinker Collection at Special Collections Library, Brunel University
[14] It was a tongue, not an island, platform, with the GW on one side and the FR the other, with public access to the highway at the east end.
[15] This was necessary before such trains could serve the interchange platform; these changes *appear* to have taken place 1883-4 but, of themselves, do not show when trains actually began calling at the new platform. I have yet to find the report of the signalling changes having been inspected and passed by the railway inspectorate.
[16] The *implication* is that the FR platform opened co-terminously but that is not stated explicitly.
[17] Bound in RAIL 937/39
[18] The text could be taken as referring *either* to an interchange platform *or* to FR's Duffws station itself. By not making clear that the FR's 'station' was new – there had not been one in F&B narrow gauge days when both narrow gauge termini were known as Diphwys, albeit not adjacent (for example, see timetables in *Wrexham Advertiser* 4 Aug 1883) – the report *could* imply that one still had to walk to/from Duffws. Therefore it is inconclusive.
[19] ZSPC 11/629
[20] XD97/51007 and Johnson p.65
[21] MT6/2124/5 and Boyd p.600
[22] Report of 30 July 1883 - MT6/371/7
[23] XD97/459027 (Duffws station) and its equivalent (Duffws Junction) still held privately – i.e. together represented by lower plan as redrawn at Boyd, p. 396. In that approval for transposing the passenger and mineral lines did not come until March 1884, the upper plan was presumably a draft.
[24] Report of 17 March 1884 – MT29/45, folio 78. Alas, the Board of Trade's formal letter giving approval to the layout changes being used by passenger trains has not survived.
[25] XD97/3420 [Agreement between the Great Western Railway and the Festiniog Railway for the tenancy of a piece of land at Blaenau Station with the liberty to erect a Booking Office, dated 31 Dec 1885] was about erection of a booking office – no mention of a platform which, for the FR, was alongside one of their tracks, within their own curtilage so needed no agreement with GWR. The document tells us nothing about a FR stopping place here – other than that, if not actually in existence, it was certainly envisaged when negotiations for the booking office started - the first FR Board minute (XD97/1) referring to this office is 27 Aug 1884: "Resolved that a booking office at the G.W.Rly. Co's Blaenau station as named in Mr. Grierson's *(GWR General Manager)* letter with plan of the 1st instant offering site for Booking Office at £1 a year be accepted." (Johnson p.61 wrongly says the agreement was signed in February 1886.)
[26] XD97/16712
[27] XD97/17024
[28] XD97/17024
[29] XD97/31004/3
[30] This is last day of public service, not the more usually cited "with effect from" date
[31] XD97/7810k
[32] Wrongly implying this was a fortnight earlier than was actually the case.

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***Extract from Ordnance Survey 25" plan:* Merionethshire IV.9 Revised: 1899, Published: 1901**

