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GWYNEDD SLATE INDUSTRY TRANSPORT ROUTES

Royal Commission on the Ancient and Historical Monuments of Wales
Govannon report GC401

For Gwynedd Archaeological Trust

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By Louise Barker and Dr David Gwyn

PROJECT 401 GWYNEDD SLATE INDUSTRY TRANSPORT ROUTES

Executive summary

The Royal Commission on the Ancient and Historic Monuments of Wales and Govannon consultancy have been commissioned by Gwynedd Archaeological Trust to carry out a report (the current document) providing a gazetteer of features with statements of significance associated with slate transport routes within the proposed Slate Industry of North Wales World Heritage nomination in order to inform the process of developing the nomination and to enhance the regional Historic Environment Record and the National Monument Record.

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	546002	59451	Penrhyn quarry railroad
	546003	59452	Penrhyn Quarry Railway
Dinorwic	546040	59297	Dinorwic quarry drag
	546042	59298	Dinorwic quarry road
	546208	59460	Fachwen quarry road
	546222	59323	Dinorwic quarry railroad
	414847	59324	Dinorwic Quarry Railway
Nantlle	546209	59449	Nantlle Railway
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	415100	59321	Cwmorthin quarry railway
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Front cover: the Festiniog Railway in 1849; Elton collection, Ironbridge Gorge Museum Trust; by kind permission of Julia Elton

GWYNEDD SLATE INDUSTRY TRANSPORT ROUTES

Abbreviations

The following abbreviations are standard:

CR: Cambrian Railways

FR: Festiniog Railway

GAT: Gwynedd Archaeological Trust

GWR: Great Western Railway

HER: Historic Environment Record

NMR: National Monument Record Wales

NPRN: National Primary Record Number

PRN: Primary Record Number

RCAHMW: Royal Commission on the Ancient and Historical Monuments of Wales

TR: Talyllyn Railway

1 INTRODUCTION

Gwynedd Council and Cadw have together grant-aided Gwynedd Archaeological Trust to carry out a project to inform Gwynedd Council's Slate Industry of North Wales World Heritage Bid encompassing the following tasks as they relate to the areas of the Gwynedd slate industry proposed for inscription:

A. Mineral Permissions

- a. Identify current mineral planning permissions in the relevant areas, and assess their likely future impact
- b. Map the permissions

B. Records enhancement

- a. Identify relevant records and extract information – this to be initially based on the information held at Plas Tan y Bwlch.
- b. Incorporate into HER

C. Scheduling enhancement

- a. Undertake field visits, carry out level 1 survey, and identify features/areas suitable for proposed scheduling
- b. Compile report
- c. Enter information on to regional HER

D. Nomination Gazetteer: Quarries

- a. Site visits
- b. Compilation of statements of significance

E. Nomination Gazetteer: Transport Routes

- a. Site visits

- b. Compilation of statements of significance
- c. HER enhancement

By agreement with the grant-aiding bodies, tasks D and E were to be carried out jointly by Govannon consultancy and by the RCAHMW.

The present document represents Govannon consultancy and RCAHMW's fulfilment of task E.

2 AIM OF TASK E

The slate quarrying areas of Gwynedd have recently been included on the UK tentative list for World Heritage status. Cadw grant-aided projects undertaken by GAT have previously assessed the archaeology of the slate quarries themselves (*Gwynedd Slate Quarries*, 1995); some of the more significant remains within the quarries (*Gwynedd Slate Quarries: mills, power systems, haulage technology, barracks*, 1997); the archaeology of the coastline including the slate-exporting ports, quays and jetties (*Ports and Harbours of Gwynedd*, 2005); and identified the principal transport routes associated with the slate industry within the borders of the 1974 county of Gwynedd, and made recommendations as to which of these should be included in the World Heritage bid, as well as suggesting priorities for further study (*Gwynedd Slate Industry Transport Routes*, 2014). This report identified each separate transport route as a GIS polygon with its unique PRN, and provided a summary overall history with details of engineers, contractors etc involved; whilst it identified and discussed monument-types associated with these transport routes, it did not go into the level of detail which might identify those with the potential to be attributes of Outstanding Universal Value. This current report provides the gazetteer of features associated with each transport route alongside statements of significance.

3 METHODOLOGY

3.1 Scope

This document includes only the sections of dedicated slate transport routes within the county of Gwynedd (present boundaries) that fall within the areas proposed for nomination as a World Heritage site, and identifies individual features which might be identified as attributes of Outstanding Universal Value. These routes are:

Component part	NPRN	PRN	Name
Ogwen valley	546006	59301	Ffordd y Lord
	546002	59451	Penrhyn quarry railroad
	546003	59452	Penrhyn Quarry Railway
Dinorwic	546040	59297	Dinorwic quarry drag
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Cwm	34663	59328	Gorsedda railway
Pennant/Cwm Ystradllyn	34661	59327	Gorsedda Junction and Portmadoc

			Railways
Ffestiniog	546207	59299	Ffordd Casson
	34660	59325	Festiniog Railway <i>including</i> :
	546063	59326	Festiniog Railway deviation route
	419353	59461	Moelwyn incline system
	415100	59321	Cwmorthin quarry railway
Bryneglwys	546195	59313	Bryneglwys quarry railway
Quarry,			
Abergynolwyn			
Village, Tallyllyn			
Railway			
	34946	59455	Tallyllyn Railway

3.2 Research objectives

The project identifies the resource and assesses its significance. It adds primary data to the study of transport infrastructure relating to the slate quarrying industry, and provides key management information to aid World Heritage Site nomination.

3.3 Identification of the resource

Sites were identified by examination of primary, secondary and cartographical sources, as well as material from the Gwynedd Archaeological Trust Historic Environment Record (HER) and the National Monument Record Wales (NMRW) of RCAHMW. These were combined into a database with grid references allowing comparison to other source material through a Global Information System (GIS), in this case MapInfo.

The information in the basic database was supplemented by and checked against primary and secondary documentary sources. Field visits were undertaken along all transport routes from September to November 2016.

Gwynedd Slate Industry Transport Routes, 2014 sets out the documentary resource identified in desk-top study

3.4 Record Creation

The gazetteer forms the basis for HER enhancement and has been created using Parent (Level 1) and Child records (Levels 2 and 3), described below. PRN (Primary Record Number) relates to the HER records held by the Gwynedd Archaeological Trust HER and NPRN (National Primary Record Number) to that held by RCAHMW.

Only a selection of photographs has been included in this report; unless otherwise stated, all are Crown Copyright, RCAHMW. All images taken as part of the fieldwork have been archived with the RCAHMW and are available to view online through *Coflein* the online database of RCAHMW. This can be searched by name and NPRN.

Parent record (Level 1)

The parent record is a summary description of the entirety of each discrete transport system. In the case of the Nantlle Railway, the Dinorwic quarry railroad, the Dinorwic Quarry Railway and Gorsedd

railway, where it is not proposed to include the whole route in the World Heritage bid, the summary description nevertheless encompasses the whole route.

Parent records are indicated in the report with a 3 line border around the relevant entry.

Child records (Levels 2 and 3)

The child record is a summary description of each significant sub-division of each discrete transport system (the Level 1 record), or of important elements within it, insofar as they fall within the proposed World Heritage site. This is generally considered to be each station or yard, as well as particularly significant engineering feature elsewhere on the system such as a bridge, causeway or tunnel. In the case of pre-locomotive railways, inclined planes, and the contour sections that connect them, form the Level 2 elements.

In the case of the Nantlle Railway, the Dinorwic quarry railroad, the Dinorwic Quarry Railway and Gorsedda railway, where it is not proposed to include the whole route in the World Heritage bid, these records only encompass the parts of the route that will be included in the bid.

Child records (Level 2) are indicated in the report with a double-line border around the relevant entry.

In some cases the child record can be further subdivided into important elements (Level 3). For instance, an inclined plane as described at Level 2 might typically have two features at this level, namely the winding drum/haulage equipment and the formation of the incline itself. For example an incline system that comprises an incline plane and drum house. Features within this category are indicated in the report by a single line border.

4 FINDINGS OF THE STUDY

4.1 Historical context

The overall historical context of the transport systems associated with the Gwynedd slate industry is set out in *Gwynedd Slate Industry Transport Routes*, 2014 (GAT 1207) and is not repeated here. This section sets out how the present study has confirmed or modified the findings identified in GAT 1207.

Slate railway archaeology

Earthworks, cuttings, tunnels

The present study has confirmed the variety of earthworks, cuttings and tunnels on the railways considered here. In particular, the use of stone causeways is widespread, with the most impressive examples being found on the FR, including not only the dry-stone *cei mawr* but also Gwyndy bank and several other locations.

Inclines

The present study draws attention to the use of inclined planes on these systems. Those on the Penrhyn quarry railroad include the finest survivor, the Marchogion incline as well as two others, the Dinas incline and the Ty'n y Clwt incline. Inclined planes are also to be found on the Dinorwic railroad at Craig Lwyd and on the FR over the col of Moelwyn Bach. The Alltwyllt incline on the

Bryneglwys quarry railway survives well, as does the TR's 'Village incline' to Abergynolwyn, an unusual example of an inclined plane with a domestic rather than an industrial function.

Bridges

The present study confirms the significance of the masonry bridges on the Penrhyn quarry railroad as among the earliest of their kind. Many of the FR's surviving under-bridges date from the 1830s; a common pattern is for a single arch to be built out of shaped stone as a free-standing structure within an embankment built of rougher materials. One important iron bridge survives, cast-iron bridge on the FR carrying the railway over the Maentwrog to Rhyd road bearing the date 1854. Railway tradition states that it might have been re-cast at Boston Lodge (see below) in the 1920s and it has now been strengthened with concrete beams.

An unusual structure in regional terms is Dolgoch viaduct on the TR, which is built of red brick with stone dressings, consisting of three segmental spans carried on two tapered piers, presumably the work of James Swinton Spooner.

Workshops

The present study confirms the rich archaeological survival of railway workshops, stations and depots, on the Penrhyn quarry railroad, the FR, at Cae Ednyfed and Boston Lodge, and on the TR at Tywyn Pendre, including the original locomotive shed of the mid-1860s, which also remains in use. On the Dinorwic Quarry Railway, sheds and a water tower/coalbunker survive at Gilfach Ddu at SH 5835 6065. The Penrhyn Quarry Railway's engineering complex and loco shed at Felin Fawr have been brought back into use by a community initiative.

Stations

Stations take various forms – the very substantial structures on the FR, the small stone-built shelters of the TR, and the minimal facilities on the Penrhyn and Dinorwic quarry railways.

Depots and goods sheds

Goods sheds (in the sense of a building designed to store high-value goods as part of an intermodal facility) are only found on the FR, which in addition to slate also carried general goods as a public railway. These were noted at Porthmadog, Minffordd yard, Penrhyndeudraeth, Tan y Bwlch and Tan y Grisiau.

Intermodal facilities

The present study confirms the significance of rail-rail intermodal facilities, with Minffordd yard on the FR/CR-GWR the outstanding example in engineering terms, where standard and narrow gauge tracks are ingeniously arranged on a challenging site to ensure that respective sidings offer a level between the floors of the different wagons. Tywyn Wharf station on the TR preserves the wharf itself alongside the standard gauge track-bed and a small display of slate rolling stock, though the CR-GWR sidings have been removed. At the station throat, a weighbridge house has been conserved and re-erected.

Permanent way

The present study can add little to what has already been described of the historic types of permanent way used on Gwynedd slate railways. An *in situ* cast-iron sill was noted on the Penrhyn quarry railroad near the Dinas incline winding drum site. In the course of this study, a run of stone sleeper blocks from the first constriction of the FR was recorded on the cob at Porthmadog, and a fine run was noted on the Moelwyn incline system.

Signalling, level crossings

The present study confirms that the only slate quarry railway to make considerable use of signalling systems was the FR. Several of the distinctive disc signals installed in the 1860s survive, and it is believed that the railway is now the only one in the world still making use of this distinctive early main line technology. In addition the railway has recreated one of its slotted post signals at Tan y Bwlch station and continues to make use of semaphores to the McKenzie and Holland design of the 1870s. Traditional wooden level crossing gates are still opened and shut by hand at Penrhyn crossing and an early crossing-gate keeper's dwelling remains in use by a member of the railway's staff at Lottie's crossing.

Accommodation and settlement

The present study confirms that accommodation and settlement for workers frequently grew up alongside road and rail routes, with examples at Clwt y Bont on the Dinorwic quarry railroad, Tan y Grisiau, Blaenau Ffestiniog and Minffordd (all FR).

Mechanical motive power and rolling stock

Gwynedd Slate Industry Transport Routes, 2014 (GAT 1207) sets out what is known of motive power and rolling stock and these are not considered further here.

5 CONCLUSIONS

The present study reinforces the conclusions drawn in *Gwynedd Slate Industry Transport Routes*, 2014 (GAT 1207) namely:

The transport systems associated with the Gwynedd slate industry are significant as essential components of a globally-significant industrial landscape now on the Tentative List for World Heritage status.

In addition to enabling the export of Welsh slate as a constructional material, these transport systems have exerted a profound impact on the landscape, urban morphology and built heritage of the quarrying districts.

The railways associated with the Gwynedd slate industry are particularly significant as a technology which evolved in this globally-significant industry, and which itself had a profound world-wide impact. The 0.6m gauge railway is the only significant macro-invention associated with this industry.

The significance of this technology has been recognised by the inscription of the Darjeeling Himalayan Railway as a World Heritage site.

The two fully operational railways (FR and TR) no longer carry slate but retain a remarkable number of structures and items from the period when they did so. These structures and items include

formation; buildings; rolling stock and locomotives. They are of international significance in their own right for this reason.

The FR illustrates the evolution of an early/hybrid railway connecting a mineral export sump to a harbour into a smaller version of the main line railway with multiple functions including access to other railway systems and the carriage of other goods and of passengers. It is of international significance in its own right for this reason.

The TR represents the oldest surviving example globally of a narrow-gauge railway on the model of the upgraded FR which was purpose built for locomotive haulage, passenger carriage and connection to the main line railway rather than to navigable water. It is of international significance in its own right for this reason.

The TR and the FR are also of international significance as the first railways in the world to be preserved by voluntary effort.

Other important heritage assets have been identified on the other railways which are disused or have been partly revived railways.

Wales' railway heritage has hitherto been insufficiently valorised as heritage by the archaeological community, despite Welsh Government support for railways in Wales.

Despite the many publications available on Welsh railway history, many aspects of its past remain unclear and misunderstood.

Extending statutory protection to operational systems is problematic. Many of the existing buildings on the FR and the TR have been listed.

6 RECOMMENDATIONS

The present study reinforces the recommendations set out in *Gwynedd Slate Industry Transport Routes*, 2014 (GAT 1207) namely:

It is recommended that the working party on the Gwynedd County Council World Heritage bid consider the inclusion of the historic slate transport routes through the Ogwen valley *ie* Ffordd y Lord, the Penrhyn quarry railroad and the Penrhyn Quarry Railway within the core zone.

It is recommended that the working party on the Gwynedd County Council World Heritage bid consider the inclusion of part of the historic slate transport routes associated with the Dinorwic quarry *ie* the Dinorwic quarry roads, the Dinorwic quarry railroad and the Dinorwic Quarry Railway within the core zone.

It is recommended that the working party on the Gwynedd County Council World Heritage bid consider the inclusion of part of the Gorsedda quarry railway within the core zone.

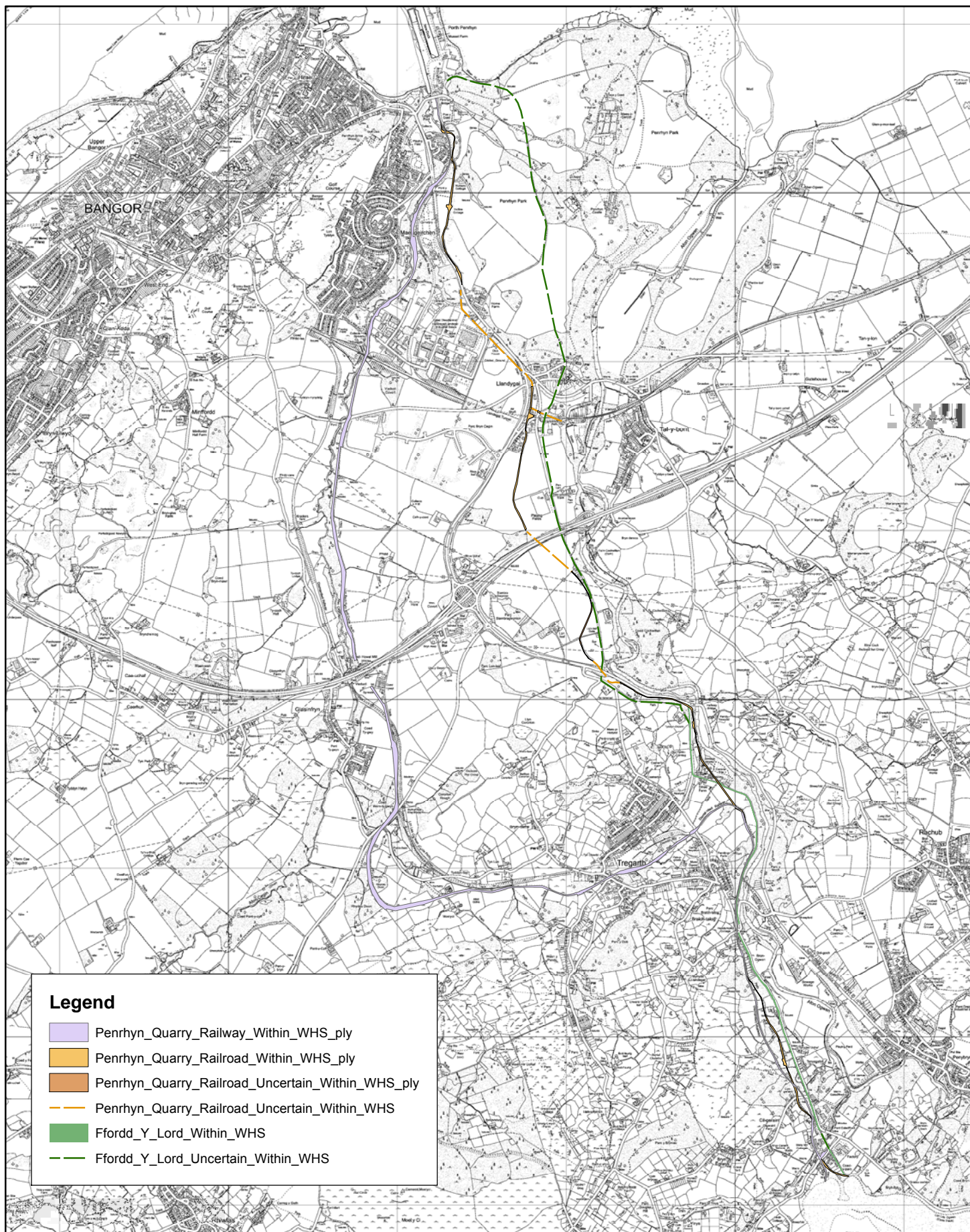
It is recommended that the working party on the Gwynedd County Council World Heritage bid consider the inclusion of the historic slate transport routes through the Ffestiniog area *ie* the Festiniog Railway, the Cwmorthin quarry road (part), ffordd Casson (part) and the Lord quarry road, as well as the associated turnpike network to the Dwyrdd quays, as part of the core zone.

It is recommended that the working party on the Gwynedd County Council World Heritage bid consider the inclusion of the Talyllyn Railway and the associated Bryneglwys quarry railway as part of the core zone.

It is recommended that Cadw give consideration to statutory protection of sites identified in *Gwynedd Slate Industry Transport Routes*, 2014 (GAT 1207).

It is recommended that means be explored by which the professional archaeological community can liaise with relevant personnel on the heritage railways identified in this report.

It is recommended that Cadw give consideration to further assessment of the archaeology of industrial transport systems and public railways throughout Wales.



Ogwen Valley Slate Transport Routes

Penrhyn Quarry Railway (NPRN: 546003; PRN: 59452), Penrhyn quarry railroad (NPRN: 546002; PRN: 59451) and Ffordd y Lord (NPRN: 546006; 59301).

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PENRHYN QUARRY ROAD 'FFORDD Y LORD'

(Component part: Ogwen valley)

PRN:	59301	SITE NAME:	Penrhyn quarry road 'Ffordd y Lord'
NPRN:	546006	DATE CONSTRUCTED:	18 th century
SITE TYPE:	ROAD		
NGR:	SH 6165 6618-5931 7268		

DESCRIPTION:

A road which formed the main transport artery from Penrhyn quarry to the sea at Abercegin from the late 18th century to the opening of the Penrhyn quarry railroad in 1801, and which continued to serve the estate thereafter (and does so still). It was extended from the quarry to Plas y Brenin (PRN: 11427; NPRN: 16761) and Capel Curig in the 1790s, and part was turnpiked; Richard Pennant (Lord Penrhyn) is understood to have hoped it would be used as part of the trunk road from London to Holyhead, but its through-route function was usurped by Telford's post road. However, many aspects of its dating and construction remain obscure, and this entry notices only the surviving sections that carried slate to sea.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Of international significance as an 18th century industrial road, and as the means by which Penrhyn slate was exported from the 1780s to 1801.

BIBLIOGRAPHY:

Lindsay, J 1974. *A History of the North Wales Slate Industry*. Newton Abbot: David and Charles, 46-49.

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

BU: Penrhyn 1972

Historical description

It is not clear to what extent this road was new-build of the 1780s and to what extent it adapted existing routes, but its construction is approximately coeval with other developments including Richard Pennant (Lord Penrhyn)'s opening up of the Cae Braich y Cafn (Penrhyn) quarry in 1782, and securing a Crown mineral lease in 1784 and a lease from the Bishop of Bangor for part of the port development at Abercegin (Port Penrhyn). A letter dated 14 August 1783 speaks of about 30 men at work building the road to Abercegin (BU: Penrhyn 1972).

The local historian Hugh Derfel Hughes writes of an 18th century pack-horse route to Abercegin running from the quarry 'past Bryn Meurig, below Bryn Derwen and Tanysgrafell, across Pen y Groes and the top of Bronydd, and past Penlan to Abercegin.' The cart road *Ffordd y Lord* (a name by which he states it was still known to elderly people at the time he was writing in 1866), however, ran from Abercegin 'up past Penlan and through Coed y Dinas to the quarry'. He states that it was still in use from Coed y Dinas to the quarry in his time but that the part below Tan y Dicwm was not in use 'owing to the later road built by the government' (the post road or A5). This presumably refers to a diversion from of *Ffordd y Lord* onto the post road at SH 6073 6895.

The upper part of the road ceased to carry much, or any slate, after the opening of the Penrhyn quarry railroad in 1801. The lower part continued to handle slate traffic from quarries on the east side of the Ogwen valley for some years to come. From SH 6024 69156 to 5992 7021 it is likely that its route has been subsumed in the Telford post road/A5.

Site description

The road remains in active use for most of its length for motor vehicles, and it has clearly been substantially upgraded.

The presumed route of *Ffordd y Lord* becomes visible as it emerges from under later slate tips at SH 6165 6618, and runs north-west between the Bradite paint factory and the workers' houses at Coed y Parc. Its course disappears under the slate tip associated with the Felin Fawr slate mill at SH 6156 6634, and re-emerges in the region of SH 6150 6645, continuing as the B4409 to the road-junction at Hen Durnpike ('old turnpike') at SH 6102 6762. From here the packhorse route may approximate to the road which climbs the hill and follows a north-westerly direction to Penbronydd (SH 6033 6876) before dropping to the later Lôn Isaf toll gate on the Telford post-road. *Ffordd y Lord* makes its way from Hen Durnpike by dropping gently around the east-facing contours of Dinas. A small single-face quarry at SH 6106 6841 (NPRN: 546034; PRN: 65535) may have provided road-stone. It crosses the Dinas inclined plane on the Penrhyn quarry railroad on a bridge (NPRN: 546007; PRN: 65542) and passes Dinas farm, then turns north at SH 6075 6856.

It is likely that its course is represented by the present approach road to Tyddyn Dicwm at SH 6073 6886 and by the present contour path to the north of Tyddyn Dicwm and Tan yr Allt farm houses to SH 6040 6899, whereupon it united with the pack-horse route and turned north to reach the later Lôn Isaf toll gate on the Telford post-road.

Thereafter the Telford post road appears to have been built on the course of *Ffordd y Lord* as far as approximately SH 5992 7021, but the course of *Ffordd y Lord* from here onwards has been effaced by later developments, and to have been quarried away by the building of the Telford-era turnpike from Llandygai to Conwy at SH 5993 7080. It is possible that the course is reflected in the road in Llandygai village from SH 5997 7090 to the church gate. From here it appears to have crossed the later Penrhyn park at SH 5986 7158-SH 5988 7182-SH 5977 7235-SH 5968 7259, entering the port from the east at SH 5931 7268.

PRN:	65535	SITE NAME:	Penrhyn quarry road 'Ffordd y Lord': stone quarry
NPRN:	546034	DATE CONSTRUCTED:	18 th century
SITE TYPE:	STONE QUARRY		
NGR:	SH 6106 6841		
DESCRIPTION:	Small single-face stone quarry that may have provided road-stone for the Penrhyn quarry road 'Ffordd y Lord' (NPRN: 546006; PRN: 59301).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a possible component of Ffordd y Lord.		
BIBLIOGRAPHY:			
	Ordnance survey mapping		



Ffordd y Lord. Road-side quarry (NPRN: 546034; PRN: 65535)



Ffordd y Lord. Bridge over Dinas Inclined Plane (NPRN: 546007; PRN: 65542)



Part of *Ffordd y Lord* was adapted by Thomas Telford for his post-road; this section includes the Lôn Isaf toll gate (NPRN: 23503; PRN: 1708)

PENRHYN QUARRY RAILROAD

(Component part: Ogwen valley)

PRN:	59451	SITE NAME:	Penrhyn quarry railroad
NPRN:	546002	DATE CONSTRUCTED:	1801
SITE TYPE:	RAILWAY		
NGR:	SH 6167 6618		
DESCRIPTION:	<p>A 0.6 metre (2') gauge iron railroad built for horse and inclined plane operation, which adapted existing south Walian edge-rail practice. It ran from the Penrhyn slate quarry to the Felin Fawr slab mill complex and thence to Port Penrhyn. At the time of its completion in 1801, it was the longest iron edge railway in the world, and one of the earliest applications of a railway system to the quarrying industry. The railroad's engineer, Thomas Dadford's background in canal construction may be evident in the design of the inclines, of which there were three, at Ty'n y Clwt, Dinas and the Marchogion incline, as well as a possible fourth in Llandygai village connecting the main alignment to the Penlan flint mill. The gauge and the general engineering of this system established much of what was to become standard practice in the slate industry and as such is the ultimate progenitor of the Ffestiniog system and its descendants. Its course also includes some well-preserved sections of formation, a viaduct over the Cegin river and several bridges.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
<p>The Penrhyn quarry railroad is of international significance as the longest overland iron railroad in the world when built, as an early example of the use of a railway system within a quarrying industry, for the influence of canal engineering in its construction, as the means by which Penrhyn slate was exported from 1801 to the 1870s, and as the design ancestor of the 0.6 metre gauge railway world-wide.</p>			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1985. <i>Narrow Gauge Railways in North Caernarvonshire Volume 2</i> . Oxford: Oakwood Press.			
Oeynhausien, C. von and Dechen, H. von. 1971. <i>Railways in England 1827 and 1827</i> . Cambridge: Newcomen Society.			
Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1829 (Map and Survey of Rail Road), 1844, 1873.			

Historical description

According to one interpretation, the earliest parts of this system may date from as early as 1798 when Benjamin Wyatt is said to have built the earliest part of the system, not to transport slate but to carry flint from Port Penrhyn to the Penlan flint mill at Llandygai where it was ground for the pottery industry. It is suggested that horses pulled waggons along the Cegin valley to the foot of the Marchogion inclined plane, and they were drawn up the incline by chains wound round a vertically-mounted drum, powered by the horse whim; a further inclined plane would have lowered the waggons from Llandygai village to the mill. This may well have been the case, but remains unconfirmed.

What is clear is that by 1801 the railway served the slate quarry, making use of two further inclined planes; with their loads passing downwards, they were counter-balanced. Most of the quarry's output travelled this route until 1879 when the new locomotive-worked alignment avoiding the incline planes came into use.

Site description

The initial upper terminus of the Penrhyn quarry railroad lay within Penrhyn slate quarry itself (NPRN: 40564; PRN: 20061) at a site that has been quarried away. It passed, and was connected to, the Felin Fawr slate works (NPRN: 570; PRN: 21947) but its course only becomes apparent at SH 6143 6655, where a change in the alignment of a boundary wall is apparent, and follows the course of a present access road to a level crossing over the Mynydd Llandygai road at Cilgeraint (SH 6137 6664). It follows a footpath from this point but ceases to be apparent around SH 6135 6671 where the later steam-hauled Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) crosses it and where later tipping covers it, including the drum-house and the upper part of the formation of the Ty'n y Clwt incline (NPRN: 546004; PRN: 65536). Parts of this formation may survive below the tip.

The course becomes apparent again at SH 6131 6682, where the lowest 20m of the Ty'n y Clwt incline are apparent on a low rubble embankment cut by a footpath running from Tan Ysgafell. Thereafter it follows the contour on a walled formation alongside some small upslope quarries, reaching and being subsumed by the trackway and subsequent path from Ty'n y Clwt Uchaf before re-uniting with the course of the later Penrhyn Quarry Railway upslope from Bron Ogwen cottages at SH 6107 6736. It crossed the road at Hendurnpike at SH 61012 67616, the same location as the level crossing on the Penrhyn Quarry Railway

The formation follows the same course as this later steam railway to the head of the Dinas inclined plane (NPRN: 409718; PRN: 65539) at SH 6101 6836, where slab walling indicates the likely position of the drum-house (NPRN: 546005; PRN: 65540), clearly shown on a plan of 1874. Cast-iron track components were noted *in situ* here. The course of the incline plane, 280m in length, is faintly apparent as a low earthwork down the field to a bridge at SH 6091 6851 carrying Ffordd y Lord (NPRN: 546006; PRN: 59301) over it (NPRN: 546007; PRN: 65542). From this point to the foot of the incline at SH 6085 6858, the course is partially overgrown, and then survives as a footpath to the dwelling, Pen isa'r Allt ('the lower end of the inclined plane' – NPRN: 546008; PRN: 65543), which remains in occupation in the caravan park at SH 6086 6859; this may have been a house for whoever was responsible for hooking and unhooking wagons to the rope or chain.

A 100m section from this point northwards is inaccessible but may have been the site of a marshalling yard and stables. Thereafter, the formation runs on a clearly defined rock-cut shelf with retaining walls of up to 4m high above the Ogwen river for 300m, before turning to the west and crossing the Tregarth road on a level crossing evident as a gate on the east side at SH 6073 6896. From here its course is indistinct for 0.64km but evidently ran along the south side of the A5 road and has been identified at SH 6041 6899. It becomes clear again at SH 6016 6923 as a low formation defined by a sinuous stone wall crossing pastureland. At SH 6009 6936 it crosses a farm road to Lôn Isaf, and provides an instructive contrast with the unaltered course of the Telford road running to its east (described by Quatermaine, Trinder and Turner 2003, 52 as 'one of the best preserved sections of Telfordian road along the route') and with the Lôn Isaf Telford gatehouse (NPRN: 23503; PRN: 1708). It runs to the west of the row of dwellings at Tyddyn Iolyn at SH 6007 6973, before its course becomes indistinct across a cultivated field.

The formation has been destroyed by the cutting in which the A55 runs but re-appears from a clump of trees at SH 5978 6999 and is thereafter apparent as a footpath to Llandygai village at SH 5977 7064.

The next 0.9 km has been largely subsumed into gardens and roads. A building at SH 5980 7068, recently rebuilt, is a former smithy (NPRN: 546009; PRN: 65544); stables for the horses, of which there are no above-ground traces, are believed to have occupied a site at SH 5985 7057 (NPRN: 546010; PRN: 65545).

A road bridge over a possible railway formation at Llandygai (NPRN: 546011; PRN: 65549) may indicate the site of an inclined plane (NPRN: 546019; PRN: 6387) from the main course of the railroad to the Llandygai (Penlan) flint mill (NPRN: 40754; PRN: 6387). There is however, no further evidence of such an incline and arrangements here have been considerably altered by the construction of the Chester-Holyhead railway in the 1840s.

A bridge carries the Telford road/A5 over the course of the Penrhyn quarry railroad (NPRN: 309272; PRN: 65550) at SH 5938 7143.

The course north from this point defines the later Penrhyn park wall as far as the drum-house of the Marchogion incline (NPRN: 409693; PRN: 24862 and NPRN: 546012; PRN: 65551 respectively). This is the most nearly complete early incline system in Wales, and may date from as early as 1798. What is clear is that by 1801 the railway served the slate quarry, making use of two further inclines; with the loads passing downwards, it could from then on be counter-balanced. Most of the quarry's output travelled this route until 1879 when the new locomotive-worked alignment avoiding the inclines was completed.

The formation of this shallow incline (NPRN: 546013; PRN: 65552) extends to SH 5934 7212. At its foot the formation widens, suggesting a loop. A small rectangular roofless stone structure (NPRN: 546014; PRN: 65554) is apparent on the east side at SH 5934 7213, possibly a shelter for incline operatives. A rectangular cutting is evident at SH 5933 7214 on the west side (NPRN: 546015; PRN: 65553). Upslope from here are traces of earlier road formations through the later Penrhyn park.

From here the formation continues to Pont Marchogion (NPRN: 309274; PRN: 65555), a single-arched stone bridge with evidence of phasing and alteration, which appears to have carried a road on its main structure and to have supported the railroad on a lower ledge on an additional section constructed on the south-western face, which then ran underneath the road at the north-western end of the bridge, re-emerging at SH 5933 7221 through a now-blocked opening.

Though heavily overgrown, most of the formation from this point on is visible on a ledge following the river, defined on its western side by a high stone wall which delimits the garden of the agent's house, Lime Grove aka Llwyn Onn and Plas y Coed (SH 5939 7247, NPRN: 86406; PRN: 9205), suggesting that the railroad formed a feature of the planned landscape at this point. The multi-arch bridge over the Cegin is one of the oldest such structures built for a rail system surviving anywhere in the world (NPRN: 401047; PRN 12143, SH 5926 7239, SAM CN380), and is often but inaccurately called Marchogion bridge.

From this point as far as its lower terminus at Port Penrhyn (NPRN: 306314; PRN: 15856), the course is overlaid by that of the later steam railway and the standard-gauge access to the port, passing under the Port Penrhyn bridge (NPRN: 306314; PRN 18453).

PRN:	65536	SITE NAME:	Penrhyn quarry railroad: Ty'n y Clwt inclined plane
NPRN:	546004	DATE CONSTRUCTED:	1801
SITE TYPE:	INCLINED PLANE		
NGR:	SH 6133 6678		
DESCRIPTION:	A double-track counterbalanced inclined plane forming part of the Penrhyn quarry railroad, comprising a winding drum house (NPRN: 564016; PRN: 65537) at approximately SH 6135 6674 and an incline plane (NPRN: 564017; PRN: 65538) roughly 98m in length to its foot at SH 6131 6682. The		

drum house and most of the course has been covered in slate rubble, and only the last few metres are evident. Map evidence suggests that there was a marshalling yard at its foot from SH 6130 6684 to SH 6126 6698, and buildings at SH 6129 6684 and 6128 6687.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: E

Significant as a component of the Penrhyn quarry railroad.

BIBLIOGRAPHY:

Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1829 (Map and Survey of Rail Road), 1844, 1873

Tomos, D 1972. *Michael Faraday in Wales*. Denbigh: Gee.

PRN: 65537 SITE NAME: **Ty'n y Clwt inclined plane: winding drum house**

NPRN: 546016

DATE CONSTRUCTED: 1801

SITE TYPE: WINDING DRUM

NGR: SH 6135 6674

DESCRIPTION:

The winding drum house for the Ty'n y Clwt inclined plane has partly been covered by slate rubble and partly obliterated by the later steam railway. Its approximate location, on map evidence, is SH 6135 6674. Faraday suggests that it may have been of similar construction to the Marchogion inclined plane winding drum-house (NPRN: 409693; PRN: 24862).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: E

Significant as a component of the Penrhyn Quarry Railway and for its archaeological potential.

BIBLIOGRAPHY:

Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1829 (Map and Survey of Rail Road), 1844, 1873

Tomos, D 1972. *Michael Faraday in Wales*. Denbigh: Gee.

PRN: 65538 SITE NAME: **Ty'n y Clwt inclined plane: formation**

NPRN: 546017

DATE CONSTRUCTED: 1801

SITE TYPE: INCLINED PLANE

NGR: SH 6135 6674-
6131 6682

DESCRIPTION:

The formation of this double-track counterbalanced incline was approximately 98m in length; running from approximately SH 6135 6674 to its foot at SH 6131 6682. Only a short section at its foot is evident, the remainder having been covered with slate rubble.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: E

Significant as a component of the Penrhyn quarry railroad.

BIBLIOGRAPHY:

Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1829 (Map and Survey of Rail Road), 1844, 1873

PRN: 65539 SITE NAME: **Penrhyn quarry railroad: Dinas inclined plane**

NPRN: 409718

DATE CONSTRUCTED: 1801

SITE TYPE: INCLINED PLANE

NGR: SH 6101 6836-6085
6858

DESCRIPTION:

A double-track counterbalanced inclined plane forming part of the Penrhyn quarry railroad, running from a winding drum house (NPRN: 546005; PRN: 65540) at SH 6101 6836 to its foot at SH 6085 6851, The dwelling Pen isa'r Allt (NPRN: 546008; PRN: 65543) at SH 6086 6859 is believed to have

housed the incline operative and his family.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn quarry railroad and as a well-preserved inclined plane.

BIBLIOGRAPHY:

Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1829 (Map and Survey of Rail Road), 1844, 1873.

PRN: 65540

SITE NAME: **Dinas inclined plane; winding drum house**

NPRN: 546005

DATE CONSTRUCTED: 1801

SITE TYPE: DRUM HOUSE

NGR: SH 6101 6836

DESCRIPTION:

The site of the winding house for the Dinas incline (NPRN: 409718; PRN: 65539). No obvious trace is evident though slab walling indicates its likely position; it is likely to have been destroyed by the later steam railway. There is a rock cutting on the upslope side and the possible trace of garden on the downslope.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn quarry railroad.

BIBLIOGRAPHY:

Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1829 (Map and Survey of Rail Road), 1844.

PRN: 65541

SITE NAME: **Dinas inclined plane: formation**

NPRN: 546018

DATE CONSTRUCTED: 1801

SITE TYPE: INCLINED PLANE

NGR: SH 6101 6836 to SH
6085 6858

DESCRIPTION:

The formation of the Dinas inclined plane (NPRN: 409718; PRN: 65539). In its upper section around SH 6101 6836 a short section of stonework for the formation is apparent, but for the most part to SH 6091 6851 it survives as a shallow earthwork and, thereafter as a very overgrown formation to SH 6085 6858 running between a caravan park and a sewage works.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn quarry railroad.

BIBLIOGRAPHY:

Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1829 (Map and Survey of Rail Road), 1844.

PRN: 65542

SITE NAME: **Dinas inclined plane: bridge**

NPRN: 546007

DATE CONSTRUCTED: 1801

SITE TYPE: BRIDGE

NGR: SH 6091 6851

DESCRIPTION:

A stone arch bridge carrying Ffordd y Lord (NPRN: 546006; PRN: 59301) over the Dinas inclined plane (NPRN: 409718; PRN: 65539). The arch is evident on the down slope side only.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn quarry railroad and as a point where it passes under an earlier mode of transporting slate.

BIBLIOGRAPHY:

Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1829 (Map

and Survey of Rail Road), 1844.

PRN:	65543	SITE NAME:	Dinas inclined plane: Pen isa'r Allt
NPRN:	546008	DATE CONSTRUCTED:	1801
SITE TYPE:	HOUSE		
NGR:	SH 6086 6859		

DESCRIPTION:
The dwelling Pen isa'r Allt at SH 6086 6859 is believed to have housed the incline operative of the Dinas incline (NPRN: 409718; PRN: 65539) and his family. It is a north-south orientated two storey double-fronted stone-built dwelling, which once had a doorway, now blocked, on the longitudinal wall facing the course of the railroad. Additional rooms have been built on the east side. It is an assumption that it dates from the railway's opening. According to its owner, the date 1833 was once observable on plasterwork inside the house.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
Significant as a component of the Penrhyn quarry railroad and as an early, if undated, standing building associated with a rail system.

BIBLIOGRAPHY:
Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1803, 1829 (Map and Survey of Rail Road), 1844, 1873.

PRN:	65544	SITE NAME:	Penrhyn quarry railroad: smithy
NPRN:	546009	DATE CONSTRUCTED:	19 th century
SITE TYPE:	SMITHY		
NGR:	SH 5980 7068		

DESCRIPTION:
A stone-built hipped-roof former smithy largely rebuilt and in re-use, by the side of the Penrhyn Quarry railroad formation and possibly associated with the railroad.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
Significant as a possible element of the Penrhyn quarry railroad.

BIBLIOGRAPHY:
Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN:	65545	SITE NAME:	Penrhyn quarry railroad: stables
NPRN:	546010	DATE CONSTRUCTED:	1840s
SITE TYPE:	STABLE		
NGR:	SH 5985 7057		

DESCRIPTION:
Estate papers include a plan for a stable block here associated with the Penrhyn quarry railroad. It is not clear if it was ever built.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
Significant as a possible element of the Penrhyn quarry railroad.

BIBLIOGRAPHY:
Bangor University Archives and Special Collections: Penrhyn Castle Further Additional.

PRN:	65546	SITE NAME:	Penrhyn quarry railroad: Llandygai inclined plane
NPRN:	546019	DATE CONSTRUCTED:	?1799
SITE TYPE:	INCLINED PLANE		
NGR:	SH 5985 7071 to 5992 7074		

DESCRIPTION:

A formation which aligns with a boundary between two gardens from the course of the railroad may represent the course of an inclined plane connecting the Penrhyn quarry railroad to the Penlan flint mill (NPRN: 40754; PRN: 6387) at its foot. It has been suggested that this inclined plane predates the Penrhyn quarry railroad of 1801 and is an element of an earlier system, possibly built in 1798-9, to connect Port Penrhyn with the flint mill. This is unconfirmed; however, an inclined plane on this site is shown on the deposited plans of the Telford post road, dated 1817. The Llandygai tithe map shows the quarry railroad but no incline. The Penlan flint mill was associated with Samuel Worthington's Herculaneum Pottery at Liverpool, operational from 1796, and was used to roast and grind chert and quartz 'obtained from the base of Carnedd Llewelyn' with flints from Ireland. The flint mill may have gone out of use in 1817 when a steam engine and a flint pan were installed at Liverpool.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY:**

Significant as a component of the Penrhyn quarry railroad and of the Llandygai/Penlan flint mill.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

CAERNARFON RECORD OFFICE: X/Plans/RD2 (deposited plans of the Telford post road, dated 1817).

Hyland, P. 2005. *The Herculaneum Pottery: Liverpool's Forgotten Glory* (Liverpool: National Museums Liverpool and Liverpool University Press).

PRN: 65547 SITE NAME: **Llandygai inclined plane: winding drum house**

NPRN: 546020 DATE CONSTRUCTED: ?1799

SITE TYPE: DRUM HOUSE

NGR: SH 5985 7071

DESCRIPTION:

The presumed site of a winding house for the Llandygai inclined plane.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY: E**

Significant as a component of the Penrhyn quarry railroad and of the Llandygai/Penlan flint mill.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65548 SITE NAME: **Llandygai inclined plane: formation**

NPRN: 546021 DATE CONSTRUCTED: ?1799

SITE TYPE: INCLINED PLANE

NGR: SH 5985 7071-5992
7074

DESCRIPTION:

A short length of formation, visible only as a garden boundary, which aligns with the bridge and which corresponds to the alignment of an inclined plane from the Penrhyn quarry railroad to the Penlan flint mill. It continues for a short section through scrubland beyond the bridge but thereafter the course is destroyed by the Chester-Holyhead railway in the 1840s.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY: AA**

Significant as a component of the Penrhyn quarry railroad and of the Llandygai/Penlan flint mill.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65549 SITE NAME: **Penrhyn quarry railroad: Llandygai incline bridge**

NPRN: 546011 DATE CONSTRUCTED: ?1799

SITE TYPE:	BRIDGE
NGR:	SH 5984 7070
DESCRIPTION:	A stone-built bridge carrying Ffordd y Lord/the Telford post road over what may be a railway formation - an inclined plane (NPRN: 546019; PRN: 65546) from the Penrhyn quarry railroad (NPRN: 546002; PRN: 59451) to the Penlan (Llandygai) flint mill (NPRN: 40754; PRN: 6387). The bridge is blocked at its western end but is open on the eastern, down-slope, side. The segmental arch measures 2.5m across. It is constructed of igneous rock with a slate slab string-course.
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA
	Significant as a component of the Penrhyn quarry railroad and of the Llandygai/Penlan flint mill.
BIBLIOGRAPHY:	
	Boyd, J.I.C. 1985. <i>Narrow Gauge Railways in North Caernarvonshire Volume 2</i> . Oxford: Oakwood Press.
	CAERNARFON RECORD OFFICE: X/Plans/RD2 (deposited plans of the Telford post road, dated 1817).
	Hyland, P. 2005. <i>The Herculaneum Pottery: Liverpool's Forgotten Glory</i> (Liverpool: National Museums Liverpool and Liverpool University Press).

PRN:	65550	SITE NAME:	Penrhyn quarry railroad: bridge carrying A5 (Holyhead Road)
NPRN:	309272	DATE CONSTRUCTED:	1820s
SITE TYPE:	BRIDGE		
NGR:	SH 5938 7143		
DESCRIPTION:	A bridge which carries Telford's post road/A5 Holyhead Road over the Penrhyn quarry railroad. It is built on a curve and measures 22.0m long, 1.85m high and averages 2.10m wide. The vertical side walls of rubble support modern concrete beams. Either earlier stone or slate lintels carried the A5 road, or, more probably, this structure replaced an earlier bridge in order to preserve a right of way. The first bridge on this site probably dates from the realignment of the Penrhyn quarry railroad caused by the building of Telford's post road in the 1820s.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: E		
	Significant as a component of the Penrhyn quarry railroad.		
BIBLIOGRAPHY:			
	Boyd, J.I.C. 1985. <i>Narrow Gauge Railways in North Caernarvonshire Volume 2</i> . Oxford: Oakwood Press.		

PRN:	65551	SITE NAME:	Penrhyn quarry railroad: Marchogion inclined plane
NPRN:	546012	DATE CONSTRUCTED:	1799-1801
SITE TYPE:	INCLINED PLANE		
NGR:	SH 5933 7205		
DESCRIPTION:	A double-track inclined plane forming part of the Penrhyn quarry railroad and the putative railway system of 1798-9 to the Llandygai (Penlan) flint mill., running from an elaborate winding house (NPRN: 409693; PRN: 24862) at SH 59309 71919 now converted to a residence, 'Incline Cottage', to its foot at SH 5934 7212. Near the foot are the traces of two possible structures, a small rectangular roofless stone structure (NPRN: 546014; PRN: 65554) on the east side, and a rectangular cutting on the west side (NPRN: 546015; PRN: 65553), possibly shelters for incline operatives.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	The Marchogion inclined plane is the most nearly complete example of an early incline system in Wales, and is a very early and very complete survivor in global terms; as demonstrating the cross-over of canal technology to railway technology.		

BIBLIOGRAPHY:

Spiker, H.S. 1818. *Reise durch England, Wales und Schottland im Jahre 1816* (Berlin).

Spiker, H.S. 1820. *Travels through England, Wales, & Scotland, in the year 1816* (London).

PRN:	24862	SITE NAME:	Marchogion inclined plane: winding drum house
NPRN:	409693	DATE CONSTRUCTED:	1799-1801
SITE TYPE:	DRUM HOUSE		
NGR:	SH 59309 71919		
DESCRIPTION:	<p>The winding house for the double-track incline forming part of the Penrhyn quarry railroad and the putative railway system of 1798-9 to the Llandygai (Penlan) flint mill. It has been converted to a residence, 'Incline Cottage' (listed grade II). It is built on an 'H' plan, suggesting that the winding drum was housed in the centre, with wagons passing under or over it. The two side wings are constructed of fine ashlar and are classically proportioned. The east side is said to have been a stable, and the west side, living accommodation. It is one of the few architecturally ambitious structures associated with an early railway. The two side wings recall a common arrangement of lock-keepers' houses on a canal, but the design also echoes the ceremonial gateway to a country house. Slots are visible in the west wall which might have accommodated the ropes from an external horse engine.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA (listed grade II 4085)		
<p>Of international significance as part of the Marchogion inclined plane, the most nearly complete example of an early incline system in Wales, and possibly the world; as one of the earliest intact railway building in the world; as an architecturally ambitious building associated with an early railway; as demonstrating the cross-over of canal technology to railway technology.</p>			
BIBLIOGRAPHY:			
Spiker, H.S. 1818. <i>Reise durch England, Wales und Schottland im Jahre 1816</i> (Berlin).			
Spiker, H.S. 1820. <i>Travels through England, Wales, & Scotland, in the year 1816</i> (London).			

PRN:	65552	SITE NAME:	Marchogion inclined plane: formation
NPRN:	546013	DATE CONSTRUCTED:	1799-1801
SITE TYPE:	INCLINED PLANE		
NGR:	SH 59309 71919 to SH 5934 7212.		
DESCRIPTION:			
The formation of a double-track inclined plane forming part of the Penrhyn quarry railroad and the putative railway system of 1798-9 to the Llandygai (Penlan) flint mill. It is 193m in length, running from an elaborate winding house (NPRN: 409693; PRN: 24862) at SH 59309 71919, now converted to a residence, 'Incline Cottage', to its foot at SH 5934 7212, on a gradient of approximately 1/9, partly on a low causeway, partly in a shallow cutting defined by low stone walls. There is no observable evidence of track or sleepers.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Of international significance as part of the Marchogion inclined plane, the most nearly complete example of an early incline system in Wales, and possibly the world; as one of the earliest intact railway building in the world; as an architecturally ambitious building associated with an early railway; as demonstrating the cross-over of canal technology to railway technology.			
BIBLIOGRAPHY:			
Spiker, H.S. 1818. <i>Reise durch England, Wales und Schottland im Jahre 1816</i> (Berlin).			
Spiker, H.S. 1820. <i>Travels through England, Wales, & Scotland, in the year 1816</i> (London).			

PRN:	65553	SITE NAME:	Marchogion inclined plane: shelter
NPRN:	546015	DATE CONSTRUCTED:	19 th century
SITE TYPE:	SHELTER		
NGR:	SH 5933 7214		
DESCRIPTION:	An earthwork cutting on the west side of the formation of the Penrhyn quarry railroad near the foot of the Marchogion incline, possibly the site of a shelter for persons attaching wagons to the incline rope.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as part of the Marchogion inclined plane.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1985. <i>Narrow Gauge Railways in North Caernarvonshire Volume 2</i> . Oxford: Oakwood Press.			

PRN:	65554	SITE NAME:	Marchogion inclined plane: shelter
NPRN:	546014	DATE CONSTRUCTED:	19 th century
SITE TYPE:	SHELTER		
NGR:	SH 5934 7213		
DESCRIPTION:	A small open fronted stone-built structure c.3m wide and 2m high on the east side of the formation of the Penrhyn quarry railroad near the foot of the Marchogion incline, possibly a shelter for persons attaching wagons to the incline rope.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as part of the Marchogion inclined plane.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1985. <i>Narrow Gauge Railways in North Caernarvonshire Volume 2</i> . Oxford: Oakwood Press.			

PRN:	65555	SITE NAME:	Penrhyn quarry railroad: Pont Marchogion
NPRN:	309274	DATE CONSTRUCTED:	1799
SITE TYPE:	BRIDGE		
NGR:	SH 5933 7219		
DESCRIPTION:	<p>A stone-built single-arch bridge of approximately 8m span, carrying a road and the Penrhyn quarry railroad over the Cegin river; not to be confused with the Cegin viaduct (NPRN: 401047; PRN: 12143 SH 5926 7238), which is often and erroneously called Pont Marchogion. This structure is overgrown but appears to have been built in three sections; from NE to SW these measure 3.50m, 3.72m and 2.37m wide. The NE and the central section support a road, of which the formation appears to diverge to the east of the bridge itself, one running south-easterly through the Penrhyn demesne in the direction of Nursery Cottage (SH 5938 7208), the other running south, and probably representing the course of the pre-Telford post road.</p>		
<p>The bridge has been widened with a lower deck on the upstream side to carry the course of the Penrhyn quarry railroad (NPRN: 546002; PRN: 59451) across the river and then under the road by means of a sharp turn into an oblique opening. The railroad seems to have emerged on the downstream side through a projecting structure where the opening has been patched with slate rags. The widened section is phased, and is built in such a way as to suggest that it might initially have been a wooden bridge on stone abutments, and that the stone arch inserted later. It has coursed rubble spandrels and a single voussoir ring, 400mm deep. It may be that the railroad formation was later raised, as the upper part of the deck, 3.60m wide, is built in sawn slate, and approached at an oblique angle which necessitated an abutment extension and a corbelled section</p>			

1.3m wide at the SW end, also of sawn slate. It is possible that a bridging bond of 1799 may reflect the building of a railroad; it has been suggested that the first part of the route, serving Llandygai (Penlan) flint mill, was constructed shortly before the main route to the quarry, completed in 1801.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [4084])

BIBLIOGRAPHY:

Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1803, 1829 (Penrhyn park), 1829 (Map and Survey of Rail Road), 1844, 1873.

Caernarfon Record Office: X/Plans/B/181.

PRN: 12143

SITE NAME: **Penrhyn quarry railroad: Cegin viaduct**

NPRN: 401047

DATE CONSTRUCTED: c. 1800

SITE TYPE: BRIDGE

NGR: SH 5926 7238

DESCRIPTION:

A low coursed rubble viaduct (multi-arched bridge), 4m wide for a single track narrow gauge railway; it comprises three segmental arches with voussoirs and arch rings, and a small square-headed opening at its N end, spanning the River Cegin, at a splayed angle to the later railway bridge with which it converges at the N end. It may predate the Penrhyn quarry railroad if the suggestion that a railroad to Llandygai (Penlan) flint mill was constructed as early as 1798-1799 can be accepted, but there is no particular reason to suggest an earlier date still. Disused since the closing of the railroad in October 1879, listed grade II (42/A/142[8]) in 1988 and conserved in 2013. Misnamed 'Pont Marchogion' or 'Pont Marchogian' by many sources.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [42/A/142 (8)]); SAM

The Cegin viaduct is one of the oldest multi-arched railway bridges known to survive.

BIBLIOGRAPHY:

Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1803, 1829 (Penrhyn park), 1829 (Map and Survey of Rail Road), 1844, 1873.

Gwynedd Archaeological Trust: *Cegin Viaduct Assessment* (443, 2002).

PRN: 18453

SITE NAME: **Port Penrhyn bridge**

NPRN: 34381

DATE CONSTRUCTED: 1820s

SITE TYPE: BRIDGE

NGR: SH 59207 72565

DESCRIPTION:

A single-arched bridge crossing the Afon Cegin to access the Port Lodge and drive to Penrhyn Castle. The arch ring and abutments, the latter with vacant semicircular-headed niches, are of carefully dressed Penmon limestone, and the date of building, 1820, is recorded on a cast iron plate on the north side, together with the initials of George Hay Dawkins Pennant, who inherited the Penrhyn Estate from Richard, 1st Baron Penrhyn. The roadway appears to have been raised by the addition of three courses of rough ashlar, and the bridge parapets are completed by wrought iron railings. To the east the almost level road passes over two more arches which crossed the narrow gauge Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) (and the predecessor Penrhyn quarry railroad (NPRN: 546002; PRN 59451) to the slate quarries and the L&NWR standard gauge branch of 1852 to Porth Penrhyn.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [23662])

Significant as a component of the port landscape and of the Penrhyn quarry railroad of 1801, the L&NWR standard gauge branch of 1852 and the Penrhyn Quarry Railway of the 1870s.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.



Penrhyn quarry railroad.
Ty'n y Clwt (SH 6122 6704)

Penrhyn quarry railroad. Above the Ogwen river
(SH 6075 6883)



Penrhyn quarry railroad.
Lôn Isaf (SH 6010 6967)



Penrhyn quarry railroad.
Smithy at Llandygai (NPRN:
546009; PRN: 65544)



Penrhyn quarry railroad.
Bridge carrying A5
Holyhead Road (NPRN:
309272; PRN: 65550)



Penrhyn quarry railroad.
Marchogion inclined plane,
winding drum house
(NPRN: 409693; PRN:
24862)



Penrhyn quarry railroad.
Pont Marchogion (NPRN:
309274; PRN: 65555)



Penrhyn quarry railroad.
Cegin Viaduct (NPRN:
401047; PRN: 12143)



Penrhyn quarry railroad.
Port Penrhyn bridge
(NPRN: 34381; PRN:
18453)

PENRHYN QUARRY RAILWAY

(Component part: Ogwen valley)

PRN:	21185	SITE NAME:	Penrhyn Quarry Railway
NPRN:	546003	DATE CONSTRUCTED:	1870s
SITE TYPE:	RAILWAY		
NGR:	SH 6154 6615		
DESCRIPTION:	<p>An 0.6 metre (2') gauge locomotive-operated railway build in stages in the 1870s to replace the Penrhyn quarry railroad of 1801 (NPRN: 546002; PRN: 59451). Though the route does not involve any major civil engineering features, it is steeply graded. It was designed by Charles Easton Spooner on the lines of the Festiniog Railway. It operated until 1962. It ran from the Felin Fawr slab mill complex (NPRN: 570; PRN: 21947) to Port Penrhyn (NPRN: 306314; PRN: 15856). The railway's facilities for day-to-day operation were situated at Port Penrhyn and survive in good condition (NPRN: 306314; PRN: 18456-18458).</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
<p>Of international significance as an application of Festiniog Railway technology to a purely mineral-carrying system, for the contrast with its predecessor system, the Penrhyn quarry railroad, and as the means by which Penrhyn quarry slate was exported from the 1870s to 1962.</p>			
BIBLIOGRAPHY:			
<p>Boyd, J.I.C. 1985. <i>Narrow Gauge Railways in North Caernarvonshire Volume 2</i>. Oxford: Oakwood Press.</p>			
<p>Bangor University Archives and Special Collections: Penrhyn Castle Further Additional 1873.</p>			

Historical description

The railway was constructed to replace the Penrhyn quarry railroad opened in 1801, which was only suitable for horse and inclined-plane operation. The Penrhyn Quarry Railway was designed by Charles Easton Spooner of the Festiniog Railway for the sole use of Penrhyn slate quarry, and made use of steam traction from the outset. It followed a circuitous route up the Cegin and Ogwen valleys, with passing-loops at Felin Hen and Tregarth. A passenger service was operated for the quarrymen from 1880 to 1947.

It remained in operation until 1962, and was dismantled three years later. A short section at the quarry end has been re-laid by the Penrhyn Quarry Railway, which has ambitions to extend as far as Tregarth.

Site description

The formation leaves the Felin Fawr slab works (NPRN: 570; PRN: 21947) under a footbridge. The original alignment of the 1870s appears to have run nearer the 1801 railroad as far as SH 6135 6671, crossing the Mynydd Llandygai road at Cilgeraint (SH 6137 6664), but the exact route is unclear; it may have run on the course of the present access road to SH 6143 6651; north of the crossing its formation is visible in low earthworks which are now wooded. The later alignment, running along a pre-existing slate tip, crossed the Mynydd Llandygai road on a timber bridge (St Anne's Bridge SH 6140 6664) supported on slate abutments (NPRN: 546022; PRN: 65556); these were removed in 1986, the high walls on each side of the road lowered and the embankments regraded. The currently-operational Penrhyn Quarry Railway extends nearly as far as the southern side of this bridge.

From SH 6135 6671 its course runs on a slate rubble causeway, bridging a footpath (NPRN: 546023; PRN: 65557) and running on a contour formation above the houses at Bryn Ogwen to a level crossing at Hen Durnpike (NPRN: 546024; PRN: 65558).

From this point northwards the formation is that of the Penrhyn quarry railroad of 1801 which runs along the contour supported on a rubble-built embankment on the downslope side; there is possible evidence of the formation having been raised in the 1870s during the transition from horse haulage to steam. The course of the Penrhyn Quarry Railway appears to have cut through the site of the Dinas winding house on the Penrhyn quarry railroad, then turns to the west on a high slate-rubble embankment. It crosses the road from Hen Durnpike to Tregath on a bridge (Corrig-Llwydion) of which only the slate-rubble abutments survive (NPRN: 409722; PRN: 65560), then the trackbed of the former L&NWR branch-line from Bangor to Bethesda (now a cycle-way) on a single-arch brick-built bridge (NPRN: 407578; PRN: 65561).

From here the formation runs partly on an embankment and partly on a rock-cut shelf, for a little over 500m, to the village of Tregarth, where it was formerly crossed by the main road through the village on a stone-arched bridge (NPRN: 546027; PRN: 65562), adjacent to a stopping-point where quarrymen joined the train (NPRN: 546028; PRN: 65563).

The formation becomes evident again at SH 6022 6793. It follows a course through the fields of Pandy and Moel y Ci farms, though in places the levels have been disturbed. A passing loop was located at SH 5986 6789 (NPRN: 546029; PRN: 65564). At Moel y Ci, a farm track crosses the formation on a single-arch-stone bridge (NPRN: 546030; PRN: 65565), and thereafter for around 200m the formation is just visible through scrub and trees as a shallow cutting before being infilled.

The dwelling Rhyddau Duon (SH 5890 6792) is believed to occupy the site of a ballast quarry (NPRN: 546031; PRN: 65566), opened to supply the railway's own needs.

The bridge Pont y Felin Hen (NPRN: 546032; PRN: 65567, SH 5890 6823), where the railway crossed the B4336, has been removed and arrangements effaced by the upgrading of the roads to Tregarth and Glasinfryn which radiate from it. North of this point the formation has been adapted to become a path and cycle track as far as Port Penrhyn.

It passes underneath the Bangor viaduct on the Chester to Holyhead railway (NPRN: 546025; PRN: 24873) and under the A5 road (NPRN: 34668; PRN: 65568). The railway crosses the Cegin river on a steel single-span bridge (No. 3 Bridge) on stone abutments (NPRN: 546026; PRN: 65569) and again (NPRN: 546033; PRN: 65570) on a four-span bridge comprising rolled steel joists supported on masonry piers and abutments, to which a wooden foot- and cycle-decking has been added. It enters the port under a bridge (NPRN: 34381; PRN: 18453) carrying road access to Penrhyn park over the Cegin river and over the standard-gauge access to the port.

PRN:	65556	SITE NAME:	Penrhyn Quarry Railway: St Anne's bridge
NPRN:	546022	DATE CONSTRUCTED:	1870s
SITE TYPE:	BRIDGE		
NGR:	SH 6141 6664		
DESCRIPTION:	The site of a timber-beam bridge carrying the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) over the Mynydd Llandygai road to St Anne's church, carried on slate-rubble abutments; immediately to the west was a bridge carrying slate waste from the Felin Fawr mill. Removed in 1986 and the embankments regraded.		

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65557 SITE NAME: **Penrhyn Quarry Railway: Ty'n y Clwt causeway**

NPRN: 546023

DATE CONSTRUCTED: 1870s

SITE TYPE: EMBANKMENT

NGR: SH 6119 6695

DESCRIPTION:

A slate rubble causeway 5 m high, enabling the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) to cross Pen y Ffriddoedd footpath at SH 6119 6695 on a bridge made up of rolled iron joists

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway and for the possible Spooner/Festiniog Railway influence on this feature.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65558 SITE NAME: **Penrhyn Quarry Railway: Hendurnpike level crossing**

NPRN: 546024

DATE CONSTRUCTED: 1870s

SITE TYPE: LEVEL CROSSING

NGR: SH 61020 67629

DESCRIPTION:

The site of a level crossing between the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) and the former turnpike (hence the name 'Hen Durnpike'); the railway formation is clear to the south of the crossing. A crossing-keeper's cabin (NPRN: 409723; PRN: 65559) survives.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65559 SITE NAME: **Hendurnpike level crossing: crossing-keeper's cabin**

NPRN: 409723

DATE CONSTRUCTED: 19th century

SITE TYPE: SHELTER

NGR: SH 61012 67616

DESCRIPTION:

A small wooden shelter with a slate roof at the Hendurnpike level crossing (NPRN: 546024; PRN: 65558), standing on a raised platform edged with sawn slate blocks, latterly conserved. One of the railway's only two signal posts was located next to the signal box.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN:	65560	SITE NAME:	Penrhyn Quarry Railway: Corrig-Llwydion bridge
NPRN:	409722	DATE CONSTRUCTED:	1870s
SITE TYPE:	BRIDGE		
NGR:	SH 60765 68220		

DESCRIPTION:
 Abutments and wingwalls constructed from coarse rubblestone, which formerly supported a steel bridge, built to carry the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) over a minor road. Corrig-Llwydion station for quarrymen was situated immediately to the east. Adjacent, on the east side of the road, is a section of slate and wire fencing.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:
 Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN:	65561	SITE NAME:	Penrhyn Quarry Railway: bridge over Bethesda branch of L&NWR
NPRN:	407578	DATE CONSTRUCTED:	1880s
SITE TYPE:	BRIDGE		
NGR:	SH 60736 68197		

DESCRIPTION:
 A brick-built single-arch skew bridge built to carry the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) over the Bethesda branch of the London & North Western Railway, opened in 1884.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a component of the Penrhyn Quarry Railway and as an example of Crewe-inspired railway bridge construction.

BIBLIOGRAPHY:
 Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN:	65562	SITE NAME:	Penrhyn Quarry Railway: Tregarth bridge
NPRN:	546027	DATE CONSTRUCTED:	1870s
SITE TYPE:	BRIDGE		
NGR:	SH 6026 6795		

DESCRIPTION:
 A stone-built arched bridge carrying the main street of Tregarth over the course of the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185). The bridge is partly filled with debris on the east side: the western arch and a short length of the formation have been subsumed into a garden.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:
 Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN:	65563	SITE NAME:	Penrhyn Quarry Railway: Tregarth station
NPRN:	546028	DATE CONSTRUCTED:	1870s
SITE TYPE:	RAILWAY STATION		
NGR:	SH 6021 6792		

DESCRIPTION:
 A point on the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) where quarrymen living in

Tregarth caught the train to work, by means of a footpath from the adjacent road. Facilities were minimal.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65564 SITE NAME: **Penrhyn Quarry Railway: site of passing loop**

NPRN: 546029 DATE CONSTRUCTED: 1870s

SITE TYPE: RAILWAY
TRANSPORT SITE

NGR: SH 5986 6789

DESCRIPTION:

The site of one of the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185)'s two passing loops.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65565 SITE NAME: **Penrhyn Quarry Railway: Moel y Ci bridge**

NPRN: 546030 DATE CONSTRUCTED: 1870s

SITE TYPE: BRIDGE
NGR: SH 5926 6784

DESCRIPTION:

A single-arch stone bridge carrying a road to Moel y Ci farm over the course of the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185); partly infilled.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65566 SITE NAME: **Penrhyn Quarry Railway: ballast quarry**

NPRN: 546031 DATE CONSTRUCTED: 1870s

SITE TYPE: QUARRY
NGR: SH 5890 6792

DESCRIPTION:

The dwelling Rhydau Duon is believed to occupy the site of a quarry opened to supply the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) with ballast.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: E

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65567 SITE NAME: **Penrhyn Quarry Railway: Pont y Felin Hen**

NPRN: 546032 DATE CONSTRUCTED: 1870s

SITE TYPE: BRIDGE

NGR: SH 5890 6823

DESCRIPTION:

A lattice girder bridge carried on slate abutments, whereby the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) crossed the Pentir road; now completely demolished other than the trace of the southern abutment.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 24873

SITE NAME: **Bangor viaduct**

NPRN: 546025

DATE CONSTRUCTED: 1848

SITE TYPE: BRIDGE

NGR: SH 58826 71029

DESCRIPTION:

A multi-arched bridge carrying the Chester to Holyhead main line railway over the Afon Cegin and the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [4133])

Significant for the contrast between the engineering of the British main-line network and the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65568

SITE NAME: **Penrhyn Quarry Railway: A5 bridge**

NPRN: 34668

DATE CONSTRUCTED: 20th century

SITE TYPE: BRIDGE

NGR: SH 59218 72037

DESCRIPTION:

A late 20th century bridge carrying the A5 road over the course of the the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185), replacing a bridge constructed in the 1870s.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: B

Of significance as a feature post-dating the Penrhyn Quarry Railway but built so as to preserve the right-of-way.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 65569

SITE NAME: **Penrhyn Quarry Railway: No. 3 bridge**

NPRN: 546026

DATE CONSTRUCTED: 1870s

SITE TYPE: BRIDGE

NGR: SH 5931 7218

DESCRIPTION:

A single-span bridge on stone abutments built to carry the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) and the L&NWR's siding to Port Penrhyn over the Cegin river.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood

Press.

PRN: 65570 SITE NAME: **Penrhyn Quarry Railway: Cegin river bridge**
NPRN: 546033 DATE CONSTRUCTED: 1870s
SITE TYPE: BRIDGE
NGR: SH 5928 7238

DESCRIPTION:

A four-span bridge comprising rolled steel joists supported on masonry piers and abutments built to carry the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) and the L&NWR's siding to Port Penrhyn over the Cegin river and over the course of the Penrhyn quarry railroad (NPRN: 546002; PRN: 59451) to which a wooden foot- and cycle-decking has been added.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component of the Penrhyn Quarry Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

PRN: 18453 SITE NAME: **Port Penrhyn bridge**
NPRN: 34381 DATE CONSTRUCTED: 1820s
SITE TYPE: BRIDGE
NGR: SH 59207 72565

DESCRIPTION:

A single-arched bridge crossing the Afon Cegin to access the Port Lodge and drive to Penrhyn Castle. The arch ring and abutments, the latter with vacant semicircular-headed niches, are of carefully dressed Penmon limestone, and the date of building, 1820, is recorded on a cast iron plate on the north side, together with the initials of George Hay Dawkins Pennant, who inherited the Penrhyn Estate from Richard, 1st Baron Penrhyn. The roadway appears to have been raised by the addition of three courses of rough ashlar, and the bridge parapets are completed by wrought iron railings. To the east the almost level road passes over two more arches which crossed the narrow gauge the Penrhyn Quarry Railway (NPRN: 546003; PRN: 21185) (and the predecessor Penrhyn quarry railroad – NPRN: 546002; PRN: 59451) to the slate quarries and the L&NWR standard gauge branch of 1852 to Porth Penrhyn.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA AA (listed grade II [23662])

Significant as a component of the port landscape and of the Penrhyn quarry railroad of 1801, the L&NWR standard gauge branch of 1852 and the Penrhyn Quarry Railway of the 1870s.

BIBLIOGRAPHY:

Boyd, J.I.C. 1985. *Narrow Gauge Railways in North Caernarvonshire Volume 2*. Oxford: Oakwood Press.

Penrhyn Quarry Railway. Dinas (SH 6096 6837)



Penrhyn Quarry Railway.
East of Tregarth (SH 6041



Penrhyn Quarry Railway.
West of Tregarth (SH 5980
6789)



Penrhyn Quarry Railway.
Port Penrhyn (SH 5923
7251)



Penrhyn Quarry Railway.
Ty'n y Clwt Casueway
(NPRN: 546023; PRN:
65557)



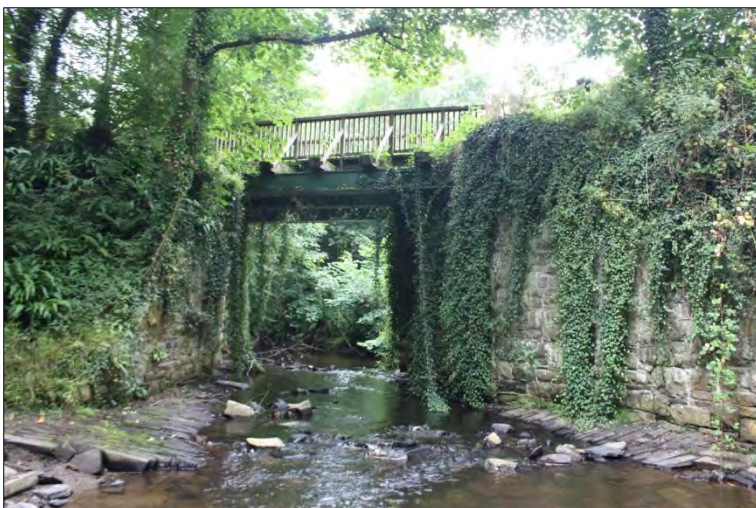
Penrhyn Quarry Railway.
Hendurnpike level
crossing; crossing-keeper's
cabin (NPRN: 409723; PRN:
65559)



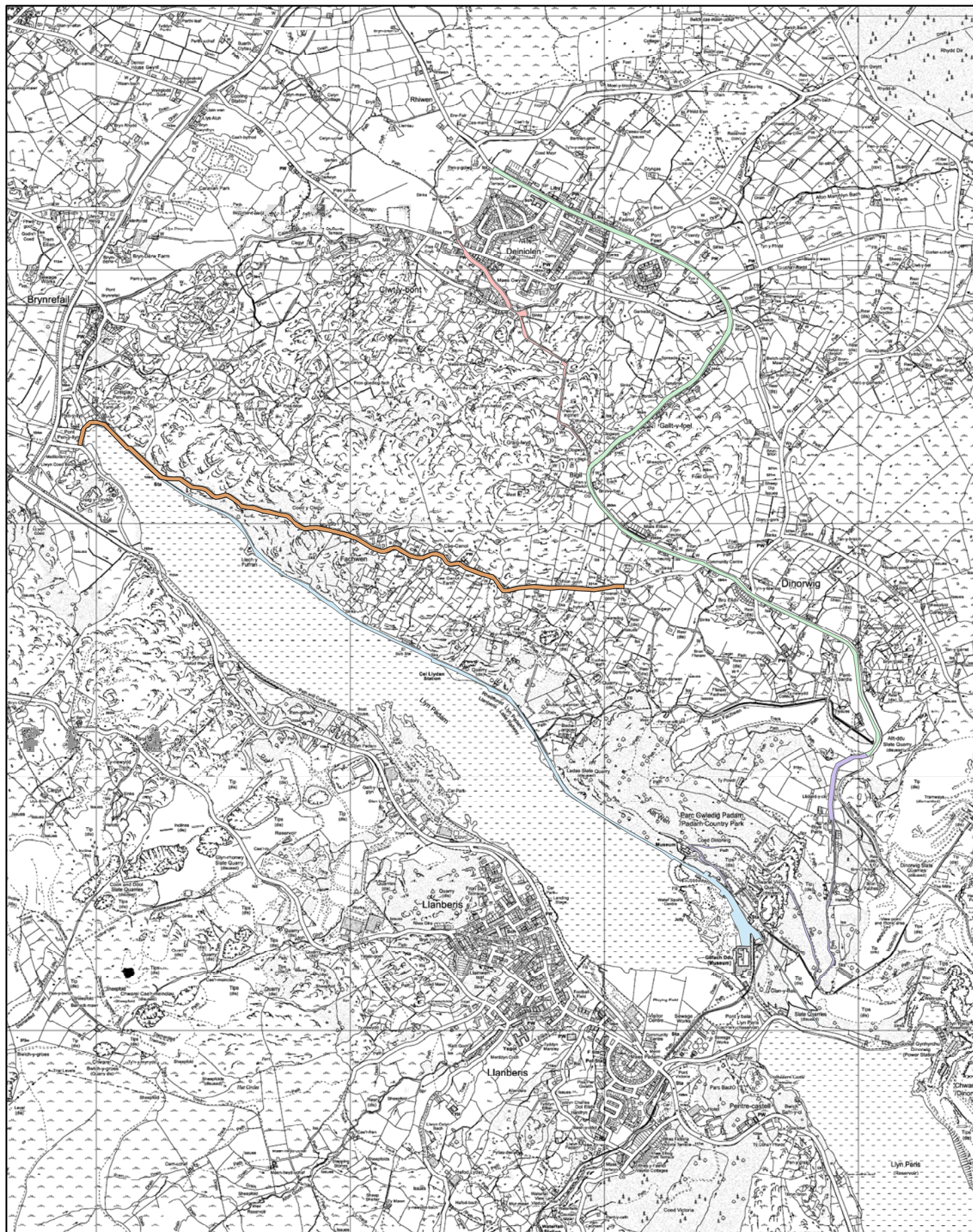
Penrhyn Quarry Railway. Bridge over Bethesda branch of L&NWR (NPRN: 407578; PRN: 65561)



Penrhyn Quarry Railway.
Moel y Ci bridge (NPRN:
546030; PRN: 65565)



Penrhyn Quarry Railway.
No. 3 bridge (NPRN:
546026; PRN: 65569)



DINORWIC.

Slate-carrying transport routes by road and railway. The Dinorwic quarry drag (Purple, NPRN: 546040; PRN: 59297), Dinorwic quarry railroad (Pink, NPRN: 546222; PRN: 59323), Dinorwic Quarry Railway (Blue, NPRN: 414847; PRN: 59324) and Fachwen quarry road (Orange,



DINORWIC QUARRY DRAG

(Component part: Dinorwic)

PRN:	59297	SITE NAME:	Dinorwic quarry drag
NPRN:	546040	DATE CONSTRUCTED:	1776
SITE TYPE:	ROAD		
NGR:	SH 5904 6109-5851 6052		
DESCRIPTION:	<p>The drag is a steeply graded cart road in existence by the 1770s which was used to connect the early slate workings around Allt Ddu quarry (NPRN: 40529; PRN: 20089) that evolved to become the Dinorwic slate quarry with a loading point for boats on Llyn Padarn (approximately SH 5851 6052). Parts of the route is visible in the line of the present tarmaced and unsurfaced road down from Blue Peris and then as an engineered formation terraced into the hillside of the Padarn Country Park running down towards Dinorwic quarry hospital, before turning south-east down to a quay on the lake. It is cut by Vivian quarry.</p> <p>STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA</p> <p>Of national significance as the earliest known engineered road that enabled the Dinorwic slate quarry to export its products.</p> <p>BIBLIOGRAPHY:</p> <p>CRO: Vaynol collection eg CRO: Vaynol 4054, pl. 64.</p> <p>BU: Porth yr Aur mss</p> <p>Illsley, J.S. 1979. Trade and transport in Llyn Padarn in the late eighteenth century, <i>Transactions of the Caernarvonshire Historical Society</i> 40, 87-104.</p>		

Historical description

The drag is a cart road believed to have connected early workings subsumed into or which later formed departments within Dinorwic slate quarry with Cei Newydd on Llyn Padarn (approximately SH 5851 6052), where slates were transferred to lake-boats for transfer to Penllyn and Cwm y Glo. It is likely to have seen little or no use as a slate transport route after the completion of the slate road (NPRN: 546042; PRN: 59298) c. 1810. The course of the drag was cut through by Vivian quarry from the 1870s onwards.

Site description

Only parts of the presumed route are apparent. The upper part, within the Dinorwic slate quarry (NPRN: 40538; PRN: 20091) is obscured or buried by later work. It began in the region of Allt Ddu quarry (NPRN: 40529; PRN: 20089). The lower end at Cei Newydd has been transformed by slate tipping and the lake shore-line has changed considerably.

The evident upper part runs from SH 5904 6109 to SH 5876 6059 via SH 5888 6048, the location of a possible turning area (NPRN: 546041; PRN: 65571), just south of Hafotty Glan y Bala. This may have been a point where horses on down-going runs were transferred from the front of the cart to the back, to act as brakes. On this upper part, the sections to Blue Peris (NPRN: 42097; PRN: 65572) are now a tarmaced road, the section from Blue Peris to the possible turning area is unsurfaced; cottages, cottage rows and a former shop line both sides of the road near the houses mentioned in this upper section. Beyond the turning and up to where the Vivian quarry cuts through the formation, it is evident as a steep but significantly engineered formation, about 4m wide, terraced

into the hillside with a retaining wall on the downslope side. At SH 5888 6049, it goes through a distinct turn in its course, clearly shown on the 1869 Vaynol estate survey. It re-emerges as a grass ledge for a short section on the west side of Vivian quarry, just above floor 5, at SH 5862 6065, and is then cut by later buildings and the V6 incline; it then follows a clear rock-cut trackway on a sinuous course past the hospital down to the presumed site of the quay. The part behind the hospital is enclosed by ornate stone walling, and a short section from the hospital as far as SH 5846 6064 has been adapted as part of a later carriage road giving access to Glan y Bala.

PRN:	65571	SITE NAME:	Dinorwic quarry drag: Hafotty Glan y Bala turning area.
NPRN:	546041	DATE CONSTRUCTED:	1776
SITE TYPE:	ROAD		
NGR:	SH 5888 6048		
DESCRIPTION:	<p>Located just south of Hafotty Glan y Bala at the end of the unsurfaced road running from Blue Peris and at the point where the Dinorwic quarry drag turns west, is a level widened area that may have been a point where horses on down-going runs of the drag were transferred from the front of the cart to the back, to act as brakes on the stepper section through the Padarn Country Park.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Of national significance as a component of the earliest known engineered road that enabled the Dinorwic slate quarry to export its products.		
BIBLIOGRAPHY:			
	CRO: Vaynol collection <i>eg</i> CRO: Vaynol 4054, pl. 64.		
	BU: Porth yr Aur mss		
	Illsley, J.S. 1979. Trade and transport in Llyn Padarn in the late eighteenth century, <i>Transactions of the Caernarvonshire Historical Society</i> 40, 87-104.		

Dinorwic quarry drag. Looking north towards cottages and shops (right) (SH 5891 6068)



Dinorwic quarry drag.
Possible turning area
(NPRN: 546041; PRN:
65571)



Dinorwic quarry drag.
Engineered section
through Padarn Country
Park (SH 5882 6054)



Dinorwic quarry drag. At
Vivian quarry (SH 5861
6067)



Dinorwic quarry drag. At
Dinorwic quarry hospital
(SH 5834 6073)

FACHWEN QUARRY ROAD

(Component part: Dinorwic)

PRN:	59460	SITE NAME:	Fachwen quarry road
NPRN:	546208	DATE CONSTRUCTED:	1826
SITE TYPE:	ROAD		
NGR:	SH 57782 61548- 55946 62345		
DESCRIPTION:			
Built in 1826 as a branch road from the Llanberis to Caernarfon turnpike to serve Lord Newborough's small Fachwen slate quarry (NPRN: 420097; PRN: 20080) which acquired the name 'Vaynol' after it was purchased by the Vaynol estate a few years later.			
A steep road now upgraded for cars and lorries which runs through the Fachwen plantations from Fachwen slate quarry (NPRN: 420097; PRN: 20080) and across Pont Penllyn (NPRN: 419230; PRN: 65573).			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a road serving one of the smaller quarries in the Dinorwic area.			
BIBLIOGRAPHY:			
Gwyn, D. 2015. <i>Welsh Slate</i> . Aberystwyth: RCAHMW			

PRN:	65573	SITE NAME:	Fachwen quarry road: Pont Penllyn
NPRN:	419230	DATE CONSTRUCTED:	1826
SITE TYPE:	BRIDGE		
NGR:	SH 55946 62345		
DESCRIPTION:			
A bridge built of irregularly coursed and dressed rubble-stone with simple coping, slate-slab string course, arch-rings and voussoirs to four segmental arches; cutwaters on east side and tapering circular piers to corners. Built in 1826 by John Hughes of Pen y Groes, it remains in use.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA (listed grade II [21856])	
Significant as an attractively constructed and situated bridge built for slate road traffic by one of the industry's early engineers, John Hughes of Pen y Groes			
BIBLIOGRAPHY:			
Gwyn, D. 2015. <i>Welsh Slate</i> . Aberystwyth: RCAHMW			



Pont Penllyn. (NPRN: 419230; PRN: 65573).

DINORWIC QUARRY RAILROAD

(Component part: Dinorwic)

PRN:	59323	SITE NAME:	Dinorwic quarry railroad
NPRN:	546222	DATE CONSTRUCTED:	1825
SITE TYPE:	RAILWAY		
NGR:	SH 5794 6223-5728 6336		
DESCRIPTION:	A 0.6m (approx.) gauge railroad opened in 1825 which connected the Vaynol estate’s quarries in the Dinorwic area with the sea at y Felinheli, and closed in 1843. It included two inclines at Graig Lwyd and a third near its lower terminus at Nant y Garth.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
The Dinorwic quarry railroad is internationally significant as the means by which Dinorwic slate was exported from 1825 to the 1843, and for the way in which it used the already out-of-date technology of the Penrhyn quarry railroad.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1986. <i>Narrow Gauge Railways in North Caernarvonshire Volume 3</i> . Oxford: Oakwood Press			
CRO: Vaynol estate archives			

Historical description

A 0.6m (approx.) gauge railway completed in 1825, designed and constructed by Thomas Jones of Plas Grono, Wrexham for the Vaynol estate to connect its Dinorwic slate quarries with the sea. It used the same technology as the Penrhyn railroad of 1801 (NPRN: 546002; PRN: 59451) – cast-iron edge rails for double flanged wheels – which was by then becoming design-expired. The surveyor was Robert Williams of Bangor, son of William Williams Llandygái, the Penrhyn agent. It superseded the Dinorwic slate road of c. 1810 and functioned until 1843 when it was in turn replaced by the Dinorwic Quarry Railway.

Site description

The Dinorwic railroad connected the intermediate working floors of the main Dinorwic slate quarry complex (NPRN: 40538; PRN: 20091) with navigable water at the harbour of y Felinheli/Port Dinorwic (NPRN: 303076; PRN: 20740), partly on a horse-worked formation but with two counter-balanced inclined planes at Graig Lwyd (NPRN: 546223; PRN: 65574; NPRN: 546226; PRN: 65577) to the village of Clwt y Bont, as well as a further counter-balance at Nant y Garth, which is not within the area proposed for nomination. For much of its course it ran along the earlier Dinorwic slate road of c. 1810 (NPRN: 546042; PRN: 59298).

The course of the railroad as it leaves the quarry only becomes apparent at SH 5794 6223, where it leaves the Dinorwic slate road of c. 1810 and follows the contour along Graig Lwyd, on a notable embanked formation on the downslope side over boggy ground, to the head of the upper incline, 220m long. Its course has become the access road to several adjacent cottages.

The upper part of the incline as far as a nearby cottage named 'Pen yr Incline' at SH 5783 6246 is used as a domestic access, but its formation is evident, and nominally is use as a footpath though the lower part is heavily overgrown, though. The foot of the incline, and the head of the lower incline are at SH 5785 6262, but arrangements are not clear. It is possible that the drum for the lower

incline might have located at an outcrop of rock immediately above the incline head. The formation of the lower incline is clear, though overgrown and much disturbed by rainwater-channels.

The formation widens at the foot of the lower incline in a way that suggests a loop or marshalling yard.

NPRN: 546229; PRN: 65579 is a recent dwelling which may incorporate elements of a stable-depot. Thereafter the course has become one of thoroughfares of the village of Clwt y Bont. It crosses the Galedffrwd on a single-span slate-slab beam bridge (NPRN: 546230; PRN: 65580), and the road from Deiniolen to Pen isa'r Waun at SH 5745 6308 (NPRN: 546231; PRN: 65581). It then crosses fields following the contour northwards.

PRN:	65574	SITE NAME:	Dinorwic quarry railroad: upper Graig Lwyd inclined plane
NPRN:	546223	DATE CONSTRUCTED:	1825
SITE TYPE:	INCLINED PLANE		
NGR:	SH 5782 6241 to SH 5785 6262		
DESCRIPTION:	The course of a double-track inclined plane for counter-balanced operation, forming part of the Dinorwic quarry railroad (NPRN: 546222; PRN: 59323), running from a winding drum house (NPRN: 546224; PRN: 65575) at SH 5782 6241 to its foot at SH 5785 6262. The upper part of the incline as far as a nearby cottage named 'Pen yr Incline' at SH 5783 6246 is used as a domestic access, but its formation is evident, and nominally is use as a footpath, though the lower part is heavily overgrown.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY:		
	Significant as a component of the Dinorwic quarry railroad.		
BIBLIOGRAPHY:			
	Boyd, J.I.C. 1986. <i>Narrow Gauge Railways in North Caernarvonshire Volume 3</i> . Oxford: Oakwood Press		
	CRO: Vaynol estate archives		

PRN:	65575	SITE NAME:	Upper Graig Lwyd inclined plane: winding drum house
NPRN:	546224	DATE CONSTRUCTED:	1825
SITE TYPE:	WINDING DRUM		
NGR:	SH 5782 6241		
DESCRIPTION:	The winding drum house for the upper Graiglwyd incline (NPRN: 546223; PRN: 65574) is evident as a low course of stones.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY:		
	Significant as a component of the Dinorwic quarry railroad.		
BIBLIOGRAPHY:			
	Boyd, J.I.C. 1986. <i>Narrow Gauge Railways in North Caernarvonshire Volume 3</i> . Oxford: Oakwood Press		
	CRO: Vaynol estate archives		

PRN:	65676	SITE NAME:	Upper Graig Lwyd inclined plane: formation
NPRN:	546225	DATE CONSTRUCTED:	1825
SITE TYPE:	INCLINED PLANE		
NGR:	SH 5782 6241 to SH 5785 6262		

DESCRIPTION:

The course of this double-track inclined plane (NPRN: 546223; PRN: 65574), built for counter-balanced operation, from SH 5782 6241 to SH 5785 6262 is used as a domestic access to a nearby cottage named 'Pen yr Incline' at SH 5783 6246, and the lower part is in use as a footpath but is heavily overgrown.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY: AA**

Significant as a component of the Dinorwic quarry railroad.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire Volume 3*. Oxford: Oakwood Press

CRO: Vaynol estate archives

PRN:	65577	SITE NAME:	Dinorwic quarry railroad: lower Graig Lwyd inclined plane
NPRN:	546226	DATE CONSTRUCTED:	1825
SITE TYPE:	RAILWAY		
NGR:	SH 5785 6263 to 5770 6277		

DESCRIPTION:

The lower inclined plane of a rake of two descending Graig Lwyd on the Dinorwic quarry railroad (NPRN: 546222; PRN: 59323) from SH 5785 6263 to 5770 6277. The formation widens beyond the foot of the lower incline in a way that suggests a loop or marshalling yard.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY: AA**

Significant as a component of the Dinorwic quarry railroad.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire Volume 3*. Oxford: Oakwood Press

CRO: Vaynol estate archives

PRN:	65578	SITE NAME:	Lower Graig Lwyd inclined plane: winding drum house
NPRN:	546227	DATE CONSTRUCTED:	1825
SITE TYPE:	WINDING DRUM		
NGR:	SH 5785 6263		

DESCRIPTION:

Winding drum house for the Graig Lwyd lower inclined plane (NPRN: 546226; PRN: 65577). Arrangements are not clear; it is possible that the drum for the lower incline might have located at an outcrop of rock immediately above the incline head.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY: AA**

Significant as a component of the Dinorwic quarry railroad.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire Volume 3*. Oxford: Oakwood Press

CRO: Vaynol estate archives

PRN:	65578	SITE NAME:	Lower Graig Lwyd inclined plane: formation
NPRN:	546228	DATE CONSTRUCTED:	1825
SITE TYPE:	INCLINED PLANE		
NGR:	SH 5785 6263 to 5770 6277		

DESCRIPTION:

The formation of the Graig Lwyd lower inclined plane is 185m in length; it is clear, though overgrown and much disturbed by rainwater-channels. The middle section of the incline is carried on a causeway/embankment to maintain the gradient over the natural ground-surface.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Dinorwic quarry railroad.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire Volume 3*. Oxford: Oakwood Press

CRO: Vaynol estate archives

PRN: 65574

SITE NAME: **Dinorwic quarry railroad: stable**

NPRN: 546229

DATE CONSTRUCTED: 1825

SITE TYPE: STABLE

NGR: SH 5767 6283

DESCRIPTION:

A modern dwelling which may incorporate elements of a stable for the Dinorwic quarry railroad (NPRN: 546222; PRN: 59323).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY:

Significant as a component of the Dinorwic quarry railroad, and for possible survival of early features.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire Volume 3*. Oxford: Oakwood Press

CRO: Vaynol estate archives

PRN: 65580

SITE NAME: **Dinorwic quarry railroad: Galedffrwd bridge**

NPRN: 546230

DATE CONSTRUCTED: 1825

SITE TYPE: BRIDGE

NGR: SH 5763 6286

DESCRIPTION:

A single-span slate-slab beam bridge carrying the course of the Dinorwic quarry railroad (NPRN: 546222; PRN: 59323) and its successor road over the Galedffrwd stream.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY:

Significant as a component of the Dinorwic quarry railroad, and for the simplicity of the design.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire Volume 3*. Oxford: Oakwood Press

CRO: Vaynol estate archives

PRN: 65581

SITE NAME: **Dinorwic quarry railroad: level crossing**

NPRN: 546231

DATE CONSTRUCTED: 1825

SITE TYPE: LEVEL CROSSING

NGR: SH 5745 6308

DESCRIPTION:

The site of a level crossing between the Dinorwic quarry railroad (NPRN: 546222; PRN: 59323) and the road between Clwt y Bont and Pen isa'r Waun. The road is in use and the course of the railroad is clear.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY:

Significant as a component of the Dinorwic quarry railroad, and for the simplicity of the design.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire Volume 3*. Oxford: Oakwood

Press

CRO: Vaynol estate archives



Dinorwic quarry railroad at
SH 5788 6235 along Graig
Lwyd. (NPRN: 546222;
PRN: 59323)



Upper Graig Lwyd inclined plane at SH
5782 6243 and remains of drum house.
(NPRN: 546223; PRN: 65574)





Lower Graig Lwyd inclined plane and middle section causeway (NPRN: 546226; PRN: 65577)



Stable. (NPRN: 546229;
PRN: 65574)



Galedffrwd Bridge (NPRN: 546230; PRN: 65580)



Course of railroad through Clwt y Bont SH 5752 6300 (NPRN: 546222; PRN: 59323)



Site of level crossing (NPRN: 546231; PRN: 65581)

DINORWIC QUARRY RAILWAY

(Component part: Dinorwic)

PRN:	59324	SITE NAME:	Dinorwic Quarry Railway
NPRN:	414847	DATE CONSTRUCTED:	1842
SITE TYPE:	RAILWAY		
NGR:	SH 5855 6045-5627 6217		

DESCRIPTION:

A 1.22 metre (4') gauge railway from Dinorwic slate quarry to Penscoins, whence an 0.6 metre (2') gauge incline led to the harbour at y Felinheli. The Dinorwic Quarry Railway was completed for horse traction in 1842 and used steam locomotives from 1848, operating until October 1961. Its original quarry terminus within the quarry has been obliterated, though a tunnel from Muriau to Gilfach Ddu survives. From 1870 to closure its upper terminus was at Gilfach Ddu, a site which has now been obliterated and occupied by the Llanberis Lake Railway station.

An unusual feature was the use of 1.22 metre gauge wagons to carry 0.6 metre gauge quarry wagons, a technique which may have been inspired by the Bargoed Coal Road in South Wales.

One of the two original locomotives of 1848 survives in the Penrhyn Castle Industrial Railway Museum. One of the 1.22 metre gauge wagons is preserved at the Narrow Gauge Museum in Tywyn.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Of international significance as an early steam locomotive-worked industrial railway, for the involvement of major engineers such as William Allcard, James Spooner and Dr William Harland, as the railway that enabled Dinorwic slate quarry to grow to a significant scale, and for the survival of infrastructure, an early locomotive and an item of rolling stock.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire* 3. Headington: Oakwood.

Historical description

A 1.22m (4') gauge railway completed in 1842 to carry slate from Dinorwic quarry to an incline at Penscoins which connected it with the harbour at y Felinheli, a higher-capacity replacement for the Dinorwic quarry railroad of 1825, taking advantage of land newly-purchased by the Vaynol estate on the east shore of Llyn Padarn (hence the name 'Padarn Railway' by which it was and is informally known). The surveyor was Dr William Harland (1787-1866), and the consulting engineer was William Allcard (1809-1861) of the Grand Junction Railway; both men were members of the Stephenson circle. James and Charles Easton Spooner of Porthmadog, father and son, were responsible for the design, which used a transporter system whereby the quarry wagons were carried on the broader gauge transporters, a system which may have been inspired by the Bargoed coal road in South Wales. The principal contractor was Owen Jones of Penmachno, otherwise known as the bard and historian 'Gethin' (1816-1883). In 1971 the Llanberis Lake Railway, an 0.6m gauge tourist railway, was opened along part of its course but without using any of its historic buildings. This initially ran along the shore of Llyn Padarn between Gilfach Ddu and Cei Llydan; the line was extended northwest to Penllyn; in 1972 and southwest from Gilfach Ddu to Llanberis village on a completely new formation in 2003.

Site description

The upper original terminus, operational from 1842 to 1870 was situated near SH 5916 5994 on the lake-level of Dinorwic slate quarry (NPRN: 40538; PRN: 20091) in the area known as Muriau. This is no longer evident, though the tunnel from Muriau to Gilfach Ddu (NPRN: 546219; PRN: 65582) is believed to survive; a locomotive shed adjacent to its northern portal which housed the locomotive *Fire Queen* (NPRN: 546220; PRN: 65583) is listed. The Dinorwic quarry workshops, now the National Slate Museum (NPRN: 93634; PRN: 2442) formed the engineering focus of the railway from 1870 to 1961, and was connected to it by sidings. The site of the 1870-1961 upper terminus at Gilfach Ddu at SH 5855 6045, where 0.6 metre gauge wagons were placed on the 1.22 metre gauge wagons is no longer evident. A listed single-track locomotive shed with an adjacent coaling stage and slate-slab water-tower is evident (NPRN: 546221; PRN: 65584).

The formation leaves the Gilfach Ddu yard area under the Vivian quarry tipping arch of 1900 and runs along the shore of Llyn Padarn, on a formation that is in places a causeway and elsewhere carried on slate rubble, with some rock cutting on the landward side. This is now used by the Llanberis Lake Railway. At several points (e.g. SH 5780 6100 and SH 5742 6139) tips of slate rubble project to the lake-side of the railway, generated by the Ladas slate quarry (NPRN: 546334; PRN: 20079) and the Boundary slate quarry (NPRN: 546335; PRN: 20078). The lower terminus of the railway was at Penscoins (SH 5349 6780), whence an 0.6 metre gauge incline led to the harbour at y Felinheli (NPRN: 96228; PRN: 20741).

In 1971 the Llanberis Lake Railway, an 0.6m gauge tourist railway, was opened along part of its course but without using any of its historic buildings. This initially ran along the shore of Llyn Padarn between Gilfach Ddu and Cei Llydan; the line was extended northwest to Penllyn (SH 5627 6217); in 1972 and southwest from Gilfach Ddu to Llanberis village (SH 5824 5989) on a completely new formation in 2003.

PRN:	65582	SITE NAME:	Dinorwic Quarry Railway: Muriau tunnel
NPRN:	546219	DATE CONSTRUCTED:	1842
SITE TYPE:	RAILWAY TUNNEL		
NGR:	SH 5485 6002 to SH 5863 6035		
DESCRIPTION:			
A tunnel from the Muriau area (SH 5485 6002) of Dinorwic quarry to Gilfach Ddu (SH 5863 6035), part of the Dinorwic Quarry Railway, opened in 1842. It is understood that the tunnel ceased to be used by the 1.22m gauge railway Dinorwic Quarry Railway in 1870, when the quarry terminus was cut back to Gilfach Ddu, and was thereafter used by 0.6m gauge internal quarry traffic. An ornate castellated portal built out of slate blocks is evident at its northern end.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as an early industrial railway tunnel and for its unusual architectural ambition.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1986. <i>Narrow Gauge Railways in North Caernarvonshire Volume 3</i> . Oxford: Oakwood Press.			
CAERNARFON RECORD OFFICE: Vaynol estate archives.			

PRN:	65583	SITE NAME:	Dinorwic Quarry Railway: <i>Fire Queen</i> shed
NPRN:	546220	DATE CONSTRUCTED:	c. 1870
SITE TYPE:	ENGINE SHED		
NGR:	SH 5862 6038		
DESCRIPTION:			
A locomotive shed of some architectural ambition, constructed in a similar idiom to the adjacent former quarry yard, now the National Slate Museum. It is believed to have been built c. 1870 to			

house the first 0.6 m gauge locomotives on the internal Dinorwic quarry system when the Dinorwic Quarry Railway was cut back from Muriau to Gilfach Ddu. From 1882 to 1969 it served as a small museum housing the locomotive *Fire Queen*

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed II
[Cadw 22657])

Significant as a well-preserved example of a locomotive shed of some architectural distinction, in a similar idiom to the adjacent former quarry yard, now the National Slate Museum.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire Volume 3*. Oxford: Oakwood Press.

Caernarfon Record Office: Vaynol estate archives.

Cadw listed building description.

PRN: 65584

SITE NAME: **Dinorwic Quarry Railway: locomotive shed**

NPRN: 546221

DATE CONSTRUCTED: Late 19th century

SITE TYPE: ENGINE SHED

NGR: SH 5841 6061

DESCRIPTION:

Believed to have been built in the late 19th century to house and prepare the operational locomotive on the Dinorwic Quarry Railway, and as such used until the 1960s. It is a rectangular-plan high single-storey structure, built out of dressed slate-stone slabs; slate roof with long ventilated gabled louvre to ridge. Two tall four-paned windows with slate sills and lintels to south wall; tall boarded double doors for locomotive in east gable end. Associated with it is an adjacent walled coal-yard.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA listed II [Cadw
2262])

Significant as a well-preserved industrial railway locomotive shed.

BIBLIOGRAPHY:

Boyd, J.I.C. 1986. *Narrow Gauge Railways in North Caernarvonshire Volume 3*. Oxford: Oakwood Press.

Caernarfon Record Office: Vaynol estate archives.

Cadw listed building description.



Dinorwic Quarry Railway
running along the shore of
Llyn Padarn (NPRN:
414847; PRN: 59324)



Dinorwic quarry
workshops, Gilfach Ddu
(NPRN: 414847; PRN:
2442)



The Llanberis Lake Railway
now operates along the
course of the Dinorwic
Quarry Railway (NPRN:
414847; PRN: 59324)



Nantlle

Nantlle Railway (NPRN: 546209)



NANTLLE RAILWAY

(Component part: Nantlle)

PRN:	59449	SITE NAME:	Nantlle Railway
NPRN:	546209	DATE CONSTRUCTED:	1828
SITE TYPE:	RAILWAY		
NGR:	SH 5078 5360-4948 5322		
DESCRIPTION:			
<p>A 1.07 metre (3' 6") gauge railway, the first public railway in North Wales, established by an Act of Parliament of 1825 and opened in 1828. Designed as a plateway, but built, on the advice of Robert Stephenson I, as an edge railway using wrought-iron fishbelly rails on stone blocks. The Nantlle Railway connected the Nantlle quarries with the sea at Caernarfon but also carried other goods and passengers. The railway fell foul of the railway politics of the 1850s and 1860s and eventually became part of the Euston empire. It was cut back from Caernarfon to Tyddyn y Bengam in 1866 and to Tal y Sarn in 1872, leaving only a short stump which remained in operation until November 1963. Much of the course survives, as well as several important structures, including the former pub at Pen y Groes which provided passenger facilities, station buildings at Groeslon and Bontnewydd, a stone bridge at Bontnewydd, tunnels at Dinas and Tal y Sarn, and the abutments of a steel bridge, 'Pont Robat Griffith' at Cloddfa'rllôn.</p>			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY:	
<p>Of international significance as the first public railway in North Wales, for the involvement of Robert Stephenson the elder in its design and construction, for the early use of wrought-iron rails and stone Block sleepers, for the survival of what may be the world's oldest railway station, and as the means by which slate from the Nantlle valley was exported.</p>			
BIBLIOGRAPHY:			
<p>Boyd, J.I.C. 1981. <i>Narrow Gauge Railways in North Caernarvonshire Volume 1</i>. Oxford: Oakwood Press.</p>			

Historical description

The Nantlle Railway received its Act in 1825 and carried its first traffic on 12 July 1828. It ran from the Nantlle quarries to the slate quay at Caernarfon but also served the lead and copper mines at Simdde Dylluan and Drws y Coed. Use was open to anyone prepared to run wagons on it. Unlike its predecessor systems, the Penrhyn and the Dinorwic, both of which were built by a single wealthy landowner, the Nantlle was a public railway, the first in North Wales. It carried passengers from 1829, possibly from its first opening.

It was designed as a plateway, and plates and sills were actually loaded on the quay at Caernarfon, but constructed as an edge railway after George Stephenson I had been called in to advise. Its permanent way was similar to that of the Stockton and Darlington, opened in 1825 - wrought-iron fishbelly rails, rolled at Michael Longridge's Bedlington ironworks. The original survey was carried out by William Provis, who was then working on Telford's post-road and the Conwy and Menai bridges. Subsequent survey work and supervision was carried out by John Hall, who had arrived in the area as a contractor for the Telford road in 1818, and who had set himself up as an architect in Bangor, whilst later supervision was carried out by Robert Williams of Bangor, who had surveyed the Dinorwic quarry railroad. Construction was entrusted to William Owen of Gwaenfynydd, parish of Llechylched, Anglesey.

Of its shareholders, the majority were Liverpoolians, some probably involved in the retail slate trade, others investors anxious to diversify their risk-capital.

In the 1830s an extension was laid to Pen yr Orsedd slate quarry. This is considered as part of the Nantlle Railway here. Other branches operated into other quarries. By the 1850s it had become drawn in to the complex railway politics of the area, with the result that it became part of the Euston empire, and was largely replaced by a standard-gauge railway between 1866 and 1872, leaving only a stub from Nantlle station in Talysarn village to the quarries, part of which was in any case a private extension built by Pen yr Orsedd quarry. This section had to be rerouted several times as the quarry pits grew, but all proposals to rebuild this section for locomotive operation and to standard gauge came to nothing. It operated until 1963, latterly as part of the nationalised British Railways network, horse-drawn almost to the last but with motive power provided by a contractor pulling private-owner wagons, as it had been since it first opened.

Site description

The course of the Nantlle Railway within the proposed World Heritage landscape runs east to west along the lower slopes of the valley; however, very little of this route is as constructed in 1828, as it has been re-routed several times to enable quarry pits to be opened. This does not lessen its significance, as it demonstrates the ad-hoc nature of industrial development in Nantlle. Branches and inclined planes connect it with the quarries it served.

The eastern portal of a tunnel is evident SH 4974 5336. The tunnel (NPRN: 546218; PRN: 65593) itself was not explored but it is oval-section and stone-lined, wide for an early narrow gauge railway, and seems to have been built over the original open formation in order to allow tipping of slate rubble to take place. It is shown on a map of 1866 when it was clearly still in use; a map of 1886 shows it as disused but with double track entering its eastern portal, and makes clear that it was re-aligned at its western end, where there were two portals, both of which are now covered by slate rubble.

The only section of original alignment extends from SH 5024 5330 to 5016 5328, and became the siding access to the mills at Dorothea quarry following a realignment of the route to the north of the quarry in the late 19th century. Its distinguishing features are the slate-built flying arches at SH 5018 5329 (NPRN: 546216; PRN: 65591).

PRN:	65585	SITE NAME:	Nantlle Railway: marshalling yard
NPRN:	546210	DATE CONSTRUCTED:	19 th century
SITE TYPE:	MARSHALLING YARD		
NGR:	SH 5078 5360		
DESCRIPTION:	The site of a marshalling yard on the Nantlle Railway associated with the stables (NPRN: 546211; PRN: 65587) and weighbridge house and office (NPRN: 546212; PRN: 65586) at the foot of the inclines from Pen yr Orsedd slate quarry; now heavily overgrown.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as an element on the Nantlle Railway system.		
BIBLIOGRAPHY:			
	Boyd, J.I.C. 1981. <i>Narrow Gauge Railways in North Caernarvonshire Volume 1</i> . Oxford: Oakwood Press.		

PRN:	65586	SITE NAME:	Marshalling yard: weighbridge house and
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NPRN:	546212	office
SITE TYPE:	WEIGHBRIDGE	DATE CONSTRUCTED: 19 th century
	HOUSE AND	
	OFFICE	
NGR:	SH 5077 5360	

DESCRIPTION:
A roofless, dilapidated and heavily overgrown structure at the upper terminus/marshalling yard (NPRN 546210; PRN: 65585) of the Pen yr Orsedd quarry extension of the Nantlle Railway. There is a small enclosed area to the north.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
Significant as an element of the Nantlle Railway system.

BIBLIOGRAPHY:
Boyd, J.I.C. 1981. *Narrow Gauge Railways in North Caernarvonshire Volume 1*. Oxford: Oakwood Press

PRN:	65587	SITE NAME: Marshalling yard: stables
NPRN:	546211	DATE CONSTRUCTED: 19 th century
SITE TYPE:	STABLES AND	
	OFFICE	
NGR:	SH 5079 5359	

DESCRIPTION:
A roofless, dilapidated and heavily overgrown structure at the upper terminus and marshalling yard (NPRN 546210; PRN: 65587) of the Pen yr Orsedd quarry extension of the Nantlle Railway. There is believed to have been a water wheel in the western end to cut animal feed.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
Significant as an element of the Nantlle Railway system.

BIBLIOGRAPHY:
Boyd, J.I.C. 1981. *Narrow Gauge Railways in North Caernarvonshire Volume 1*. Oxford: Oakwood Press.

PRN:	65588	SITE NAME: Nantlle Railway: Pont Robat Griffith
NPRN:	546213	DATE CONSTRUCTED: 1938
SITE TYPE:	BRIDGE	
NGR:	SH 5041 5326	

DESCRIPTION:
A bridge carrying the Nantlle Railway (NPRN: 546209; PRN: 59449) over the former turnpike, named after Robat (Robert) Griffith, believed to have been a haulage contractor on the Nantlle Railway, and to have been a replacement for an earlier structure; the concrete abutments survive but the steel girders, designed and fabricated at Crewe works, have been removed. The date April 1938 is recorded on both abutment, one in mosaic, one carved in concrete.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
Significant as an component of the Nantlle Railway and as an example of main-line 20th century engineering applied to a horse-drawn system.

BIBLIOGRAPHY:
Boyd, J.I.C. 1981. *Narrow Gauge Railways in North Caernarvonshire Volume 1*. Oxford: Oakwood Press.

PRN:	65589	SITE NAME: Nantlle Railway: horse burial site
NPRN:	546214	DATE CONSTRUCTED: 20 th century
SITE TYPE:	RAILWAY	

TRANSPORT SITE	
NGR:	SH 5035 5326
DESCRIPTION:	
An area where horses on the Nantlle Railway (NPRN: 546209; PRN: 59449) were buried.	
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA
Significant as a component of the Nantlle Railway.	
BIBLIOGRAPHY:	
Boyd, J.I.C. 1981. <i>Narrow Gauge Railways in North Caernarvonshire Volume 1</i> . Oxford: Oakwood Press.	

PRN:	65590	SITE NAME:	Nantlle Railway: bing gopar
NPRN:	546215	DATE CONSTRUCTED:	19 th century
SITE TYPE:	ORE STORE		
NGR:	SH 5024 5330		
DESCRIPTION:			
An area known locally as the 'bing gopar' (copper bin), and therefore likely to have been the location where copper ore from Drws y Coed mine was carted or boated to this point for onward transport on the Nantlle Railway (NPRN: 546209; PRN: 59449). The site has been altered by tipping from Pen y Bryn slate quarry and by the construction of a bridge across the formation by the quarry.			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component of the Nantlle Railway.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1981. <i>Narrow Gauge Railways in North Caernarvonshire Volume 1</i> . Oxford: Oakwood Press.			

PRN:	65591	SITE NAME:	Nantlle Railway: flying buttresses in cutting
NPRN:	546216	DATE CONSTRUCTED:	19 th century
SITE TYPE:	RAILWAY		
	TRANSPORT SITE		
NGR:	SH 5018 5329		
DESCRIPTION:	A section of the original route of the Nantlle Railway (NPRN: 546209; PRN: 59449) extending from SH 5024 5330 to 5016 5328 along which slate tips have been created; slate-rubble retaining walls have been built to restrain the slate waste and two distinctive double-arch buttresses cross the course of the railway.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a remarkable piece of slate engineering.			
BIBLIOGRAPHY:	Boyd, J.I.C. 1981. <i>Narrow Gauge Railways in North Caernarvonshire Volume 1</i> . Oxford: Oakwood Press.		

PRN:	65592	SITE NAME:	Nantlle Railway: bridge
NPRN:	546217	DATE CONSTRUCTED:	1872
SITE TYPE:	BRIDGE		
NGR:	SH 5016 5333		
DESCRIPTION:			
A substantial stone bridge with brick arch carrying the former turnpike over the course of the diverted route of the Nantlle Railway (NPRN: 546209; PRN: 59449); understood to have been installed in 1872 to replace a level crossing, and probably designed at Crewe works.			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component of the Nantlle Railway and as an example of main line bridging			

technology applied to a narrow-gauge horse drawn railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1981. *Narrow Gauge Railways in North Caernarvonshire Volume 1*. Oxford: Oakwood Press.

PRN: 65593

SITE NAME: **Nantlle Railway: tunnel**

NPRN: 546218

DATE CONSTRUCTED: 19th century

SITE TYPE: TUNNEL

NGR: SH 4974 5336

DESCRIPTION:

A wide oval-section stone-arched tunnel taking the Nantlle Railway (NPRN: 546209; PRN: 59449). underneath a slate tip, accessible from its eastern portal but blocked a short way in. Its width is unusual for an early narrow gauge railway, and seems to have been built over the original open formation in order to allow tipping of slate rubble to take place. It is shown on a map of 1866 when it was clearly still in use; a map of 1886 shows it as disused but with double track entering its eastern portal, and makes clear that it was re-aligned at its western end, where there were two portals, both of which are now covered by slate rubble.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Nantlle Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1981. *Narrow Gauge Railways in North Caernarvonshire Volume 1*. Oxford: Oakwood Press.



Nantlle Railway at SH 5071
5345 (NPRN: 54209; PRN:
59449)



Nantlle Railway junction of
two sections at SH 5063
5342 (NPRN: 54209; PRN:
59449)



Office and stables at the
upper terminus of the
Nantlle Railway (NPRN:
546211; PRN: 65587)



Pont Robat Griffith (NPRN:
546213; PRN: 65588)



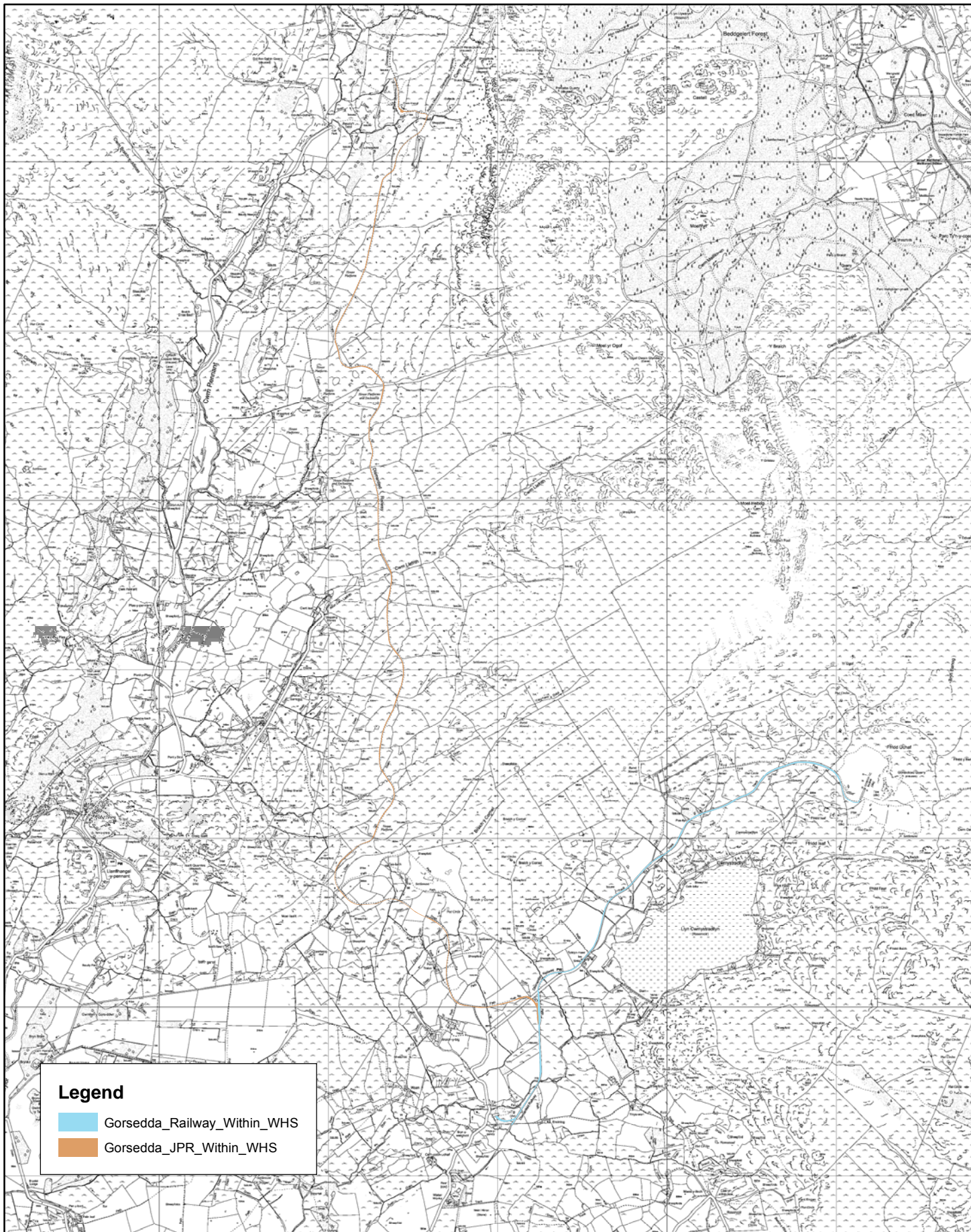
Buttresses in cutting (NPRN:
546216; PRN: 65591)





Bridge (NPRN: 546217;
PRN: 65592)



Tunnel, east portal (NPRN:
546218; PRN: 65593)



Legend

-  Gorsedda_Railway_Within_WHS
-  Gorsedda_JPR_Within_WHS

Cwm Pennant and Cwm Ystradllyn Slate Transport Routes

Gorsedda railway (NPRN: 34663; PRN: 59328) and the Gorsedda Junction and Portmadoc Railways (NPRN: 34661; PRN: 59327).

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1.4 Km



GORSEDDA RAILWAY

(Component part: Cwm Ystradllyn and Cwm Pennant)

PRN:	16874	SITE NAME:	Gorsedda railway
NPRN:	34663	DATE CONSTRUCTED:	1855-1857
SITE TYPE:	RAILWAY		
NGR:	SH 5714 4523 to SH 5574 4020		
DESCRIPTION:	<p>A horse- and gravity-worked railway, 12.9 km long, engineered by James Brunlees, constructed under way-leave by the tenants of Gorsedda slate quarry, who included the German entrepreneur Henry Tobias Tschudy von Uster, to connect the Gorsedda slate quarry (NPRN: 40557; PRN: 20238) with the slate-slab mill at Ynysypany (NPRN: 40572; PRN: 20223), and to provide rail access to the sea at Porthmadog harbour (NPRN: 306317; PRN: 18209). From Tremadoc to Porthmadog it re-used the formation of an existing railway built to serve Lliidiart Ysbyty iron-mine. The formation was later used by the Gorsedda Junction and Portmadoc Railways (NPRN: 34661; PRN: 59327) to connect with a newly-built section from Prince of Wales slate quarry and Cwm Dwyfor copper mine.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
<p>The Gorsedda railway formed the link between the quarry, the Ynysypany slate-slab mill and the sea, and survives as a relict component of this important slate-quarrying landscape. One of the second-generation horse- and gravity-worked systems serving the slate industry, it is also significant as the work of Sir James Brunlees, a major Victorian engineer who worked in Brazil, Switzerland and New Zealand.</p>			
BIBLIOGRAPHY:			
<p>Vignes E 1878: <i>Étude Technique sur le Chemin de fer de Festiniog</i> (Paris: Dunod), 44-47.</p>			
<p>Chrimes M 2004: 'Brunlees, Sir James (1816–1892)', <i>Oxford Dictionary of National Biography</i> (Oxford University Press).</p>			
<p>Plas Tan y Bwlch archive.</p>			

Historical description

Originally built in 1855-1857 as a 0.914 m (3') gauge horse- and gravity-worked railway, 12.9 km long, to connect the Gorsedda slate quarry (NPRN: 40557; PRN: 20238) with the slate-slab mill at Ynysypany (NPRN: 40572; PRN: 20223), and with Porthmadog harbour (NPRN: 306317; PRN: 18209). Though it also carried some local traffic, including flour. The section from Tremadoc to Porthmadog re-used the formation of the existing Tremadoc railway built to serve Lliidiart Ysbyty iron-mine.

The engineer of the Gorsedda railway was Sir James Brunlees who was also engineer of the São Paulo Railway in Brazil and of the Mersey Railway, and was a director of the Mt Ceniz Pass Railway as well being involved in other railway projects in England, Ireland and New Zealand. It saw little use with the closure of the quarry in the mid-1860s, and the formation from Braich y Big to the sea was re-laid to 0.6 m (2') gauge in 1875 as part of the Gorsedda Junction and Portmadoc Railways (NPRN: 34661; PRN: 59327) to connect with the newly-built section from Prince of Wales slate quarry (NPRN: 40567; PRN: 20221) and Cwm Dwyfor copper mine (NPRN: 287709; PRN: 21579). As such, part of the formation continued to function as a railway until about 1891.

Site description

The course of the railway is evident from the foot of the main Gorsedda quarry incline at SH 5714 4523 as a contour formation along the northern slopes of Cwmystradllyn. A prominent feature is a substantial slab revetment (NPRN: 546035; PRN: 65594). At SH 5616 4513 it passes through the grounds of Plas Llyn, the now-demolished quarry manager's house (NPRN: 287858; PRN: 65595); the adjacent carriage shed (NPRN: 287857; PRN: 65596) is a later structure, dating from after the quarry's closure, when Plas Llyn was used as a fishing lodge. From here, the formation is shared with the access track to the quarrymen's village of Treforys (NPRN: 306319; PRN: 65597), as far as Tyddyn Mawr farm at SH 5551 4429. At Capel Saron (NPRN: 6813; PRN: 65598) it leaves the road and follows the contour of the hill-side before turning south on an embankment. Branch sidings served the Ynyspandy slate mill (NPRN: 40572; PRN: 20223) and the Ereiniog peat works. At Hen Efail a branch siding led to the smithy.

PRN:	65594	SITE NAME:	Gorseddau quarry: revetment
NPRN:	546035	DATE CONSTRUCTED:	1855-7
SITE TYPE:	REVETMENT		
NGR:	SH 5702 4537 to SH 5699 4541		
DESCRIPTION:	<p>A retaining wall, one half of a never-completed tunnel, to prevent slate waste spilling onto the formation. This unusual feature, dubbed the 'wailing wall' by industrial archaeologists, at the western approach to the quarry is 4.27 m high, and 50m long and built of huge corbelled slabs. The maximum overhang is 1.9 m, so its lip is over the centre line of the track. Probably built by Edwyn Dixon, manager of Gorseddau from 1854.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	<p>This feature exemplifies the mobile nature of the slate quarry landscape, where space was always needed to extend tips of waste rock, and illustrates the use of rough slate blocks to create structures to enable this.</p>		
BIBLIOGRAPHY:	Plas Tan y Bwlch archive.		



Gorsedda railway (SH 5682
4545)



Gorseddau quarry;
revetment (NPRN: 546035;
PRN: 65594)

GORSEDDA JUNCTION AND PORTMADOC RAILWAYS

(Component part: Cwm Ystradllyn and Cwm Pennant)

PRN:	59327	SITE NAME:	Gorsedda Junction and Portmadoc Railways
NPRN:	34661	DATE CONSTRUCTED:	1875
SITE TYPE:	RAILWAY		
NGR:	SH 5406 5024-5525 4398		
DESCRIPTION:	<p>A locomotive-worked railway, completed in 1875, which involved the construction of a new section of railway from Cwm Dwyfor copper mine and Prince of Wales slate quarry to meet the existing track-bed of the Gorsedda railway at SH 5525 4398, to connect with Porthmadog harbour.</p> <p>STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA</p> <p>A lightly-engineered system that reflects the short-lived optimism in the slate industry in the 1870s, and evolving views about the construction of inexpensive locomotive-worked industrial railways, set out in Edouard Vignes' study.</p> <p>BIBLIOGRAPHY:</p> <p>Vignes, E. 1878. <i>Étude Technique sur le Chemin de fer de Festiniog</i>. Paris: Dunod, 44-47.</p> <p>Boyd, J.I.C. 1988. <i>Narrow Gauge Railways in South Caernarvonshire Volume 1</i>. Oxford: Oakwood Press.</p>		

Historical description

A locomotive-worked railway to 0.6 m gauge, 8.267 km long, built under Act of Parliament, completed in 1875, making use of the abandoned formation of the Gorsedda railway from Braich y Big to Porthmadog harbour but which also involved the construction of a new section of railway from Cwm Dwyfor copper mine and Prince of Wales slate quarry to the existing track-bed. Traffic-levels were disappointing. The section from Cwm Dwyfor to Prince of Wales is shown as having been dismantled on the 1889 ordnance survey; the whole length of the railway was probably out of use by 1891, and was dismantled by 1900.

Site description

The railway follows a sinuous course from the foot of an incline at the Cwm Dwyfor copper mine (NPRN: 287709; PRN: 21579) at SH 5406 5024 along the eastern slopes of Cwm Pennant. At SH 5458 4928 the incline from Prince of Wales slate quarry (NPRN: 40567; PRN: 20221) connects with it, adjacent to the quarry's slab mill (NPRN: 287785; PRN: 61162). The formation is for the most part lightly engineered, and runs against the load to the point where it reaches the summit of the col between Moel Isallt and Moel Hebog at SH 5407 4469, after which it drops steeply to Braich y Big and the junction with the Gorseddau railway. On the topmost (quarry end) part of the route, stone causeways predominate, giving way to earth formations, these causeways and formations are no more than 0.5m high. There are a few short rock cuttings along the upper sections of the line, and a approximately 60m long earth cutting near Cwm Llefrith at SH5433 4534. Sleeper impressions are visible at several locations, such as SH 5457 4923 to SH 5439 4896.

The formation is carried across many small tributary streams of the Afon Dwyfor and field drainage channels. Bridges of note include that crossing the Afon Trwsogl at SH5458 4925 (NPRN 23771; PRN: 65599); at SH 5420 4835 (NPRN 288211; PRN: 65600); at Cwm Llefrith, SH 5437 4658 (NPRN: 546037; PRN: 65601) which is the most substantial along the course, with dilapidated stone

abutments 10m high and at Ceunant Ddol SH 5438 4534 (NPRN: 546038; PRN: 65602), the only bridge with a middle pier.

At SH 5413 477 (NPRN: 546036; PRN: 1417), adjacent to the south side to the railway as it passes around the edge of an enclosed field there is a substantial rectangular stone platform 1m high. It is unclear whether this is associated with the railway or the enclosure to the north. At SH 5427 4507 the formation passes through an area of Medieval settlements associated with the settlement of Ceunant y Ddol (NPRN: 302569; PRN: 1410), where there is evidence of shallow quarrying and of a stone dump, perhaps associated with the railway's construction.

Some stretches of the railway are barely apparent, in particular from SH 5412 4777 to SH 5432 4769. At SH 5520 4405 it crosses the road to Cwmystadrllyn on the level, and thereafter is covered in thick forestry to the point where it joins the formation of the Gorsedda railway (NPRN: 34663; PRN: 16874) at SH 5525 4398.

PRN:	65599	SITE NAME:	Gorsedda Junction and Portmadoc Railways: bridge over Afon Trwsgl
NPRN:	23771	DATE CONSTRUCTED:	1875
SITE TYPE:	BRIDGE		
NGR:	SH 5458 4925		
DESCRIPTION:	A substantial 3m wide slate rubble bridge approx. 3m high carrying the Gorsedda Junction and Portmadoc Railways (NPRN: 34661; PRN: 59327) across the stone-lined channel of the Afon Trwsgl. An adjacent bridge of slate slabs crosses the same channel and presumably provided foot access.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component of the Gorsedda Junction and Portmadoc Railways.		
BIBLIOGRAPHY:			
	Boyd, J.I.C. 1988. <i>Narrow Gauge Railways in South Caernarvonshire Volume 1</i> . Oxford: Oakwood Press.		

PRN:	65600	SITE NAME:	Gorsedda Junction and Portmadoc Railways: bridge over stream
NPRN:	288211	DATE CONSTRUCTED:	1875
SITE TYPE:	BRIDGE		
NGR:	SH 5420 4835		
DESCRIPTION:	A stone causeway 7 m high, bridging a small tributary stream of the Afon Dwyfor at SH 5420 4835. One of the more substantial causeways along the upper section of the Gorsedda Junction and Portmadoc Railways (NPRN: 34661; PRN: 59327).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component of the Gorsedda Junction and Portmadoc Railways.		
BIBLIOGRAPHY:			
	Boyd, J.I.C. 1988. <i>Narrow Gauge Railways in South Caernarvonshire Volume 1</i> . Oxford: Oakwood Press.		

PRN:	65601	SITE NAME:	Gorsedda Junction and Portmadoc Railways: bridge at Cwm Llefrith
NPRN:	546037	DATE CONSTRUCTED:	1875
SITE TYPE:	BRIDGE		
NGR:	SH 5437 4658		
DESCRIPTION:			

The most substantial bridge along the upper course of the Gorsedda Junction and Portmadoc Railways (NPRN: 34661; PRN: 59327). Stone built, some 3m wide with now dilapidated stone abutments 10m high. The bridge beams across the stream are missing.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Gorsedda Junction and Portmadoc Railways.

BIBLIOGRAPHY:

Boyd, J.I.C. 1988. *Narrow Gauge Railways in South Caernarvonshire Volume 1*. Oxford: Oakwood Press.

PRN: 65602 SITE NAME: **Gorsedda Junction and Portmadoc Railways: bridge at Ceunant Ddol**

NPRN: 546038

DATE CONSTRUCTED: 1875

SITE TYPE: BRIDGE

NGR: SH 5438 4534

DESCRIPTION:

Stone built bridge carrying the Gorsedda Junction and Portmadoc Railways (NPRN: 34661; PRN: 59327) over the Ceunant Ddol. The bridge stands 1.5m high, with a central pier and timber bridge beams and rail.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Gorsedda Junction and Portmadoc Railways.

BIBLIOGRAPHY:

Boyd, J.I.C. 1988. *Narrow Gauge Railways in South Caernarvonshire Volume 1*. Oxford: Oakwood Press.

PRN: 1417 SITE NAME: **Gorsedda Junction and Portmadoc Railways: platform**

NPRN: 546036

DATE CONSTRUCTED: 1875

SITE TYPE: PLATFROM

NGR: SH 5413 4777

DESCRIPTION:

Adjacent to the south side of the Gorsedda Junction and Portmadoc Railways (NPRN: 34661; PRN: 59327) as it passes around the edge of an enclosed field a substantial rectangular stone platform 1m high. It is unclear whether this is associated with the railway or the enclosure to the north.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Gorsedda Junction and Portmadoc Railways.

BIBLIOGRAPHY:

Boyd, J.I.C. 1988. *Narrow Gauge Railways in South Caernarvonshire Volume 1*. Oxford: Oakwood Press.

PRN: 65603 SITE NAME: **Gorsedda Junction and Portmadoc Railways: quarry and stone dump**

NPRN: 546039

DATE CONSTRUCTED: 1875

SITE TYPE: QUARRY

NGR: SH 5427 4507

DESCRIPTION:

At SH 5427 4507 the Gorsedda Junction and Portmadoc Railways (NPRN: 34661; PRN: 59327) pass through an area of Medieval settlements associated with the settlement of Ceunant y Ddol (NPRN:302569; PRN: 1410). Here there is evidence of shallow quarrying and of a stone dump, perhaps associated with the railway's construction.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Gorsedda Junction and Portmadoc Railways.

BIBLIOGRAPHY:

Boyd, J.I.C. 1988. *Narrow Gauge Railways in South Caernarvonshire Volume 1*. Oxford: Oakwood Press.



Gorsedda Junction and
Portmadoc Railways. (SH
5434 4892)



Gorsedda Junction and
Portmadoc Railways. (SH
5424 4849)



Gorsedda Junction and
Portmadoc Railways. (SH
5428 4707



Gorsedda Junction and
Portmadoc Railways. (SH
5434 4663)



Bridge over Afon Trwsgl (NPRN: 23771;
PRN: 65599)



Bridge at SH 5420 4835 (NPRN: 288211; PRN:
65600)



Bridge at Cwm Llefrith.
(NPRN: 546037; PRN: 65601)



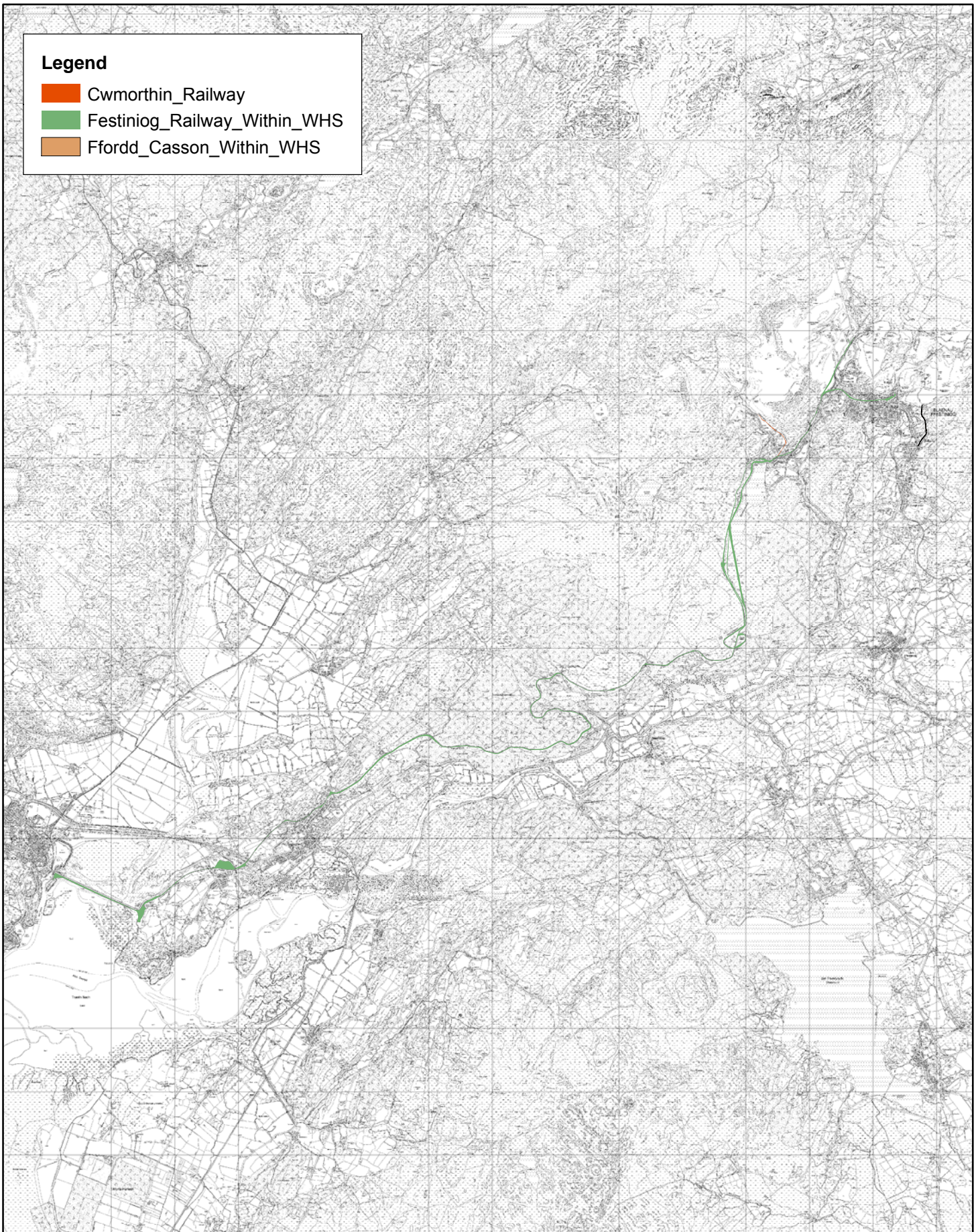
Bridge at Ceunant Ddol. (NPRN: 546038; PRN: 65602)



Platform. (NPRN: 546036; PRN: 1417)

Legend

- Cwmorthin_Railway
- Festiniog_Railway_Within_WHS
- Ffordd_Casson_Within_WHS



Ffestiniog Slate Transport Routes

Festiniog Railway (Green - NPRN: 34660; PRN: 59325) Ffordd Casson (Brown - NPRN: 546207; PRN: 5929) and Cwmorthin Railway (Red - NPRN: 415100; PRN: 59321)

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FFORDD CASSON

(Component part: Ffestiniog)

PRN:	59299	SITE NAME:	Ffordd Casson
NPRN:	546207	DATE CONSTRUCTED:	19 th century
SITE TYPE:	ROAD		
NGR:	SH 7078 4584-7072 4518		
DESCRIPTION:			
<p>A road connecting Diffwys slate quarry (NPRN: 85487; PRN: 20305) with the existing road network and hence with the Dwyrdd river, built in the early 19th century and named after Thomas Casson, one of the purchasers of the freehold of the quarry in 1800.</p> <p>Though much of its course has been subsumed into the modern road system, from SH 7078 4584-7072 4518 it is evident as a road making its way from Diffwys quarry, emerging from the later tips of the quarry and joining what is now the A470 road at Tan y Manod. From here, it connected on to existing roads, and provided the quarry with an outlet to a slab mill at Rhyd y Sarn (NPRN: 420666; PRN: 20292). It also connected the quarry directly with its slab mill at Pant yr Ynn (NPRN: 28620; PRN: 20304), the first point on the road from the quarry where a good fall of water to turn machinery was encountered. Quarrymen's houses have been built along this section of the road.</p>			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
<p>Internationally significant as the road connecting the first slate quarry in Ffestiniog to work for export markets with navigable water.</p>			
BIBLIOGRAPHY:			
<p>Lewis, M.J.T. 1989. <i>Sails on the Dwyrdd</i>. Penrhyndeudraeth: Snowdonia National Park.</p>			



Ffordd Casson at SH 7078
4584. (NPRN: 546207;
PRN: 59299)



Ffordd Casson at the
entrance to Pant yr Ynn
mill. (NPRN: 28620; PRN:
20304)

FESTINIOG RAILWAY

(Component part: Ffestiniog)

PRN:	59325	SITE NAME:	Festiniog Railway
NPRN	34660	DATE CONSTRUCTED:	1832-1836
SITE TYPE:	RAILWAY		
NGR:	SH 70005 45902- 57140 38404		

DESCRIPTION:

An 0.6 metre (2') gauge railway, the oldest independent railway company in the world, authorised by an Act of Parliament in 1832. The railway was built as a gravity and horse-drawn line, to transport slate from the quarries in the mountains around Blaenau Ffestiniog to the harbour at Porthmadoc (now Porthmadog). Due to the decline in the slate industry, the railway closed to all traffic in 1946, but pioneering railway enthusiasts took over in the early 1950s and it was re-opened in stages as a tourist railway, finally reaching Blaenau Ffestiniog in 1982.

The railway currently runs between SH 70005 45902 (Blaenau Ffestiniog Central Station) and SH 57140 38404 (Porthmadog Harbour Station). Its route has changed in various places over the years. As originally opened, it ran both from Rhiwbryfdir (SH 6965 4682; the Dinas branch) and from Duffws (variant spellings; SH 7025 4592), the two branches uniting at Glan y Pwll (SH 6932 4605), to a lower terminus at Porthmadog harbour at SH 5687 3834. Realignment of the route began with the construction of the old Moelwyn tunnel in 1839-1842 (SH 67839 43342), making redundant the Moelwyn incline system, the cutting of Garnedd tunnel in 1851 (SH 6582 4133), rebuilding of a now-destroyed part of the line at Tan y Grisau in 1855, and the building of a new route between Dduallt to Tan y Grisau from 1965 to 1978 in order to restore the link between these two stations following the drowning of part of the route as part of the pumped storage scheme.

Slate and other goods have been transferred to and from the railway at many locations. Only principal sidings and marshalling yards are noticed here; these include Duffws Station, Blaenau Ffestiniog Central Station, Blaenau Ffestiniog Station: London and North Western Railway, Rhiwbryfdir, Minffordd yard and Porthmadog harbour.

Pre-locomotive passing-loops and stables are recorded at Rhiwbryfdir (SH 6965 4682), (old Moelwyn) Tunnel South (SH 6795 4280), Tafarn Trip (SH 6567 4133), Hafod y Llyn (SH 6462 4107), Rhiw Goch (SH 6263 4049), Cae Ednyfed (SH 60016 38538), and at Boston Lodge works (SH 58475 37870).

Public passenger stations have functioned at Duffws, Blaenau Ffestiniog Central, Blaenau Ffestiniog Exchange, Dinas, Tan y Grisau, Dduallt, Tan y Bwlch, Hafod y Llyn, Plas Halt, Penrhyndeudraeth, Minffordd Boston Lodge Halt and Porthmadog, as well as informal stopping points elsewhere.

The Festiniog Railway's principal engineering works are located at Boston Lodge (SH 58475 37870).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

The Festiniog Railway was built to carry slate to the sea at Porthmadog, and is of international historic significance for the way in which it carried forward the technology of the unimproved narrow-gauge horse-drawn mineral line into the era of the locomotive-worked public passenger railway; for the way in which it made pioneering, innovative and influential use of steam locomotives and of articulated locomotives and vehicles; for the way in which it represents an important global interchange of human values as an appropriate transport solution for developing countries, and for its preservation and continued use of engineering/infrastructure from the 1830s-1900.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

Historical description

An 0.6 metre (2') gauge railway, the oldest independent railway company in the world, founded by an Act of Parliament in 1832 and opened four years later. The railway was built as a gravity and horse-drawn line, to transport slate from the quarries in the mountains around Blaenau Ffestiniog to the harbour at Portmadoc (now Porthmadog). Over the years, it gradually came to carry local goods and passengers. Steam locomotives were introduced in 1863, passenger services the following year, the first of the innovative 'Fairlie' double locos in 1869 and bogie carriages in 1872. A visit by an international delegation in 1870 led to the railway becoming a model adapted and followed all over the world.

Due to the decline in the slate industry, the railway closed to all traffic in 1946, but pioneering railway enthusiasts took over in the early 1950s and it was re-opened in stages as a tourist attraction, finally reaching Blaenau Ffestiniog in 1982. The Festiniog Railway also now operates the Welsh Highland Railway from Caernarfon to Porthmadog, with which it makes an end-on junction.

Site description

The Festiniog Railway follows a sinuous contour route from the quarrying areas around Blaenau Ffestiniog to the harbour at Porthmadog. The sharpest curve is Tyler's Curve, 2.4 chains, named after Captain Sir Henry Whatley Tyler of the Royal Engineers, the influential Inspector of Railways. Part of this runs through one of the railway's characteristic deep cuttings. Much of the route is carried on causeways built of rubble stone of which the most famous and most impressive are *cei mawr* (NPRN: 309258; PRN: 65645) and Gwyndy bank (NPRN: 546047; PRN: 21177). A characteristic of the route as originally laid out is a near-constant gradient of 1/80, to permit gravity working.

Across the Traeth Mawr estuary it runs across the earlier cob (embankment) built by William Alexander Madocks (NPRN: 34165; PRN: 3490).

As originally opened, it ran from two termini in the parish of Ffestiniog, Rhiwbryfdir (NPRN: 546049; PRN: 65607) and Duffws station (NPRN: 34934; PRN: 65601 - variant spellings), the two branches uniting at Glan y Pwll Junction (NPRN: 546054; PRN: 65613), to a lower terminus at a datum point at Porthmadog harbour (NPRN: 306317; PRN: 7253).

Its course has changed in several locations since its original opening. Realignment began with the construction of the old Moelwyn tunnel (NPRN: 34938; PRN: 65624) in 1839-1842, making redundant the Moelwyn incline system (NPRN: 546043; PRN: 59461), followed by the cutting of Garnedd tunnel (NPRN: 546044; PRN: 65638) in 1851, the rebuilding of a now-destroyed part of the line at Tan y Grisïau in 1855, and the building of the 'Deviation' route (NPRN: 546063; PRN: 59326) between Dduallt and Tan y Grisïau from 1965 to 1978 in order to restore the link between these two points following the drowning of part of the alignment as part of a pumped storage scheme.

Slate and other goods have been transferred to and from the railway at many locations. Only principal marshalling yards are noticed here; these include Rhiwbryfdir (NPRN: 546049; PRN: 65607), Duffws Station (NPRN: 34934; PRN: 12739), Blaenau Ffestiniog Central Station (NPRN: 41298; PRN: 65603), Blaenau Ffestiniog Station, London and North Western Railway (NPRN: 420657; PRN: 9207), Minffordd yard (NPRN: 420656; PRN: 65664) and Porthmadog harbour (NPRN: 306317; PRN: 7253).

Pre-locomotive passing-loops and horse-stations are recorded at Rhiwbryfdir (NPRN: 546049; PRN: 65607), (old Moelwyn) Tunnel South (NPRN: 546330; PRN: 65632), Tafarn Trip (NPRN: 546155; PRN: 65639), Hafod y Llyn (NPRN: 546080; PRN: 65652), Rhiw Goch (NPRN: 546083; PRN: 65646), Cae Ednyfed (NPRN: 546156; PRN: 65662), and Boston Lodge works (NPRN: 546331; PRN: 65714).

Public passenger stations that no longer function are Duffws (NPRN: 34934; PRN: 12739), Blaenau Ffestiniog Exchange (NPRN: 546050; PRN: 65606), Dinas (NPRN: 546051; PRN: 65608) and Hafod y Llyn (NPRN: 546080; PRN: 65652). Functioning stations are Blaenau Ffestiniog Central (NPRN: 41298; PRN: 65603), Tan y Grisiau (NPRN: 546058; PRN: 65617), Dduallt (NPRN: 309125; PRN: 65633), Tan y Bwlch (NPRN: 404322; PRN: 65640), Plas Halt (NPRN: 546081; PRN: 65643), Penrhyndeudraeth (NPRN: 546087; PRN: 65650), Minffordd (NPRN: 34944; PRN: 65657), Boston Lodge Halt (NPRN: 546125; PRN: 65694), and Porthmadog Harbour Station (NPRN: 41441; PRN: 38128), as well as other stopping points elsewhere.

The Festiniog Railway's principal engineering works are located at Boston Lodge (NPRN: 91422; PRN: 7255).

PRN:	12739	SITE NAME:	Festiniog Railway: Duffws Station
NPRN:	34934	DATE CONSTRUCTED:	19 th century
SITE TYPE:	RAILWAY STATION		
NGR:	SH 70255 45928		
DESCRIPTION:			
<p>The site of one of the original upper termini of the Festiniog Railway (NPRN: 34660; PRN: 59325); this area functioned as a point where slates were transferred from carts to train until the building of the two inclines to the site from the eastern Ffestiniog group of slate quarries in 1860 and 1863; the station continued to serve slate wagons passing over the inclines until the 1960s. A combined booking office/goods shed was constructed here at SH 7121 4591 in the 1860s, later demolished and replaced by the present listed station building (NPRN: 418037; PRN: 65602; listed grade II). The goods shed which formerly stood at SH 7022 4591 has been demolished.</p> <p>The stone wall extending from SH 7024 4591 to 7027 4592 may have formed part of the station perimeter.</p> <p>The site is defined to the west by Queen Street, which originally crossed the railway on a level crossing, replaced by a bridge in the 1860s or 1870s, rebuilt in the 1930s, and subsequently removed.</p>			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of the Festiniog Railway.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65602	SITE NAME:	Duffws station: station building
NPRN:	418037	DATE CONSTRUCTED:	1875
SITE TYPE:	RAILWAY STATION BUILDING		
NGR:	SH 70251 45925		
DESCRIPTION:	<p>Part of Duffws Station (NPRN 34934; PRN: 12739). A small, single-storey stone booking office and waiting rooms with a symmetrical front with over-gabled wings; the gables house slate plaques with the Prince of Wales feathers (part of the Festiniog Railway crest). On the side of the south-west gable there were openings for a ticket window and a clock above, now blocked. Luggage Office (with passage to ladies' WC behind), Ladies' Waiting Room, General Waiting Room and the Booking Office.</p>		

The building ceased to be used as a station in 1931 and currently stands in a car park and is in re-use as a public convenience.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA (listed grade II, 5208)

Significant as a component element of the Festiniog Railway, and as a well-preserved 19th century narrow gauge railway station building.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65603 SITE NAME: **Festiniog Railway: Blaenau Ffestiniog Central Station**

NPRN: 41298 DATE CONSTRUCTED: 1982-3

SITE TYPE: RAILWAY STATION

NGR: SH 70005 45902

DESCRIPTION:

The present upper terminus of the Festiniog Railway (NPRN: 34660; PRN: 59325), an extensive site which has undergone many changes. It lies on the route of the Festiniog Railway's 1836 line to Diffwys, but from 1868 it was the site of its junction with the 0.6m gauge Festiniog & Blaenau Railway, then from 1883, a goods and passenger interchange with the Great Western Railway's standard gauge branch from Bala. From 1931, it was the upper passenger terminus of the Festiniog Railway but lost this function with the end of passenger services in 1939. Slate was transferred to here until 1962, and the following year a standard-gauge link was built from the former L&NWR station to allow through running of trains to Trawsfynydd nuclear power station. The interchange yard was cleared to allow the building of houses and a school. In 1982-3 the site was reconstructed to provide a passenger interchange between the standard-gauge Conwy Valley line (NPRN: 415673; PRN: 9207) from Llandudno and the Festiniog Railway.

The standard-gauge side is the terminus of the Conwy Valley line and comprises a single platform (Platform 1) opening directly on to the station car park and the High Street. There is a run-round loop. The narrow-gauge side comprises an island platform (Platforms 2 and 3) with buildings and a canopy (NPRN: 546332; PRN: 65604) reached by a footbridge (NPRN: 415673; PRN: 65605). No 19th century railway structures survive above ground level.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65604 SITE NAME: **Blaenau Ffestiniog Central Station: station building**

NPRN: 546332 DATE CONSTRUCTED: 20th century

SITE TYPE: STATION BUILDING

NGR: SH 7000 4590

DESCRIPTION:

A 20th century station building and canopy situated at Blaenau Ffestiniog Central Station (NPRN: 41298; PRN: 65603).

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65605 SITE NAME: **Blaenau Ffestiniog Central Station; footbridge**

NPRN: 415673 DATE CONSTRUCTED: 20th century
SITE TYPE: FOOTBRIDGE
NGR: SH 7006 4591

DESCRIPTION:

A concrete footbridge situated at Blaenau Ffestiniog Central Station (NPRN: 41298; PRN: 65603).

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: ? SITE NAME: **Festiniog Railway: Dorfil bridge**
NPRN: ? DATE CONSTRUCTED: 20th century

SITE TYPE: FOOTBRIDGE

NGR: SH 6980 4592

DESCRIPTION:

A concrete foot-bridge crossing the route of the Festiniog Railway (NPRN: ?; PRN: ?) and the Conwy Valley railway (NPRN: ?; PRN: ?).

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway ?

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: ? SITE NAME: **Festiniog Railway: Benar Road bridge**
NPRN: ? DATE CONSTRUCTED: 20th century

SITE TYPE: BRIDGE

NGR: SH 6970 4593

DESCRIPTION:

A concrete road bridge crossing the route of the Festiniog Railway (NPRN: ?; PRN: ?).

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway ?

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: ? SITE NAME: **Festiniog Railway: A496 bridge**
NPRN: ? DATE CONSTRUCTED: 20th century

SITE TYPE: ?

NGR: SH 6962 4598

DESCRIPTION:

A double-arched concrete road bridge carrying the A496 road over the route of the Festiniog Railway (NPRN: ?; PRN: ?).

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway ?

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65606 SITE NAME: **Festiniog Railway: Exchange Station, 'Stesion Fain', 'Stesion London'**
NPRN: 546050 DATE CONSTRUCTED: 1881
SITE TYPE: RAILWAY STATION

NGR: SH 6960 4602

DESCRIPTION:

Built as a passenger exchange between the Festiniog Railway (NPRN: 34660; PRN: 59325) and the L&NWR station immediately to its north in 1881. The iron shelter which formerly stood at SH 6960 4602 has been dismantled and the components preserved. An occupation crossing at SH 6952 4607 serves Markerfield Cottage. The beams of a foot-bridge (NPRN: 546333; PRN: 9208) have been removed, leaving only some of the stonework.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 9208

SITE NAME: **Exchange Station, 'Stesion Fain', 'Stesion London': footbridge**

NPRN: 546333

DATE CONSTRUCTED: 19th century

SITE TYPE: FOOTBRIDGE

NGR: SH 6947 4608

DESCRIPTION:

The site of a footbridge over the tracks at Exchange Station (NPRN: 546050; PRN: 65606), of which only some of the stonework survives.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65607

SITE NAME: **Festiniog Railway: Rhiwbryfdir yard**

NPRN: 546049

DATE CONSTRUCTED: 1836

SITE TYPE: MARSHALLING
YARD

NGR: SH 6965 4682

DESCRIPTION:

One of the original upper termini of the Festiniog Railway (NPRN: 34660; PRN: 59325); this area has undergone significant change since the opening of the railway in 1836, but served as a marshalling yard where slates from the quarries could be transferred from road carts to rail vehicles, later where trains of slate wagons arriving by means of inclined planes from the various quarries could be made up and dispatched. Later arrangements in the immediate vicinity included wharves (NPRN: 417355; PRN: 59489; NPRN: 41579; PRN: 20297) where slates could be transferred directly to standard gauge wagons operating on the Conwy valley railway (NPRN: 415673; PRN: 9207).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65608

SITE NAME: **Festiniog Railway: Dinas Station**

NPRN: 546051

DATE CONSTRUCTED: 1865

SITE TYPE: RAILWAY STATION

NGR: SH 6940 4641

DESCRIPTION:

A passenger station on the Dinas branch of the Festiniog Railway (NPRN: 34660; PRN: 59325), opened in 1865 to form one of the upper termini for passenger services but little used after 1872. The station buildings (NPRN: 546132; PRN: 65609) and locomotive shed (NPRN: 546133; PRN: 59571)

are now evident as foundations and low stone walls.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY:

Significant as a component element of the Festiniog Railway and for the archaeological potential of a mid-Victorian narrow-gauge railway station.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65609

SITE NAME: **Dinas Station: station building**

NPRN: 546132

DATE CONSTRUCTED: 1865

SITE TYPE: STATION BUILDING

NGR: SH 6940 4641

DESCRIPTION:

Station buildings at Dinas station (NPRN: 546051; PRN: 65608), which appear to have comprised a station-master's house and facilities for passengers, now evident only as foundations and low stone walls.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: E

Significant as a component element of the Festiniog Railway and for the archaeological potential of a mid-Victorian narrow-gauge railway station.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 59571

SITE NAME: **Dinas Station: locomotive shed**

NPRN: 546133

DATE CONSTRUCTED: 1860s

SITE TYPE: ENGINE SHED

NGR: SH 6936 4636

DESCRIPTION:

The remains of a stone-built locomotive shed at Dinas station (NPRN: 546051; PRN: 65608), now barely evident.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: E

Significant as a component element of the Festiniog Railway and for the archaeological potential of mid-Victorian narrow-gauge locomotive facilities.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65610

SITE NAME: **Festiniog Railway: Glan y Pwll level crossing**

NPRN: 416064

DATE CONSTRUCTED: 1850s

SITE TYPE: LEVEL CROSSING

NGR: SH 69432 46085

DESCRIPTION:

The point where the course of the Festiniog Railway (NPRN: 34660; PRN: 59325) crosses the road from Glan y Pwll to Tan y Grisiau, laid in the 1850s. By the late 19th century, the crossing was protected by hand-operated wooden gates. It is now protected by wig-wag signals.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65611

SITE NAME: **Festiniog Railway: Glan y Pwll locomotive shed**

NPRN: 546052

DATE CONSTRUCTED: 1870s?

SITE TYPE: ENGINE SHED

NGR: SH 6939 4610

DESCRIPTION:

A locomotive shed on the Festiniog Railway (NPRN: 34660; PRN: 59325), situated at Glan y Pwll; originally a two-road structure built out of rubble-stone with prominent slate-slab lintels over the doors. Since 1973 it has been substantially altered and now forms part of a larger building incorporating more modern materials.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65611

SITE NAME: **Festiniog Railway: Glan y Pwll barracks**

NPRN: 546053

DATE CONSTRUCTED: 19th century

SITE TYPE: HOUSE

NGR: SH 6941 4609

DESCRIPTION:

A two story single-fronted dwelling on the Festiniog Railway (NPRN: 34660; PRN: 59325); the extension to the rear was used as a barracks both by the 'old company' (pre-1946) and more recently. Built of dressed stone with a slate roof.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65613

SITE NAME: **Festiniog Railway: Glan y Pwll Junction**

NPRN: 546054

DATE CONSTRUCTED: 19th century

SITE TYPE: RAILWAY
JUNCTION

NGR: SH 6932 4606

DESCRIPTION:

The junction between the two upper branches of the Festiniog Railway (NPRN: 34660; PRN: 59325); from Rhiwbryfdir (NPRN: 546048; PRN: 65607) and Duffws station (NPRN: 34934; PRN: 65601). The grid reference given here indicates the site of the junction as relocated in 1899, an earlier alignment having been buried by slate waste.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: ?

SITE NAME: **Festiniog Railway: Afon Barlwyd bridge**

NPRN: ?

DATE CONSTRUCTED: 1981

SITE TYPE: BRIDGE

NGR: SH 6920 4597

DESCRIPTION:

A beam bridge on stone parapets carrying the Festiniog Railway over the Barlwyd river, repaired in 1974-1975, and replaced in 1981.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway ?

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN:	65614	SITE NAME:	Festiniog Railway: Groesffordd footbridge, footbridge 4
NPRN:	546055	DATE CONSTRUCTED:	19 th century
SITE TYPE:	FOOTBRIDGE		
NGR:	SH 6919 4592		
DESCRIPTION:	A footbridge over the Festiniog Railway (NPRN: 34660; PRN: 59325), of distinctive Festiniog Railway design, with slate rubble piers and 20 th century beams.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of the Festiniog Railway and as an example of one of its distinctive structures.			
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	?	SITE NAME:	Festiniog Railway: footbridge 3
NPRN:	?	DATE CONSTRUCTED:	19 th century
SITE TYPE:	FOOTBRIDGE		
NGR:	SH 6900 4545		
DESCRIPTION:			
A footbridge over the Festiniog Railway (NPRN: 34660; PRN: 59325), of distinctive Festiniog Railway design.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of the Festiniog Railway ?			
BIBLIOGRAPHY:			
Festiniog Railway sources.			

PRN:	?	SITE NAME:	Festiniog Railway: footbridge 2
NPRN:	?	DATE CONSTRUCTED:	19 th century
SITE TYPE:	FOOTBRIDGE		
NGR:	SH 6883 4524		
DESCRIPTION:			
A footbridge over the Festiniog Railway (NPRN: 34660; PRN: 59325), of distinctive Festiniog Railway design.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of the Festiniog Railway ?			
BIBLIOGRAPHY:			
Festiniog Railway sources.			

PRN:	65615	SITE NAME:	Festiniog Railway: Dolrhedyn bridge
NPRN:	546056	DATE CONSTRUCTED:	1975
SITE TYPE:	BRIDGE		
NGR:	SH 6865 4506		
DESCRIPTION:	A steel bridge on stone abutments carrying the Festiniog Railway (NPRN: 34660; PRN: 59325) over Dolrhedyn Road; built in 1975 to replace a bridge of 1900, itself a replacement for a level crossing.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of the Festiniog Railway			
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65616	SITE NAME:	Festiniog Railway: Brynhyfryd footbridge, footbridge 1
NPRN:	546057	DATE CONSTRUCTED:	19 th century
SITE TYPE:	FOOTBRIDGE		
NGR:	SH 6846 4500		
DESCRIPTION:	A footbridge over the Festiniog Railway (NPRN: 34660; PRN: 59325), of distinctive Festiniog Railway design, with slate rubble piers but with replacement 20 th century beams.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of the Festiniog Railway and as an example of one of its distinctive structures.		
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65617	SITE NAME:	Festiniog Railway: Tan y Grisiau Station
NPRN:	546058	DATE CONSTRUCTED:	1866
SITE TYPE:	RAILWAY STATION		
NGR:	SH 6838 4494		
DESCRIPTION:	A passenger station on the Festiniog Railway (NPRN: 34660; PRN: 59325), originally opened in March 1866, closed in September 1938, and re-opened on what is mostly a different alignment in 1978, serving as the terminus until resumption of services to Blaenau Ffestiniog in 1982. A station building and house and two small goods sheds were built between 1871 and 1881. Part of the rubble-built longitudinal wall of the booking office/house is evident (NPRN: 546059; PRN: 65618), and one of the goods sheds survives (NPRN: 546060; PRN: 65619). The signal/token room (NPRN: 546061; PRN: 65620) dates from 1993 and the shelter is of late 20 th /early 21 st century construction (NPRN: 546062; PRN: 65621).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of the Festiniog Railway and as an example of one of its distinctive structures.		
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65618	SITE NAME:	Tan y Grisiau Station: station building
NPRN:	546059	DATE CONSTRUCTED:	1870s
SITE TYPE:	RAILWAY STATION BUILDING		
NGR:	SH 6638 4494		
DESCRIPTION:	A two-storey station building and house at Tan y Grisiau station (NPRN: 546058; PRN: 65617). Part of the rubble-built longitudinal wall is evident at SH 6838 4493-6840 4495.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of the Festiniog Railway.		
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65619	SITE NAME:	Tan y Grisiau Station: goods shed
NPRN:	546060	DATE CONSTRUCTED:	1870s
SITE TYPE:	GOODS SHED		
NGR:	SH 6840 4495.		
DESCRIPTION:			

One of two small goods sheds at Tan y Grisiau station (NPRN: 546058; PRN: 65617); in poor condition but still roofed. The other, which was adjacent, has been demolished.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65620 SITE NAME: **Tan y Grisiau Station: signal/token room**

NPRN: 546061 DATE CONSTRUCTED: 1993

SITE TYPE: RAILWAY
TRANSPORT SITE

NGR: SH 6838 4494

DESCRIPTION:

A pyramid room signal/token room at Tan y Grisiau station (NPRN: 546058; PRN: 65617).

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65621 SITE NAME: **Tan y Grisiau Station: shelter**

NPRN: 546062 DATE CONSTRUCTED: 20th/21st century

SITE TYPE: SHELTER

NGR: SH 6831 4497

DESCRIPTION:

A passenger shelter in 19th century idiom at Tan y Grisiau station (NPRN: 546058; PRN: 65617).

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 59326 SITE NAME: **Festiniog Railway: deviation route**

NPRN: 546063 DATE CONSTRUCTED: 1965-1978

SITE TYPE: RAILWAY

NGR: SH 6832 4496-6788
4219

DESCRIPTION:

A 4-km length of the present Festiniog Railway (NPRN: 34660; PRN: 59325) between Tan y Grisiau station (NPRN: 546058; PRN: 65617) and Dduallt station (NPRN: 309125; PRN: 65633), constructed between 1965 and 1978 almost entirely by volunteer labour. The new route was necessitated by the drowning of the old Moelwyn tunnel (NPRN: 34938; PRN: 65624) by a pumped storage scheme. Major engineering features include the Dduallt spiral formation (NPRN: 305738; PRN: 65622) and the new Moelwyn tunnel (NPRN: 407723; PRN: 65623). The route was surveyed and laid out (1961-64) by a team of volunteers led by Gerald Fox who was then engaged in the construction of London's Victoria Underground Line. Fox later went to build modern tramways and rapid transit lines in the USA.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, as an example of a major railway project carried out by volunteers, and for the way in which its distinctive civil engineering was adapted in the late 20th century.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN:	?	SITE NAME:	Deviation route: Cwmorthin bridge
NPRN:	?	DATE CONSTRUCTED:	1976
SITE TYPE:	BRIDGE		
NGR:	SH 6821 4498		
DESCRIPTION:	The most northerly feature of the Deviation route ((NPRN: 546063; PRN: 59326)), a concrete beam bridge carrying the railway over the Cwmorthin river.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of the Festiniog Railway, and as a modern structure on an historic system.		
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65776	SITE NAME:	Deviation route: Stwlan dam crossing
NPRN:	?	DATE CONSTRUCTED:	1970s
SITE TYPE:	LEVEL CROSSING		
NGR:	SH 6809 4496		
DESCRIPTION:	A level crossing on the Deviation route (NPRN: 546063; PRN: 59326) where the railway crosses the road to Stwlan dam.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of the Festiniog Railway ?		
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65777	SITE NAME:	Deviation route: Valve house crossing, Penstock Road crossing
NPRN:	?	DATE CONSTRUCTED:	1970s
SITE TYPE:	LEVEL CROSSING		
NGR:	SH 6799 4479		
DESCRIPTION:	An open level crossing on the Deviation route (NPRN: 546063; PRN: 59326) where the railway crosses the Penstock Road Crossing.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of the Festiniog Railway ?		
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65778	SITE NAME:	Deviation route: Rhoslyn bridge
NPRN:	?	DATE CONSTRUCTED:	1970s
SITE TYPE:	BRIDGE		
NGR:	SH 6782 4200		
DESCRIPTION:	A bridge carrying the Deviation route (NPRN: 546063; PRN: 59326) over the 1836 course of the Festiniog Railway. The eight columns, with cross-beams between each pair to form the four piers, were cast in situ in 1969 by a team from Westminster School; temporary spans were installed in the same year, replaced by Dow-Mac pre-stressed concrete beams in January 1971.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of the Festiniog Railway ?		
BIBLIOGRAPHY:			

Festiniog Railway sources.

PRN: 65622 SITE NAME: **Deviation route: Ddualt spiral formation**
NPRN: 305738 DATE CONSTRUCTED: 1965-1971
SITE TYPE: RAILWAY
NGR: SH 6788 4219-6788
4228

DESCRIPTION:

Part of the deviation route (NPRN: 546063; PRN: 59326) on the Festiniog Railway (NPRN: 34660; PRN: 59325). The Ddualt spiral formation was surveyed and laid out by a team of volunteers led by Gerald Fox during 1961-64 at the point where it left the original formation at Ddualt station (NPRN: 309125; PRN: 65633) to gain height and pass through the new Moelwyn tunnel (NPRN: 407723; PRN: 65623) and along the west side of the reservoir before regaining the original alignment of the Festiniog Railway at Tanygrisiau Station.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, as an example of a major railway project carried out by volunteers, and for the way in which its distinctive civil engineering was adapted in the late 20th century.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65623 SITE NAME: **Deviation route: new Moelwyn tunnel**
NPRN: 407723 DATE CONSTRUCTED: 1975-1978
SITE TYPE: RAILWAY TUNNEL
NGR: SH 6767 4320-6780
4296

DESCRIPTION:

The old Moelwyn Tunnel (NPRN: 34938; PRN: 65624) on the Festiniog Railway (NPRN: 34660; PRN: 59325) was blocked in the 1950s by the British Electricity Authority during construction of a reservoir and hydroelectric power station near Tanygrisiau (NPRN: 401209; PRN: 9209), then sealed up and abandoned. A new tunnel, some 250m long, was excavated to the west to carry the deviation route (NPRN: 546063; PRN: 59326) between Ddualt station (NPRN 309125) and Tanygrisiau station (NPRN: 546058; PRN: 65617). The deviation also includes the Ddualt spiral formation (NPRN 305758; PRN: 65622) around Ddualt Station. The tunnel was cut through poor quality rock and the interior treated with 'shotcrete' to stabilise the bore.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, as an example of a major railway project carried out by volunteers, and for the way in which its distinctive civil engineering was adapted in the late 20th century.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65624 SITE NAME: **Festiniog Railway: old Moelwyn tunnel**
NPRN: 34938 DATE CONSTRUCTED: 1842
SITE TYPE: RAILWAY TUNNEL
NGR: SH 67839 43342

DESCRIPTION:

A tunnel 668m in length on the Festiniog Railway (NPRN: 34660; PRN: 59325), designed by the engineer James Spooner, cut through the Moelwyn col, running from SH 6780 3452 to SH 6794 4286, with air shafts at SH 6784 4334, SH 6789 4314 and SH 6791 4303, believed to have been sunk when steam locomotives were introduced in 1863. The tunnel was cut in 1842, and replaced the

temporary Moelwyn incline system over the col (NPRN: 546043; PRN: 59461). The tunnel was last used in 1957 and was plugged by the Central Electricity Generating Board when the Llyn Ystradau pumped storage scheme was constructed. The northern end is accessible only when the lake is low, but is believed to preserve its stone portal. A stone portal survives at the southern end. The tunnel is believed to be unlined, with straight sides and arched roof, and to be 2.44m wide, 2.9m high.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, and as an early narrow-gauge railway tunnel.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	59461	SITE NAME:	Festiniog Railway: Moelwyn incline system
NPRN:	546043	DATE CONSTRUCTED:	1836
SITE TYPE:	RAILWAY		
NGR:	SH 6771 4345-6796 4269		

DESCRIPTION:

Part of the original course of the Festiniog Railway (NPRN: 34660; PRN: 59325) in 1836, in which as a temporary expedient an up-haulage inclined plane (NPRN: 546064; PRN: 65625) powered by a water-wheel (NPRN: 546065; PRN: 65626) fed from Archer's dam and reservoir (NPRN: 419353; PRN: 65627) was built up the northern part of the Moelwyn col, with short level section leading to the summit of a counter-balance inclined plane on the southern side (NPRN: 546067; PRN: 65629). A stone wall through which this level section passes at SH 6775 4307 is said once to have formed an arch over the formation. A second level formation to the south of the counter-balance inclined plane is well-preserved with some stone sleeper blocks surviving *in situ*. The system was built with advice from Robert Stephenson.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, as an example of inclined plane technology, and for the role of Robert Stephenson.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	65625	SITE NAME:	Moelwyn incline system: uphaulage incline
NPRN:	546064	DATE CONSTRUCTED:	1836
SITE TYPE:	INCLINED PLANE		
NGR:	SH 6771 4345-6771 4320		

DESCRIPTION:

Part of the Moelwyn incline system (NPRN: 546043; PRN: 59461). An up-haulage inclined plane powered by a water-wheel (NPRN: 546065; PRN: 65626). The course is evident although it has suffered some attrition as a result of being used as a road during the construction of the deviation route (NPRN: 546063; PRN: 59326). No trace of winding equipment is evident at the summit (NPRN: 546066; PRN: 65628).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, as an example of inclined plane technology, and for the role of Robert Stephenson.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

House of Lords library

PRN:	65626	SITE NAME:	Moelwyn incline system: winding machinery
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NPRN:	546065	DATE CONSTRUCTED:	1836
SITE TYPE:	WATER WHEEL		
NGR:	SH 6771 4345		
DESCRIPTION:	<p>Part of the Moelwyn incline system (NPRN: 546043; PRN: 59461). A wheel-pit, water wheel and winding machinery are shown here on a plan in the House of Lords library, providing motive power for the up-haulage inclined plane on the Moelwyn incline system (NPRN: 546064; PRN: 59461). It is understood that the site is evident when water in the lake is low. The water wheel was fed by Archer's dam and reservoir (NPRN: 419353; PRN: 65627)</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of the Festiniog Railway, as an example of inclined plane technology, and for the role of Robert Stephenson.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			
House of Lords library			

PRN:	65627	SITE NAME:	Moelwyn incline system: Archer's dam and reservoir
NPRN:	419353	DATE CONSTRUCTED:	1836
SITE TYPE:	DAM		
NGR:	SH 67641 43330		
DESCRIPTION:	A massive earth-cored dam, faced with roughly coursed rubblestone with at least one buttress, built in 1836 to power a water-wheel (NPRN: 546065; PRN: 65626), which provided part of the motive power for the Moelwyn uphaulage incline (NPRN: 546064; PRN: 65625). With the construction of the old Moelwyn tunnel in 1842, the inclines became redundant, and the dam was subsequently used to feed a leat to a slate mill in the vicinity of SH 6779 4364. The dam was breached on 16 October 1971 to allow the Festiniog Railway's deviation route to pass through it. There may have been an additional buttress on the breached section. It is possible that the dam was enlarged during its operational life.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of the Festiniog Railway, as an example of inclined plane technology, and for the role of Robert Stephenson.			
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65628	SITE NAME:	Moelwyn incline system: winding machinery
NPRN:	546066	DATE CONSTRUCTED:	1836
SITE TYPE:	WINDING DRUM		
NGR:	SH 6771 4345		
DESCRIPTION:	<p>The assumed site of winding machinery at the summit of, and to operate, the up-haulage inclined plane (NPRN: 546064; PRN: 65625) itself powered by the winding machinery at the foot of the inclined plane (NPRN: 546065; PRN: 65626).</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
<p>Significant as a component element of the Festiniog Railway, as an example of inclined plane technology, and for the role of Robert Stephenson.</p>			
BIBLIOGRAPHY:			
<p>Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i>. Oxford: Oakwood Press.</p>			
<p>House of Lords library</p>			

PRN:	65629	SITE NAME:	Moelwyn incline system: counter-balance incline
NPRN:	546067	DATE CONSTRUCTED:	1836
SITE TYPE:	INCLINED PLANE		
NGR:	SH 6776 4305-6796 4269		
DESCRIPTION:			
Part of the Moelwyn incline system (NPRN: 546043; PRN: 59461). The course of this counter-balance inclined plane down the south side of the Moelwyn col is apparent, although it is possible that some of the formation may have been eroded when the new Moelwyn tunnel (NPRN: 407223; PRN: 65623) on the Festiniog Railway was cut.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of the Festiniog Railway, as an example of inclined plane technology, and for the role of Robert Stephenson.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			
House of Lords library			

PRN:	65630	SITE NAME:	Festiniog Railway: Gelli Wenog footbridge
NPRN:	419355	DATE CONSTRUCTED:	19 th century
SITE TYPE:	FOOTBRIDGE		
NGR:	SH 68010 42518		
DESCRIPTION:			
A footbridge over the track of the Festiniog Railway (NPRN: 34660; PRN: 59325) provided access to Gelliwenog farm. The abandoned railway track has become an access for vehicles, and the bridge beams have been removed to the adjacent field to provide greater headroom. The bridge was constructed from old rail sections, with concrete over an iron plate deck and side rails of iron bars fastened to rail sections. The steep eastern approach ramp built of rubble-stone and slate slabs, is largely undisturbed, and still has the old rail stanchions which once supported guard rails or wires.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of the Festiniog Railway and as an example of one of its distinctive structures, even in ruin.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65631	SITE NAME:	Festiniog Railway: tunnel south causeway
NPRN:	419354	DATE CONSTRUCTED:	
SITE TYPE:	EMBANKMENT		
NGR:	SH 67976 42720		
DESCRIPTION:	This causeway carried the 1842 route of the Festiniog Railway (NPRN: 34660; PRN: 59325) southwards from the southern portal of the old Moelwyn tunnel (NPRN: 34938; PRN: 65624) at SH 6794 4286 across a shallow valley to join the 1836 route at SH 6799 4262. The embankment, some 138 metres long and 6 metres high, is faced on both sides with uncoursed rubblestone. There was a passing place and horse-changing depot between the end of the embankment and the tunnel portal on this section (NPRN: 546330; PRN: 65632). Accommodation for volunteers building the deviation route was provided in a wooden hut (later removed) near the tunnel portal.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of the Festiniog Railway, and as an example of one of its distinctive structures, typical of early railway civil engineering in Wales.			
BIBLIOGRAPHY:			

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65632 SITE NAME: **Festiniog Railway: tunnel south horse station**
NPRN: 546330 DATE CONSTRUCTED: 1836
SITE TYPE: RAILWAY SIDING
NGR: SH 6795 4282
DESCRIPTION:
The site of a horse station on the Festiniog Railway (NPRN: 34660; PRN: 59325).
STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: E
Significant as a component element of the Festiniog Railway.
BIBLIOGRAPHY:
Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65633 SITE NAME: **Festiniog Railway: Ddualt Station**
NPRN: 309125 DATE CONSTRUCTED: 19th century
SITE TYPE: RAILWAY STATION
NGR: SH 67839 42098
DESCRIPTION:
Ddualt station on the Festiniog Railway (NPRN: 34660; PRN: 59325) is first mentioned as a passenger station in 1880. It became an unstaffed halt in the 1930s (when it was landscaped by Clough Williams Ellis), and was closed in September 1939. It was re-opened in 1968 and was the upper terminus of passenger services until 1977, but was reduced to a halt in 1988. A wooden shelter, now demolished, was provided for passengers; the present slate-rubble building is a later replacement (NPRN: 546068; PRN: 65634). The adjacent dwelling Rhoslyn at SH 6784 4210 was acquired by the railway in 2007; it is a two-storey double-fronted dwelling with upper eaves window of typical late 19th century local design.
STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
Significant as a component element of the Festiniog Railway and for the role of one of Wales' leading architects.
BIBLIOGRAPHY:
Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65634 SITE NAME: **Ddualt Station: shelter**
NPRN: 546068 DATE CONSTRUCTED: 20th century
SITE TYPE: SHELTER
NGR: SH 6787 4216
DESCRIPTION:
A slate-rubble building in traditional idiom at Ddualt station (NPRN: 309125; PRN: 65633), a replacement for a Victorian timber structure in the same approximate location.
STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
Significant as a component element of the Festiniog Railway and for the role of one of Wales' leading architects.
BIBLIOGRAPHY:
Festiniog Railway sources.

PRN: 65635 SITE NAME: **Festiniog Railway: water tank at tank curve**
NPRN: 546069 DATE CONSTRUCTED: 1863
SITE TYPE: WATER TANK
NGR: SH 6726 4195
DESCRIPTION:
A locomotive water tank on the Festiniog Railway (NPRN: 34660; PRN: 59325), installed in 1863,

refurbished and restored to working order for use on 13 May 1969 and later while the Tan y Bwlch station (NPRN: 546076; PRN: 65648) supply was being reconditioned with a new large capacity tank. The tank is constructed of slate slabs on a slate rubble plinth.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway and as an example of how early narrow gauge steam locomotives were serviced.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65636 SITE NAME: **Festiniog Railway: Coed y Bleddiau house**

NPRN: 420144 DATE CONSTRUCTED: 1860s

SITE TYPE: HOUSE

NGR: SH 66434 41757

DESCRIPTION:

A dwelling built for the Superintendent of the Festiniog Railway (NPRN: 34660; PRN: 59325). The contract is dated 23 November 1863 and was issued to John M Evans.

Originally constructed as a small 2-unit single storey cottage with a 2-storey wing attached to the rear and a separate privy at right angles behind. Two rear extensions were later added to the side and rear, probably during the later 19th century, enclosing the foot print and joining the cottage to the privy.

It is constructed of random stone with slate hipped roof to main part with ribbed ridge and hips. Tall stone stacks. Deep overhanging eaves with slate-lined soffits. Small pane sash windows. Main front facing the railway with central timber porch and door with windows to either side. Left elevation with single window offset to left. Central rear wing with upper floor, probably contemporary with main front range. Left side has window and door to ground floor, window to upper floor, formerly with glazed entrance extension demolished shortly before inspection. Further cat-slide extension to the right, hipped extension to the rear with additional hipped 'ty bach' (privy) outbuildings at right angles.

The house is famous for its non-railway occupants in the 20th century, including the composer Sir Granville Bantock, and Harry St John Bridger Philby (aka Haji Abdullah), a leading British fascist, Arabist, and father of the KGB agent, Kim Philby. There is no reason to credit the persistent legend that William Joyce ('Lord Haw Haw') stayed here or that he referred to the area in his wartime broadcasts.

There is a small halt serving the dwelling.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway and as an example of a purpose-built dwelling for a railway worker.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

Caernarfon Record Office: XD97/18245

PRN: 65637 SITE NAME: **Festiniog Railway: Coed y Bleddiau causeway**

NPRN: 546070 DATE CONSTRUCTED: 1830s

SITE TYPE: EMBANKMENT

NGR: SH 6641 4174

DESCRIPTION:

A curved stone causeway and bridge carrying the Festiniog Railway (NPRN: 34660; PRN: 59325) over

a stream; the alignment has been modified here to increase the radius of the curve by moving the line outward, thereby adding to the height of the causeway. A discontinuity is evident in the arch.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, as an example of one of its distinctive structures, typical of early railway civil engineering in Wales, and for the way in which the structure can be seen to have been altered as the railway's technology developed.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65638

SITE NAME: **Festiniog Railway: Garnedd tunnel**

NPRN: 546044

DATE CONSTRUCTED: 1851

SITE TYPE: RAILWAY TUNNEL

NGR: SH 6582 4133-6576
4133

DESCRIPTION:

A tunnel on the Festiniog Railway (NPRN: 34660; PRN: 59325), 58.6m long, cut in 1851, replacing a section of the 1836 route which is still evident as a contour formation. It is mainly unlined, with stone portals. It has been suggested that in the 1920s the tunnel was lined with iron plates from a U-boat broken up in Porthmadog after the First World War.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, and as an example of tunnelling practice on a narrow gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65639

SITE NAME: **Festiniog Railway: Tafarn Trip horse station**

NPRN: 546155

DATE CONSTRUCTED: 1836

SITE TYPE: RAILWAY SIDING

NGR: SH 6567 4133

DESCRIPTION:

The site of a horse station on the Festiniog Railway (NPRN: 34660; PRN: 59325).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65640

SITE NAME: **Festiniog Railway: Tan y Bwlch station**

NPRN: 404322

DATE CONSTRUCTED: 1873

SITE TYPE: RAILWAY STATION

NGR: SH 64916 41503

DESCRIPTION:

Tan y Bwlch station is the principal intermediate station on the Festiniog Railway (NPRN: 34660; PRN: 59325), originally built primarily to serve the Oakeley family home at Plas Tan y Bwlch (NPRN: 28687; PRN: 12450), and which preserves the character of an estate station. It opened in 1873 and closed to passengers in 1939. The railway was restored from the early 1950s and Tan y Bwlch station was reopened in 1958. Features within the station include the listed station house (NPRN: 546071; PRN: 65641), a former goods shed (NPRN: 546072; PRN: 65642), a signal box (NPRN: 546073; PRN: 65643), a former booking office (NPRN: 546074; PRN: 65644), two water towers (NPRN: 546076; PRN: 65648 and NPRN: 546075; PRN: 65645), and two footbridges (NPRN: 546077; PRN: 65649 and NPRN: 546078; PRN: 65650).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, and as an attractive example of a station built to serve a country house estate.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65641 SITE NAME: **Tan y Bwlch station: station house**

NPRN: 546071 DATE CONSTRUCTED: 1895-6

SITE TYPE: HOUSE

NGR: SH 64986 41585

DESCRIPTION:

Part of Tan y Bwlch Station on the Festiniog Railway (NPRN: 404322; PRN: 65640). A single storey station house built of roughly coursed rubble masonry; decorative slate roof with advanced eaves and verges, shaped barge boards and rectangular ridge stacks with capping. The principal elevation faces the railway, the central doorway under a slate roofed porch canopy; flanking windows are timber casements of 3-lights, two to each end of the range.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA (listed grade II [84020])

Significant as a component element of a station built to serve a country house estate.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65642 SITE NAME: **Tan y Bwlch station: former goods shed**

NPRN: 546072 DATE CONSTRUCTED: 1870s

SITE TYPE: GOODS SHED

NGR: SH 6492 4150

DESCRIPTION:

Part of Tan y Bwlch Station on the Festiniog Railway (NPRN: 404322; PRN: 65640). A former road-rail goods shed, stone built with pitched slate roof; adjacent coal-drops now largely demolished. Adapted as a café in 1968 and an additional structure erected at right-angles to the original pitched roof.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of a station built to serve a country house estate.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65643 SITE NAME: **Tan y Bwlch station: building**

NPRN: 546073 DATE CONSTRUCTED: 20th century

SITE TYPE: BUILDING

NGR: SH 6501 4160

DESCRIPTION:

Part of Tan y Bwlch Station on the Festiniog Railway (NPRN: 404322; PRN: 65640). A 1960s building intended as a signal box but never used as such, built out of concrete blocks with a slate roof.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65644 SITE NAME: **Tan y Bwlch station: booking office**

NPRN: 546074 DATE CONSTRUCTED: 1873-4

SITE TYPE: RAILWAY STATION
BUILDING

NGR: SH 6501 4158

DESCRIPTION:

Part of Tan y Bwlch Station on the Festiniog Railway (NPRN: 404322; PRN: 65640). A small T-plan wooden station building with a slate roof, believed to have been originally erected at Hafod y Llyn station (NPRN: 546080; PRN: 65652), and used as a booking office.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of a station built to serve a country house estate.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65645

SITE NAME: **Tan y Bwlch station: old water tower**

NPRN: 546075

DATE CONSTRUCTED: 1870s

SITE TYPE: RAILWAY

TRANSPORT SITE

NGR: SH 6510 4160

DESCRIPTION:

Part of Tan y Bwlch Station on the Festiniog Railway (NPRN: 404322; PRN: 65640). A slate-rubble plinth for a locomotive water-tower.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway and as an example of how early narrow gauge steam locomotives were serviced.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65648

SITE NAME: **Tan y Bwlch station: new water tower**

NPRN: 546076

DATE CONSTRUCTED: 1980s

SITE TYPE: RAILWAY

TRANSPORT SITE

NGR: SH 6507 4160

DESCRIPTION:

Part of Tan y Bwlch Station on the Festiniog Railway (NPRN: 404322; PRN: 65640). A steel water-tank for locomotives on a substructure built out of slate blocks

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway and as an example of how the service requirements of narrow gauge steam locomotives have developed.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65649

SITE NAME: **Tan y Bwlch station: steel footbridge**

NPRN: 546077

DATE CONSTRUCTED: 1970s

SITE TYPE: FOOTBRIDGE

NGR: SH 6494 4153

DESCRIPTION:

Part of Tan y Bwlch Station on the Festiniog Railway (NPRN: 404322; PRN: 65640). A modern steel footbridge giving access to the central island platform.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65650

SITE NAME: **Tan y Bwlch station: new footbridge**

NPRN:	546078	DATE CONSTRUCTED:	2012
SITE TYPE:	FOOTBRIDGE		
NGR:	SH 6497 4156		
DESCRIPTION:	Part of Tan y Bwlch Station on the Festiniog Railway (NPRN: 404322; PRN: 65640). A footbridge built of timber and concealed steelwork installed in 2012 on the site of a 19 th century timber footbridge from which it takes its basic design. The old bridge was removed in 1933.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of the Festiniog Railway.		
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65651	SITE NAME:	Festiniog Railway: Tan y Bwlch bridge
NPRN:	546079	DATE CONSTRUCTED:	1854
SITE TYPE:	BRIDGE		
NGR:	SH 64761 41511		
DESCRIPTION:	A cast-iron bridge, dated 1854, carrying the Festiniog Railway (NPRN: 34660; PRN: 59325) over the Maentwrog to Rhyd (B4410) road, reinforced with concrete beams in 1985. It comprises a single shallow segmental arch of cast iron construction, with recessed panels and bearing the name and date: BOSTON LODGE FOUNDRY 1854. The parapets are formed of an open arcade of pointed arches under a plain rail and with square newels to either end with recessed panels bearing quatrefoil motifs. The bridge is supported on mortared masonry piers with advanced shaped stone copings at the springing point.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA (listed grade II [84016])		
	Significant as a component element of the Festiniog Railway, and as an instance of its mid-19 th century technical capacity.		
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65652	SITE NAME:	Festiniog Railway: Hafod y Llyn horse station/passenger station
NPRN:	546080	DATE CONSTRUCTED:	1836
SITE TYPE:	RAILWAY SIDING		
NGR:	SH 6473 4136		
DESCRIPTION:	The location of a horse-station on the Festiniog Railway (NPRN: 59325; PRN: 34660) from 1836 and which functioned as a passenger station from 1865 until 1873. There are believed to be recesses in the walling at either end for the former signals, and it was the site of a locomotive water tank fed from a nearby stream. There is a ring set in the wall, which is the only surviving artefact.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of the Festiniog Railway, for evidence of the change from horse to steam traction and for the development of passenger traffic.		
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65643	SITE NAME:	Festiniog Railway: Plas Halt
NPRN:	546081	DATE CONSTRUCTED:	1963
SITE TYPE:	RAILWAY STATION		
NGR:	SH 6550 4085		

DESCRIPTION:

A halt on the Festiniog Railway (NPRN: 59325; PRN: 34660), consisting of a single platform and a shelter (NPRN: 546082; PRN: 65644) established in 1963 and associated with Plas Tan y Bwlch (NPRN: 28687; PRN: 12450), now the Snowdonia National Park Study Centre.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY:** AA

Significant as a component element of the Festiniog Railway and for its relationship with a country house estate which has become a study centre.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65644**SITE NAME:** **Plas Halt: shelter****NPRN:** 546082**DATE CONSTRUCTED:** 1989**SITE TYPE:** SHELTER**NGR:** SH 6550 4085**DESCRIPTION:**

A shelter on the single platform at Plas Halt (NPRN: 546081; PRN: 65643); monopitch slate roof and rubble construction.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY:** AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65645**SITE NAME:** **Festiniog Railway: Cei Mawr****NPRN:** 309258**DATE CONSTRUCTED:** 1830s**SITE TYPE:** EMBANKMENT**NGR:** SH 63056 40592**DESCRIPTION:**

An impressive, lofty, dry-stone causeway, built partly on a curve, which carries the Festiniog Railway (NPRN: 34660; PRN: 59325) across the valley of the Afon Caefali. The causeway is approximately 175m long overall and 19.1m high from stream bed to rail level. It is 4.5m wide at the top and the culvert is 19.0m long. There is a low parapet wall on the north side, and remains of a similar wall on the south, although this has gone completely on one stretch of 42m at the west end. Several two-hole stone sleeper blocks are visible in the capping of the parapet walls.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY:** AA

Significant as a component element of the Festiniog Railway, as an example of one of its distinctive structures, typical of early railway civil engineering in Wales, and for the claim that it is highest dry-stone embankment in Europe.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65646**SITE NAME:** **Festiniog Railway: Rhiw Goch loop****NPRN:** 546083**DATE CONSTRUCTED:** 1830s**SITE TYPE:** RAILWAY SIDING**NGR:** SH 6263 4049**DESCRIPTION:**

A passing loop on the Festiniog Railway (NPRN: 34660; PRN: 59325), brought into use in 1975, on the site of one of the horse stations of the 1836-1863 period. It is controlled by a signal box (NPRN: 546084; PRN: 65647).

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY:** AA

Significant as a component element of the Festiniog Railway and for its evolving needs from a horse-and-gravity to an intensively-worked heritage system.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65647 SITE NAME: **Rhiw Goch loop: signal box**
NPRN: 546084 DATE CONSTRUCTED: 2006-7
SITE TYPE: SIGNAL BOX
NGR: SH 6263 4049

DESCRIPTION:

A signal box at Rhiw Goch loop (NPRN: 546083; PRN: 65646) on the Festiniog Railway, in a Victorian idiom, built in 2006-7, replacing (and on the site of) a wooden structure built in 1975.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65648 SITE NAME: **Festiniog Railway: Penrhyndeudraeth bridge**
NPRN: 546085 DATE CONSTRUCTED: 1830s
SITE TYPE: BRIDGE
NGR: SH 6148 3971

DESCRIPTION:

A stone arched bridge carrying the Festiniog Railway (NPRN: 34660; PRN: 59325) over the precipitous course of the former road from Rhyd to the floor of the valley, now relegated to a footpath.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65649 SITE NAME: **Festiniog Railway: Penrhyndeudraeth level crossing**
NPRN: 546086 DATE CONSTRUCTED: 1860s
SITE TYPE: LEVEL CROSSING
NGR: SH 6145 3969

DESCRIPTION:

A level crossing where the Festiniog Railway (NPRN: 34660; PRN: 59325) crosses the Rhyd to Penrhyndeudraeth road; one of the very few level crossings where rail and road traffic are still controlled by manually-operated wooden gates.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway and as one of the very few manually-operated level crossings.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65650 SITE NAME: **Festiniog Railway: Penrhyndeudraeth station**
NPRN: 546087 DATE CONSTRUCTED: 1860s
SITE TYPE: RAILWAY STATION
NGR: SH 6132 3951

DESCRIPTION:

A station on the Festiniog Railway (NPRN: 34660; PRN: 59325), opened in 1865 on a narrow shelf cut into the hillside above the village of Penrhyndeudraeth. The initial station building, only a small hut, was much closer to the Penrhyndeudraeth level crossing (NPRN: 546086; PRN: 65649) than the

present station building (NPRN: 546088; PRN: 65651), erected in 1879. A goods shed (NPRN: 546090; PRN: 65653) was added a few years later. Initially known as 'Penrhyndeudraeth station', in the 1870s the name of the station was shortened to Penrhyn in order to avoid confusion with the station on the Cambrian Railways coast line. A small hostel accommodates railway volunteers (NPRN: 546091; PRN: 65654);

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway and as an attractive example of a passenger station on a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65651 SITE NAME: **Penrhyndeudraeth station: railway station building**

NPRN: 546088

DATE CONSTRUCTED: 1874

SITE TYPE: RAILWAY STATION
BUILDING

NGR: SH 61320 39512

DESCRIPTION:

Part of the Penrhyndeudraeth station (NPRN: 546087; PRN: 65650); a booking office/station building consisting of a main block containing waiting room and offices, and an adjoining storage/service block adjoining to the SE, of timber-studded and vertically-boarded construction, with (renewed) yellow brick chimneys and a pitched slate roof.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [26857])

Significant as a component element of Penrhyndeudraeth station.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

Listed building description.

PRN: 65652 SITE NAME: **Penrhyndeudraeth station: steps**

NPRN: 546089

DATE CONSTRUCTED: 1874

SITE TYPE: STEPS

NGR: SH 6136 3953

DESCRIPTION:

Pedestrian access to Penrhyndeudraeth station (NPRN: 546087; PRN: 65650) from the road leads via a short inclined path leading westwards between a pair of rough-dressed square piers with stone cappings; the path has a slightly battered slate-stone revetment with sloped parapet wall following the incline. The right-hand (easternmost) of the piers is built against the returned revetment of the long railway embankment associated with the station.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [26857])

Significant as a component element of Penrhyndeudraeth station.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

Listed building description.

PRN: 65653 SITE NAME: **Penrhyndeudraeth station: goods shed**

NPRN: 546090

DATE CONSTRUCTED: 1897

SITE TYPE: GOODS SHED

NGR: SH 6130 3950

DESCRIPTION:

A small goods shed at Penrhyndeudraeth station (NPRN: 546087; PRN: 65650), stone-built with a slate roof, formerly accessed by a siding and a (surviving) wagon turntable. The earliest part of the building faces the running line; an 1897 date stone is set into the wall, and the doorway in the longitudinal wall has been blocked up with breeze blocks. There is a later addition to the building at a right-angle to the original alignment.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [26857])

Significant as a component element of Penrhyndeudraeth station.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

Listed building description.

PRN: 65654

SITE NAME: **Penrhyndeudraeth station: hostel**

NPRN: 546091

DATE CONSTRUCTED: 1870s-1880s

SITE TYPE: HOSTEL

NGR: SH 6131 3951

DESCRIPTION:

Accommodation for volunteers at Penrhyndeudraeth station (NPRN: 546087; PRN: 65650); a building in Victorian idiom with a slate roof.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [26857])

Significant as a component element of Penrhyndeudraeth station.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65779

SITE NAME: **Festiniog Railway: Pont Capel Nazareth**

NPRN: ?

DATE CONSTRUCTED: 1830s?

SITE TYPE: BRIDGE

NGR: SH 6095 3927

DESCRIPTION:

A concrete beam bridge on rubble abutments carrying the Festiniog Railway (NPRN: 34660; PRN: 59325) over a lane.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65780

SITE NAME: **Festiniog Railway: Ty Fry bridge**

NPRN: ?

DATE CONSTRUCTED: 1830s

SITE TYPE: BRIDGE

NGR: SH 6078 3928

DESCRIPTION:

A stone arched bridge carrying the Festiniog Railway (NPRN: 34660; PRN: 59325) over a lane.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway, and as an example of one of its distinctive bridges.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 21177

SITE NAME: **Festiniog Railway: Gwyndy bank**

NPRN:	546047	DATE CONSTRUCTED:	1830s
SITE TYPE:	EMBANKMENT		
NGR:	SH 6079 3928-6016 3866		
DESCRIPTION:			
A 0.9km long causeway on the Festiniog Railway (NPRN: 34660; PRN: 59325), reaching to 2.5m high and 3m wide at the top, of dry stone walling; some buttresses. It is pierced by the Garth Road bridge (NPRN: 546092; PRN: 65655) at SH 6039 3896.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of the Festiniog Railway, and as an example of one of its distinctive structures, typical of early railway civil engineering in Wales.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65655	SITE NAME:	Festiniog Railway: Garth Road bridge
NPRN:	546092	DATE CONSTRUCTED:	1830s
SITE TYPE:	BRIDGE		
NGR:	SH 6039 3896		
DESCRIPTION:			
A single bridge carrying the Festiniog Railway (NPRN: 34660; PRN: 59325) over Garth Road, built of roughly dressed stone, set in the middle of Gwyndy Bank (NPRN: 546047; PRN: 21177).			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of the Festiniog Railway, and as an example of one of its distinctive bridges.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65656	SITE NAME:	Festiniog Railway: Pont Cae Ednyfed
NPRN:	546093	DATE CONSTRUCTED:	21 st century
SITE TYPE:	BRIDGE		
NGR:	SH 6014 3864		
DESCRIPTION:	A steel bridge carrying the Festiniog Railway (NPRN: 34660; PRN: 59325) over the Porthmadog bypass, opened in 2011.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a modern component element of the Festiniog Railway			
BIBLIOGRAPHY:	Festiniog Railway documentation		

PRN:	65657	SITE NAME:	Festiniog Railway: Minffordd station
NPRN:	34944	DATE CONSTRUCTED:	
SITE TYPE:	RAILWAY STATION		
NGR:	SH 60016 38538		
DESCRIPTION:	A station on the Festiniog Railway (NPRN: 34660; PRN: 59325), on the site of one of the horse stations that functioned from 1836 to 1862. Minffordd station was opened in 1872 to provide a link with the adjacent Cambrian railway station (NPRN: 41330; PRN: 9210). Features include a station building on the up (southern) platform (NPRN: 546094; PRN: 65658), a locomotive water tower (NPRN: 546096; PRN: 65660) and a shelter on the down (northern) platform (NPRN: 546095; PRN: 65659).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		

Significant as a component element of the Festiniog Railway and as an attractive example of a passenger station on a substantial scale on a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65658 SITE NAME: **Minffordd station: railway station building**

NPRN: 546094 DATE CONSTRUCTED: 1880

SITE TYPE: RAILWAY STATION
BUILDING

NGR: SH 60016 38540

DESCRIPTION:

Part of Minffordd station (NPRN: 34944; PRN: 65657) on the Festiniog Railway. A booking office and station house, comprising a T-plan storeyed stationmaster's house with adjoining ticket office and covered platform with refreshment room. Snecked slatestone with (whitened) sandstone quoins and dressings; slate roofs with projecting eaves and decorative bargeboards; large, squat central chimney to the station master's house.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA (listed grade II [26859])

Significant as a component element of Minffordd station.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

Listed building information

PRN: 65659 SITE NAME: **Minffordd station: shelter**

NPRN: 546095 DATE CONSTRUCTED: 2002

SITE TYPE: SHELTER

NGR: SH 6000 3855

DESCRIPTION:

A small wooden shelter on the down (northern) platform of Minfford station (NPRN: 34944; PRN: 65657), erected in 2002, replicating an earlier building of the 1870s which was demolished in 1956.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd station.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65660 SITE NAME: **Minffordd station: water tank**

NPRN: 546096 DATE CONSTRUCTED: 20th century

SITE TYPE: WATER TANK

NGR: SH 6008 3859

DESCRIPTION:

A locomotive water tank on a stone pillar.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway and as an example of how the service requirements of narrow gauge steam locomotives have developed.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65661 SITE NAME: **Festiniog Railway: Cae Ednyfed stable, smithy and houses**

NPRN: 546097 DATE CONSTRUCTED: 1830s

SITE TYPE: RAILWAY

TRANSPORT SITE	
NGR:	SH 6011 3858
DESCRIPTION:	
Associated with the horse station (NPRN: 546156; PRN: 65662) on the site of Minffordd station (NPRN: 34944; PRN: 65657) on the Festiniog Railway (NPRN: 34660; PRN: 59325); a stable, a smithy where the horses were periodically circulated to be re-shod, and a house for the railway's 'policeman' (superintendent). These now form a group of houses in occupation. The policeman's house, Cae Enfyfed, faces the road and is in typical local regency idiom with overhanging eaves.	
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA
Significant as a component element of the Festiniog Railway, and as one of the earliest railway depots surviving.	
BIBLIOGRAPHY:	
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.	

PRN:	65662	SITE NAME:	Festiniog Railway: Cae Ednyfed horse station
NPRN:	546156	DATE CONSTRUCTED:	1836
SITE TYPE:	RAILWAY SIDING		
NGR:	SH 60016 38538		
DESCRIPTION:			
The assumed site of a horse station on the Festiniog Railway (NPRN: 34660; PRN: 59325), associated with the Cae Ednyfed stable, smithy and houses (NPRN: 546097; PRN: 65661).			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of the Festiniog Railway.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65663	SITE NAME:	Festiniog Railway: Minffordd bridge
NPRN:	546141	DATE CONSTRUCTED:	1860s
SITE TYPE:	BRIDGE		
NGR:	SH 5995 3852		
DESCRIPTION:			
A bridge carrying the Festiniog Railway (NPRN: 34660; PRN: 59325) over the adjacent Cambrian Railways, a single-arched structure of dressed stone with engineering brick.			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of the Festiniog Railway.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65664	SITE NAME:	Festiniog Railway: Minffordd yard
NPRN:	420656	DATE CONSTRUCTED:	1872
SITE TYPE:	RAILWAY		
	TRANSPORT SITE		
NGR:	SH 59816 38614		
DESCRIPTION:			
An exchange yard where slate was transferred from the Festiniog Railway (NPRN: 34660; PRN: 59325) to the standard gauge Cambrian Railways main-line system, and other goods brought in, such as coal and flour.			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Minffordd yard is of international historic significance as an intermodal exchange yard on the Festiniog Railway, demonstrating the transfer of slate and other goods, and as a source of evidence and knowledge of the development of narrow-gauge railway technology.			

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	65665	SITE NAME:	Minffordd yard: road access
NPRN:	546098	DATE CONSTRUCTED:	19 th century
SITE TYPE:	ROAD		
NGR:	SH 5982 3348		
DESCRIPTION:			
Road access to the Minffordd yard (NPRN: 420656; PRN: 65664) from the A487 (former Portmadoc and Beaver Pool turnpike) consisting of rubble walls surmounted by post-and-wire fence.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of Minffordd yard.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65666	SITE NAME:	Minffordd yard: level crossing
NPRN:	546099	DATE CONSTRUCTED:	19 th century
SITE TYPE:	LEVEL CROSSING		
NGR:	SH 5982 3852		
DESCRIPTION:			
The point where the road access to Minffordd yard (NPRN: 420656; PRN: 65664) crosses the main running line of the Festiniog Railway.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of Minffordd yard.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65667	SITE NAME:	Minffordd yard: weighbridge house
NPRN:	546100	DATE CONSTRUCTED:	1871-2
SITE TYPE:	WEIGHBRIDGE		
	OFFICE		
NGR:	SH 5980 3852		
DESCRIPTION:			
A weighbridge house where goods entering and leaving Minffordd yard (NPRN: 420656; PRN: 65664) were recorded, of some architectural ambition, set parallel to the running line, and oriented east-west. The weighbridge pit is no longer evident. To the west is an enclosed area extending out from the gable end. Constructed in 1871-2 and built out of shaped setts from Penrhyndeudraeth quarry and slaty rubble; patterned slate roof; brick chimney.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of Minffordd yard.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65668	SITE NAME:	Minffordd yard: siding access
NPRN:	546101	DATE CONSTRUCTED:	1872
SITE TYPE:	RAILWAY		
NGR:	SH 5973 3853-5971		
	3861		
DESCRIPTION:			
The principal siding access from the Festiniog railway main line to Minffordd yard (NPRN: 420656; PRN: 65664); steeply graded and on a tight curve; believed to date from 1872 and the opening of the			

yard.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65669

SITE NAME: **Minffordd yard: hostel**

NPRN: 546102

DATE CONSTRUCTED: 20th century

SITE TYPE: HOSTEL

NGR: SH 5985 3855

DESCRIPTION:

Late 20th century three-storey accommodation for volunteers, on cruciform plan in Minffordd yard (NPRN: 420656; PRN: 65664).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard and for the role of volunteers in keeping the Festiniog Railway operational.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65670

SITE NAME: **Minffordd yard: Oakeley slate wharf**

NPRN: 546103

DATE CONSTRUCTED: 1872

SITE TYPE: GOODS YARD

NGR: SH 5967 3858 C

DESCRIPTION:

The site of a wharf at Minffordd yard (NPRN: 420656; PRN: 65664) for transfer of slate from narrow gauge wagons to standard gauge wagons, at one time in lease to Oakeley slate quarry; no longer evident as a surface feature.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard, particularly of the need to store and transport slate.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65671

SITE NAME: **Minffordd yard: goods shed**

NPRN: 546104

DATE CONSTRUCTED: 1872

SITE TYPE: RAILWAY

WAREHOUSE

NGR: SH 5974 3861

DESCRIPTION:

A substantial goods shed located in Minffordd yard (NPRN: 420656; PRN: 65664), orientated east-west, of typical late 19th century design, in which narrow gauge tracks entered and left through the gable walls, and which was formerly also accessed from the east by a standard gauge siding. Believed to have been built for the opening of the yard in 1872, and constructed of rubble stone walls, patched with brick and faux stone work in cement render on south-western corner before conservation in 2017; 19th century roofing slates were replaced by corrugated iron sheeting, then by imported slates in 2017; American pine trusses.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	65672	SITE NAME:	Minffordd yard: 'wagon tracks' shed
NPRN:	546105	DATE CONSTRUCTED:	2015
SITE TYPE:	RAILWAY WAGON WORKS		
NGR:	SH 5980 3861 C		
DESCRIPTION:	A steel portal frame building in Minffordd yard (NPRN: 420656; PRN: 65664), providing cover for heritage rolling stock, erected 2015.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of Minffordd yard and as a means of housing historic rolling stock.		
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65673	SITE NAME:	Minffordd yard: workshops and mess room
NPRN:	546106	DATE CONSTRUCTED:	2015
SITE TYPE:	RAILWAY TRANSPORT SITE		
NGR:	SH 5973 3859		
DESCRIPTION:	Portal frame building in Minffordd yard (NPRN: 420656; PRN: 65664).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of Minffordd yard.		
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65674	SITE NAME:	Minffordd yard: office
NPRN:	546107	DATE CONSTRUCTED:	19 th century
SITE TYPE:	OFFICE		
NGR:	SH 5977 3859		
DESCRIPTION:	A brick office, with a chimney in western gable, in Minffordd yard (NPRN: 420656; PRN: 65664), sympathetically reconstructed in the early 21 st century		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of Minffordd yard.		
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65675	SITE NAME:	Minffordd yard: covered storage/heritage storage building
NPRN:	546108	DATE CONSTRUCTED:	2014
SITE TYPE:	RAILWAY TRANSPORT SITE		
NGR:	SH 5975 3859		
DESCRIPTION:	Steel portal building with steel cladding in Minffordd yard (NPRN: 420656; PRN: 65664).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of Minffordd yard.		
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65675	SITE NAME:	Minffordd yard: shed
NPRN:	546109	DATE CONSTRUCTED:	2014
SITE TYPE:	RAILWAY		
	TRANSPORT SITE		
NGR:	SH 5982 3858		
DESCRIPTION:	Breeze block shed with monopitch roof in Minffordd yard (NPRN: 420656; PRN: 65664).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of Minffordd yard.		
BIBLIOGRAPHY:			
	Festiniog Railway sources.		

PRN:	65677	SITE NAME:	Minffordd yard: signals and telegraph storage building
NPRN:	546110	DATE CONSTRUCTED:	2014
SITE TYPE:	RAILWAY		
	TRANSPORT SITE		
NGR:	SH 5984 3858		
DESCRIPTION:	Steel portal building with steel cladding on concrete base in Minffordd yard (NPRN: 420656; PRN: 65664), erected in 2014.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of Minffordd yard.		
BIBLIOGRAPHY:			
	Festiniog Railway sources.		

PRN:	65678	SITE NAME:	Minffordd yard: water tank
NPRN:	546111	DATE CONSTRUCTED:	21 st century
SITE TYPE:	WATER TANK		
NGR:	SH 5983 3859		
DESCRIPTION:	Locomotive water tower on steel frame in Minffordd yard (NPRN: 420656; PRN: 65664).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of Minffordd yard.		
BIBLIOGRAPHY:			
	Festiniog Railway sources.		

PRN:	65679	SITE NAME:	Minffordd yard: slate sheds
NPRN:	546112	DATE CONSTRUCTED:	19 th century
SITE TYPE:	Goods shed		
NGR:	SH 5989 3856		
DESCRIPTION:	Two large adjoining structures in Minffordd yard (NPRN: 420656; PRN: 65664), here considered as one, orientated north-west to south-east, the 'Maenofferen bach' to the south-west and the 'Maenofferen Mawr' to the north-east, built with brick piers; slate rubble and breeze-block infill, in some places covered in corrugated iron sheeting; planking on gables painted red oxide (the south-east facing gable of Maenofferen Mawr is prominently lettered 'Maenofferen Slate Quarry Co Ltd'). The slate roofs are supported on king-post pine trusses. The area in between the two structures is roofed in bowed corrugated iron and carries a sign over its entrance 'Anderlecht siding', commemorating its construction by a group of Belgian Girl Guides. Built as slate storage sheds and used by Davies Bros, slate merchants, until 1960 and thereafter converted to rolling stock		

accommodation.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard, particularly of the need to store and transport slate.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65680

SITE NAME: **Minffordd yard: slate wharf**

NPRN: 546113

DATE CONSTRUCTED:

SITE TYPE: GOODS YARD

NGR: SH 5992 3855

DESCRIPTION:

The site of a wharf in Minffordd yard (NPRN: 420656; PRN: 65664) for transfer of slate from narrow gauge wagons to standard gauge wagons. It is believed that tracks from pre-1946 survive here, overlain with more recent tracks. However, only one feature, a wagon turntable, is evident; formerly in lease to Davies Bros, slate merchants.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard, particularly of the need to store and transport slate.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65680

SITE NAME: **Minffordd yard: shelter**

NPRN: 546114

DATE CONSTRUCTED: 19th century

SITE TYPE: LABOURERS'

SHELTER

NGR: SH 5994 3853

DESCRIPTION:

A pitched roof shelter or mess-room built of slate rubble, with slate roof, in Minffordd yard (NPRN: 420656; PRN: 65664).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 9211

SITE NAME: **Minffordd yard: building**

NPRN: 546115

DATE CONSTRUCTED: 20th century

SITE TYPE: BUILDING

NGR: SH 5994 3853

DESCRIPTION:

A late 20th century structure in Minffordd yard (NPRN: 420656; PRN: 65664), built in Victorian Festiniog Railway heritage style, timber, with a patterned slate roof.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65681

SITE NAME: **Minffordd yard: sidings, standard gauge**

NPRN: 546116

DATE CONSTRUCTED: 1872

SITE TYPE: RAILWAY

TRANSPORT SITE

NGR: SH 5995 3853-5964
3856

DESCRIPTION:

The area of Minfordd yard (NPRN: 420656; PRN: 65664) given over to standard-gauge sidings from the Cambrian Railways main line to the wharves and to the coal road. In the preservation era (post-1954), most of the area formerly occupied by these sidings has been used for other purposes, and much of the alignment is no longer recognisable, though it may be identifiable as infill. It is only at the eastern extremity of the yard that the course is visible.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard, particularly of the need to transfer slate from one railway to another.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65684 SITE NAME: **Minffordd yard: coal road**
NPRN: 546117 DATE CONSTRUCTED: 1872
SITE TYPE: RAILWAY
TRANSPORT SITE
NGR: SH 5975 3863-5988
3860

DESCRIPTION:

A low-level area in Minfordd yard (NPRN: 420656; PRN: 65664), accessed by steeply-graded narrow gauge tracks, equipped with a chute on the north side which formed part of the original organisation of the yard and would have formed a point of entry for steam- and smithy-coal for the FR and for the quarries from the standard gauge network. The walls are constructed of slate rubble. The chute is steel, of late 20th century date.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard, particularly of the need to supply the railway and the surrounding area with coal.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65685 SITE NAME: **Minffordd yard: flour shed**
NPRN: 546118 DATE CONSTRUCTED: 19th century
SITE TYPE: RAILWAY
WAREHOUSE
NGR: SH 5989 3859

DESCRIPTION:

The site of a shed in Minfordd yard (NPRN: 420656; PRN: 65664) shown in late 19th/early 20th century photographs, now demolished. Believed to have stored flour, and to have been in existence until the 1920s. On the evidence of photograph, the principal structural materials were corrugated iron or timber.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Minffordd yard, particularly of the need to bring foodstuffs into the area.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65686 SITE NAME: **Minffordd yard: slate wharf**
NPRN: 546119 DATE CONSTRUCTED: 1872
SITE TYPE: RAILWAY

TRANSPORT SITE	
NGR:	SH 5967 3860
DESCRIPTION:	
The site of a wharf in Minfordd yard (NPRN: 420656; PRN: 65664) for transfer of slate from narrow gauge wagons to standard gauge wagons formerly in lease to Votty and Boydd slate quarry, now only visible as slate slabs on the wharf-edge.	
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA
Significant as a component element of Minffordd yard, particularly of the need to store and transport slate.	
BIBLIOGRAPHY:	
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.	

PRN:	65687	SITE NAME:	Festiniog Railway: Lottie's crossing (Minffordd level crossing, Quarry Lane crossing)
NPRN:	34936	DATE CONSTRUCTED:	1830s
SITE TYPE:	LEVEL CROSSING		
NGR:	SH 59544 38526		
DESCRIPTION:			
A level crossing on the Festiniog Railway (NPRN: 34660; PRN: 59325) and Quarry Lane, a minor road; its name preserves the memory of Mrs Charlotte Olive Edwards, the crossing keeper for many years. The adjacent dwelling (NPRN: 34937; PRN: 65688) was formerly the crossing-keeper's house. The crossing has been automatically controlled since the 1980s.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component of the Festiniog Railway.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65688	SITE NAME:	Lottie's crossing: crossing keeper's cottage
NPRN:	34937	DATE CONSTRUCTED:	19 th century
SITE TYPE:	CROSSING		
	KEEPER'S COTTAGE		
NGR:	SH 59541 38517		
DESCRIPTION:			
Formerly a crossing-keeper's house at Lottie's crossing (NPRN: 34936; PRN: 65687), and still in occupation by a railway employee; a two-storey building with slate stone elevations laid in thin heavily mortared slabs; slate roof, hipped to left end, with wide boarded eaves and rubble chimney stacks.			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component of the Festiniog Railway.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65689	SITE NAME:	Festiniog Railway: Rhiw Plas bridge
NPRN:	546120	DATE CONSTRUCTED:	1960
SITE TYPE:	BRIDGE		
NGR:	SH 5896 3824		
DESCRIPTION:			
A modern concrete bridge carrying the A497 over the Festiniog Railway (NPRN: 34660; PRN: 59325); the present bridge replaced an earlier structure to ease an awkward double bend in the road, and to increase the capacity of the bridge for road traffic, and opened in 1960. A temporary level crossing			

operated while it was under construction.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 7255 SITE NAME: **Festiniog Railway: Boston Lodge railway works**

NPRN: 91422

DATE CONSTRUCTED: 19th century

SITE TYPE: RAILWAY WORKS

NGR: SH 58475 37870

DESCRIPTION:

Boston Lodge is a repair and maintenance works, still in use, serving the Festiniog Railway (NPRN: 34660; PRN: 59325). It is set at the east end of the Cob (NPRN 34165; PRN: 3490) and covers an area about 200m north-south by 100m. The complex comprises many buildings, including an erecting shop (NPRN 34921: PRN: 12729) and crane (NPRN 34930: PRN: 12738), machine shop (NPRN 34924: PRN: 12732), foundry (NPRN 407752: PRN: 65700), smithy (NPRN: 34922: PRN: 34922), brass foundry (NPRN 34927: PRN: 12735), carpenters' shop/locker-room block (NPRN 34928: PRN: 12736), oil store (NPRN 34926: PRN: 12734) and manager's office (NPRN 34925: PRN: 12733).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Boston Lodge railway works is of international historic significance as one of the earliest railway works still in use, for its development since the 1840s, servicing horse, steam and diesel traction, and as a source of evidence and knowledge of the development of narrow-gauge railway technology.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65690 SITE NAME: **Boston Lodge Railway Works: 3 and 4 Boston Lodge**

NPRN: 546121

DATE CONSTRUCTED: 1850s

SITE TYPE: HOUSE

NGR: SH 5870 3807

DESCRIPTION:

Built in the mid 1850s for railway employees at Boston Lodge railway works (NPRN: 91422; PRN: 7255); a two-storey structure built as two separate dwellings (no 4 to north-east, no 3 to south-west) alongside the FR main line. They are typical Porthmadog-area style of the period, and remain in use as residences. No 3 has been extended back to the main line with part of the ground floor of the extension becoming part of No 4. A conservatory and a bay window have been added. Both properties included small outbuildings by the gate to the Halt, two of which were demolished in April 2015.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65691 SITE NAME: **Boston Lodge Railway Works: pathway**

NPRN: 546122

DATE CONSTRUCTED: 19th century

SITE TYPE: PATH

NGR: SH 5875 3809-5868
3806

DESCRIPTION:

A pathway at Boston Lodge railway works (NPRN: 91422; PRN: 7255) leading from the main road

past 3 and 4 Boston Lodge cottages to Boston Lodge halt.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65692 SITE NAME: **Boston Lodge Railway Works: locomotive turntable**

NPRN: 546123 DATE CONSTRUCTED: 1869

SITE TYPE: RAILWAY
TURNTABLE

NGR: SH 5867 3805

DESCRIPTION:

A locomotive turntable at Boston Lodge railway works (NPRN: 91422; PRN: 7255), 6.7 metres long, installed 1869; built by Baines Railway Foundry of Soho, Birmingham; a garage has been constructed on the main structural components.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as an early example of a locomotive turntable designed for a narrow gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65693 SITE NAME: **Boston Lodge Railway Works: road**

NPRN: 546124 DATE CONSTRUCTED: 19th century

SITE TYPE: ROAD

NGR: SH 5855 3801-5865
3802

DESCRIPTION:

A road which runs from the A497, crossing the main running line by means of a level crossing and providing vehicular access to at Boston Lodge railway works (NPRN: 91422; PRN: 7255); originally provided access to Penrhyn Isaf farm and to Aber Iâ (Portmeirion); the road from it into Boston Lodge was built in the 1960s.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65694 SITE NAME: **Boston Lodge Railway Works: Boston Lodge halt**

NPRN: 546125 DATE CONSTRUCTED: 20th century

SITE TYPE: RAILWAY
PLATFORM

NGR: SH 5859 3801

DESCRIPTION:

A small halt at Boston Lodge railway works (NPRN: 91422; PRN: 7255) consisting of a platform and a name-board; known at one stage as Portmeirion Halt; temporary terminus of the railway in 1955-1956

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	12731	SITE NAME:	Boston Lodge Railway Works: weigh house	
NPRN:	34923	DATE CONSTRUCTED:	1856-7	
SITE TYPE:	WEIGHBRIDGE OFFICE			
NGR:	SH 58576 38001			
DESCRIPTION:				
Located near at Boston Lodge railway works (NPRN: 91422; PRN: 7255); built 1856-1857 and used for informal volunteer accommodation, and then for storage post-1950s; a tapered stone building orientated north-east to south-west, with a pitched slate roof (re-roofed in 2008). The location of the weigh table is evident from the slots for the balance beam under the weighman's window. The distinctive local style of overhanging eaves is evident.				
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA (listed II [Cadw 14423])		
Significant as a component element of Boston Lodge railway works.				
BIBLIOGRAPHY:				
Boyd, J.I.C. 1975. <i>The Festinioa Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.				

PRN:	12737	SITE NAME:	Boston Lodge Railway Works: locomotive shed
NPRN:	34929	DATE CONSTRUCTED:	1860s
SITE TYPE:	ENGINE SHED		
NGR:	SH 58555 37991		
DESCRIPTION:	<p>A two-road locomotive shed at Boston Lodge railway works (NPRN: 91422; PRN: 7255), built of squared blocks of locally sourced flagstone in south-west gable; poorer rubble-stone in longitudinal walls; pine trusses ; timber lintels and doors; wrought-iron door-hinges, with a pitched slate roof, and contains two long pits and brick flooring. It includes a workshop and a boiler house, and is now integral with the earlier weigh house (NPRN: 34923; PRN: 12731). The original part of the shed was built about 1863 for the railway's first four locomotives. The masonry break suggests that the original shed was extended, probably about 1867 when the next two locomotives were obtained. Early plans show a gap between the bottom end of the weigh house and the top end of the workshop at the end of the shed. This space was later occupied by the boiler house for the workshop installed at the north-east end of the building. The building is now mainly used to store historic rolling stock. The present slate roof dates from restoration in 2008, but the distinctive smoke hoods shown in late 19th century photographs were not replicated.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA (listed II [Cadw 14424])		
Significant as a component element of Boston Lodge railway works and as an early surviving locomotive shed on a narrow-gauge railway.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festinioa Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	12737	SITE NAME:	Boston Lodge Railway Works: locomotive shed extension
NPRN:	546126	DATE CONSTRUCTED:	1878-9, 2008
SITE TYPE:	ENGINE SHED		
NGR:	SH 5855 3799		
DESCRIPTION:	<p>A single-road extension to the locomotive shed at Boston Lodge railway works (NPRN: 91422; PRN: 7255), added c. 1878/1879, of corrugated iron on a timber frame. It was extended at the rear c. 1891</p>		

and cut back at the front at some time after August 1936. The original extension was demolished in 1972 and replaced by a narrower concrete block shed with a roadway giving vehicular access to the works on its down-slope side. In 2008 this structure was in turn demolished and the present extension built on the footprint and to the approximate style of the 1878-1879 building but extending and squaring the north-eastern end.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as a reconstructed component of an early surviving locomotive shed on a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65695 SITE NAME: **Boston Lodge Railway Works: water tank base and wall**

NPRN: 546127

DATE CONSTRUCTED: 19th century

SITE TYPE: WATER TANK

NGR: SH 5856 3798

DESCRIPTION:

The base of a locomotive water tank at Boston Lodge railway works (NPRN: 91422; PRN: 7255), set in a stone retaining wall, shown in a photograph of 1887.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as a part of an early surviving locomotive shed on a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 12733 SITE NAME: **Boston Lodge Railway Works: former manager's office**

NPRN: 34925

DATE CONSTRUCTED: 19th century

SITE TYPE: OFFICE

NGR: SH 5850 3793

DESCRIPTION:

The only upstanding part of the otherwise demolished c. 1842 wagon shed at Boston Lodge railway works (NPRN: 91422; PRN: 7255) that formerly defined the north-eastern boundary of the top yard. By 1856 it was listed separately from the wagon store as a store room. The porch may date from 1873. It functioned as an office, and in the preservation area was regularly used by a regular volunteer, Ian Smart, thereby gaining the name *Plas Smart*. More recently it has again been used as a store but was reconstructed in 2015. The chimney was demolished sometime after 1984 and has more recently been reconstructed; the partition and fireplace inside remain.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA listed II [Cadw 14419])

Significant as a component element of Boston Lodge railway works.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65696 SITE NAME: **Boston Lodge Railway Works: former wagon shed**

NPRN: 546128

DATE CONSTRUCTED: 19th century

SITE TYPE: RAILWAY WAGON
WORKS

NGR: SH 5851 3792

DESCRIPTION:

Built c. 1842; the site of a wagon shed at Boston Lodge railway works (NPRN: 91422; PRN: 7255), visible following archaeological examination in 2015 as a length of T-section track, flooring, footings for cross-walls, flashing for the monopitch roof on the rock-face above; contiguous, and initially structurally part of, the former manager's office. The building was separated from the former manager's office (NPRN: 34925; PRN: 12733) by an internal cross wall by 1856 and was further separated by the construction of a siding in the 1920s. It was demolished above foundation level in the 1960s. The road now also cuts through it on the site of a siding installed in the 1920s. A traversing wagon turntable was recovered from the site in 1970.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as a source for archaeological evidence of how narrow gauge railway vehicles were serviced in the mid-19th century.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	65697	SITE NAME:	Boston Lodge Railway Works: blacksmiths' shop extension/wagon store site
NPRN:	546131	DATE CONSTRUCTED:	1877

SITE TYPE: RAILWAY WORKS

NGR: SH 5851 3789

DESCRIPTION:

Built 1877 as an extension on the north-east gable walls of the blacksmiths' shop at Boston Lodge railway works (NPRN: 91422; PRN: 7255) to accommodate two hearths for the construction of the locomotive *Merddin Emrys*, on part of the site of the original wagon store at the south side of the top yard. The corrugated iron roof was supported on the north wall of the 1877 carpenters' shop; the wall facing the yard was wooden-framed and clad in corrugated iron. The building collapsed in 1962 when the third carpenters' shop was being demolished. It was found that the roof had been anchored by the roof of the carpenters' shop on the other side of the rear wall. The site was archaeologically excavated in 2015.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	65698	SITE NAME:	Boston Lodge Railway Works: carpenters' shop
NPRN:	549129	DATE CONSTRUCTED:	1877

SITE TYPE: RAILWAY WORKS

NGR: SH 5852 3789

DESCRIPTION:

A carpenters' shop at Boston Lodge railway works (NPRN: 91422; PRN: 7255), built in 1877 of timber and corrugated iron, with steel trusses, which occupied the north-east quadrant of the top yard; demolished 1962, not now visible above ground level.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	12734	SITE NAME:	Boston Lodge Railway Works: former oil store
NPRN:	34926	DATE CONSTRUCTED:	19 th century

SITE TYPE: RAILWAY WORKS

NGR: SH 5849 3790

DESCRIPTION:

This may date from the expansion of at Boston Lodge railway works (NPRN: 91422; PRN: 7255) in the 1850s but might include earlier work. For many years it was an oil store. Since 1954 the building has been used as the signals and telegraph workshop. Single-storey, built of local slatey rubble with slate roof and wide eaves, bracketed to gable end. The north front has a boarded door, previously a window, to left and 2-light timber window to right with transom and pointed arched heads to the glazing. The west gable end has small blocked roundel and projecting masonry at the north corner which originally formed the springing for an arch that formerly spanned the siding access to the top yard. Now used as telecom store.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65699

SITE NAME: **Boston Lodge Railway Works: *Britomart* shed**

NPRN: 546130

DATE CONSTRUCTED: 20th century

SITE TYPE: RAILWAY WORKS

NGR: SH 5851 3789

DESCRIPTION:

A mono-pitch lean-to shed at Boston Lodge railway works (NPRN: 91422; PRN: 7255) on the south-western end of the demolished blacksmiths' shop extension, of late 20th-century construction, built to house the locomotive *Britomart*.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 12730

SITE NAME: **Boston Lodge Railway Works: blacksmiths' shop**

NPRN: 34922

DATE CONSTRUCTED: 1848

SITE TYPE: RAILWAY WORKS

NGR: SH 5850 3789

DESCRIPTION:

Located at Boston Lodge railway works (NPRN: 91422; PRN: 7255); orientated south-west to north-east, pitched roof, a 5-bay smithy on rectangular plan building with round-arched openings, alternately split boarded doors or converted into windows. Built 1848; in 1856 it contained one hearth, and two were added later. Rear projections include a tyre stove, and a large core stove with double iron doors. Later, it contained a staging for feeding the cupola in the foundry. One of the chimneys at the rear of the building survives. Access from the top yard was originally by five round-headed doors. The second and fourth of these were closed off to waist height to form windows pre-1914. A wall crane was mounted between the second and third openings. The tyre furnace behind the south east corner of the building survives was demolished post-1962.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed II [Cadw 14413])

Significant as a component element of Boston Lodge railway works, as a well-preserved blacksmiths' shop, and as evidence of the evolving requirements of a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	12735	SITE NAME:	Boston Lodge Railway Works: former brass foundry
NPRN:	34927	DATE CONSTRUCTED:	1837
SITE TYPE:	RAILWAY WORKS		
NGR:	SH 5849 3789		
DESCRIPTION:	<p>Located at Boston Lodge railway works (NPRN: 91422; PRN: 7255); a rectangular plan building; stone walls, pitched slate roof with roof lights. Single-storey, built of local slatey rubble with slate roof and wide eaves, bracketed to gable end. 3-bay front with central boarded door flanked by 4-light transomed windows. It combines a rough-and-ready appearance with distinctly Hanoverian proportions and typical Porthmadog exaggerated overhanging eaves. The 1970s extension on the north-east-facing gable blocks a window. Believed to have been built in 1837 as the original smithy; in 1856 it contained three forges. Although often referred to as the brass foundry, little is known about its use as such. It now has a wooden upper floor added in the 1960s. It has been used as a store, particularly for non-ferrous materials. Following partial rebuilding in 1956, the rear wall was further rebuilt when the remains of the timber saw-mill (NPRN: 546134; PRN: 65703) were demolished in 1962 and the fill supporting the steps to the upper floor at the rear of No. 2 Boston Lodge were removed. It currently remains in use as a store.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA (listed II [Cadw 14417])		
Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.			
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festinioa Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65700	SITE NAME:	Boston Lodge Railway Works: iron foundry
NPRN:	407752	DATE CONSTRUCTED:	1848
SITE TYPE:	RAILWAY WORKS		
NGR:	SH 5849 3788		
DESCRIPTION:	<p>Part of the first manufactory of 1848 at Boston Lodge railway works (NPRN: 91422; PRN: 7255); it ceased work when the adjacent engine and boiler house burnt down in January 1939. In 1970 the wooden foundry crane was removed and the building became No 2 machine shop. It is currently in use as a store. Rectangular plan, orientated south-west to north-east, pitched roof and wide eaves, bracketed to gable end; a 4-bay iron foundry with voussoir-arched openings, 3 of which are filled in to base and given small-pane windows but the left hand one retains a boarded door.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA (listed II [Cadw 14413])		
Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.			
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festinioa Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65701	SITE NAME:	Boston Lodge Railway Works: boiler house floor
NPRN:	546132	DATE CONSTRUCTED:	1848
SITE TYPE:	RAILWAY WORKS		
NGR:	SH 5849 3788		
DESCRIPTION:	A slate slab floor at Boston Lodge railway works (NPRN: 91422; PRN: 7255), assumed to be part of		

the boiler house for the stationary engine, burnt down in 1939, revealed in 2015 and subsequently covered.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65702 SITE NAME: **Boston Lodge Railway Works: electricity substation**

NPRN: 546133 DATE CONSTRUCTED: 20th century

SITE TYPE: RAILWAY WORKS

NGR: SH 5850 3787

DESCRIPTION:

A monopitch roof structure at Boston Lodge railway works (NPRN: 91422; PRN: 7255), of functional appearance.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 12732 SITE NAME: **Boston Lodge Railway Works: machine shop**

NPRN: 34924 DATE CONSTRUCTED: 1847

SITE TYPE: RAILWAY WORKS

NGR: SH 5848 37864

DESCRIPTION:

Located at Boston Lodge railway works (NPRN: 91422; PRN: 7255); the first machine shop was associated with the original boiler and engine house built in 1847. Engine house No 2 was a two storey stone built addition built to the west by 1856. The first floor was a pattern loft which was reached by external slate steps at the rear. An additional single storey bay was added at the rear of the machine shop, probably c. 1877. The engine house part of the building was burnt out in 1939. The pattern loft was converted into the Works manager's office in 1971. The external steps were demolished in 1974 and an electrical sub-station built on the ground floor on part of the burnt-out area; new metal external stairs were built to the offices on the first floor. A further extension of the offices and an internal staircase were built in 1979 on the site of the original engine house and chimney. In use as a machine shop with offices above. A two storey building with wide eaves, orientated north-east/south-west, of which the 19th century section is of local slate rubble construction with a slate roof, and the late 20th century section to the north-east is cement-rendered with modern windows except one original window to first floor. Lean-to at rear with further small-pane sash windows.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA (listed II [Cadw 14412])

Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65703 SITE NAME: **Boston Lodge Railway Works: timber saw-mill**

NPRN: 546134 DATE CONSTRUCTED: 19th century

SITE TYPE: RAILWAY WORKS

NGR: SH 5847 3787

DESCRIPTION:

Located at Boston Lodge railway works (NPRN: 91422; PRN: 7255); believed to date from 1840s of local flagstone with some brick patching; evident in documentary sources as a two-storey pitched roof building orientated north-east to south-west; mostly demolished to provide space for the Ron Garraway Amenity Block (NPRN: 546142; PRN: 65710); the south-western end survives up to first floor level, and a monopitch corrugated iron roof has been placed on it.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as evidence of the growing use of imported pine in the region from the 1840s.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 12306 SITE NAME: **Boston Lodge Railway Works: 1 and 2 Boston Lodge and stable site**

NPRN: 28189

DATE CONSTRUCTED: 1808/1809

SITE TYPE: HOUSE

NGR: SH 5848 3789

DESCRIPTION:

A rectangular three-storey building with a hipped slate roof with wide eaves consisting of two dwellings built 1808/1809 as a barracks, workshops, offices and stables for the building of the Cob, refurbished in 1836 as part of the development of the Boston Lodge railway works (NPRN: 91422; PRN: 7255) for the weigh-master and constable of the railway; later housed locomotive foremen and engine drivers. As constructed, the building was probably at the level of the surrounding ground, which has since been levelled away, necessitating the building of the steps for access. Originally there were stables along the north-west facing longitudinal wall of the building, made up of projecting stone walls with a lean-to roof. The building continues to be used as dwellings.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA listed II [Cadw 14416])

Significant as a component element of Boston Lodge railway works, as early workers' accommodation and as the site of an early stable associated with the Festiniog Railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 12736 SITE NAME: **Boston Lodge Railway Works: carpenters' shop, locker-room block**

NPRN: 34928

DATE CONSTRUCTED: 1850s

SITE TYPE: RAILWAY WORKS

NGR: SH 5846 3787

DESCRIPTION:

Built as the carpenters' shop for the Boston Lodge railway works (NPRN: 91422; PRN: 7255) at the time of the mid 1850s works extension, probably replacing the building located between it and No 1 Boston Lodge. By 1914-1918 it was a stores building. In the 1950s half of it was used for stores and the other half became the Works mess room. The mess room is now used as offices and a locker room. The wooden porch of Victorian design in the north-east facing longitudinal wall may date from c. 1880; the stone entrance lobby was added in 1993. A stone building orientated north-west to south east, with a slate roof hipped at its north end.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	12729	SITE NAME:	Boston Lodge Railway Works: erecting shop
NPRN:	34921	DATE CONSTRUCTED:	1900
SITE TYPE:	RAILWAY WORKS		
NGR:	SH 5848 3784		
DESCRIPTION:	<p>Part of the Boston Lodge railway works (NPRN: 91422; PRN: 7255); built in 1900 to replace an 1877-built corrugated iron erecting shop on a similar footprint. Inspection pits may date from 1877. A single storey erecting shop, in use, over four sidings. Roof-lights in slate roof. Lower part-glazed entrance to the left section with tall iron framed flanking windows, built 1900. To the centre are 2 full-height, half-glazed door entrances through which run roads (sidings) 2 and 3, on which there are inspection pits. The floors were concreted in the 1960s. Parts of the rear longitudinal wall have been removed to allow access to the new erecting shop.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA (listed II [Cadw 14411])		
Significant as a component element of Boston Lodge railway works and as evidence of the scale and ambition of the Festiniog Railway's engineering capacity in the Victorian era.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	12729	SITE NAME:	Boston Lodge Railway Works: new erecting shop
NPRN:	34921	DATE CONSTRUCTED:	1973
SITE TYPE:	RAILWAY WORKS		
NGR:	SH 5849 3784		
DESCRIPTION:	<p>Part of the Boston Lodge railway works (NPRN: 91422; PRN: 7255), a steel and corrugated-iron building contiguous with the 1900 erecting shop, built in 1973. The gap between it and the carriage shed (NPRN: 546135; PRN: 65704) was roofed c. 2004, further extending the shop.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
<p>Significant as a component element of Boston Lodge railway works and as evidence of the scale and ambition of the Festiniog Railway's engineering capacity in the late 20th century.</p>			
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65704	SITE NAME:	Boston Lodge Railway Works: carriage shed
NPRN:	546135	DATE CONSTRUCTED:	1875
SITE TYPE:	RAILWAY CARRIAGE SHED		
NGR:	SH 5848 3784		
DESCRIPTION:	<p>Part of the Boston Lodge railway works (NPRN: 91422; PRN: 7255), a stone-built two-road carriage shed orientated north-west to south-east, with faux-Victorian canopy detailing and cast-iron windows in the south-west-facing longitudinal wall; adjacent to the erecting shop and listed along with it. Built 1875 to house the first two bogie carriages. The 1889 Ordnance Survey map shows a smaller building on the east side of this shed, not shown on the 1917 revision. An attic is reached by wooden stairs at the rear of the shed. Used as a paint shop in the 1950s-60s, it now forms the rear of the loco running shed.</p>		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.			
BIBLIOGRAPHY:			

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN:	65705	SITE NAME:	Boston Lodge Railway Works: locomotive shed
NPRN:	546136	DATE CONSTRUCTED:	1964-8
SITE TYPE:	ENGINE SHED		
NGR:	SH 5846 3783		
DESCRIPTION:			
A three-road locomotive shed built of steel and corrugated iron, erected 1964-8 at the Boston Lodge railway works (NPRN: 91422; PRN: 7255).			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.			
BIBLIOGRAPHY:			
Festiniog Railway sources.			

PRN:	65706	SITE NAME:	Boston Lodge Railway Works: long shed
NPRN:	546137	DATE CONSTRUCTED:	19 th century
SITE TYPE:	ENGINE SHED		
NGR:	SH 5843 3785		
DESCRIPTION:			
A late 19 th century structure, demolished in the late 20 th , at the Boston Lodge railway works (NPRN: 91422; PRN: 7255).			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: E	
Significant as a component element of Boston Lodge railway works.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	12738	SITE NAME:	Boston Lodge Railway Works: crane base
NPRN:	34930	DATE CONSTRUCTED:	19 th century
SITE TYPE:	CRANE		
NGR:	SH 5837 3763		
DESCRIPTION:			
Part of the Boston Lodge railway works (NPRN: 91422; PRN: 7255), the base of and lower mechanism of a hand-operated jib crane by Richard Ellis of Manchester, similar to the crane on the wharf at Minffordd.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA (listed II [Cadw 14414])	
Significant as a component element of Boston Lodge railway works.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.			

PRN:	65708	SITE NAME:	Boston Lodge Railway Works: perimeter wall and gates
NPRN:	546142	DATE CONSTRUCTED:	19 th century
SITE TYPE:	RAILWAY WORKS		
NGR:	SH 5840 3786-5846 3788		
DESCRIPTION:			
Perimeter walls shielding the Boston Lodge railway works (NPRN: 91422; PRN: 7255) from view, gateway at western end, archway at eastern end, with wooden gates, built of slate rubble with			

corrugated iron screens; demolished in 20th century, some footings survive.
 STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a component element of Boston Lodge railway works.
 BIBLIOGRAPHY:
 Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 7256 SITE NAME: **Boston Lodge Railway Works: gunpowder shed 1**
 NPRN: 546138 DATE CONSTRUCTED: 19th century
 SITE TYPE: EXPLOSIVES STORE
 NGR: SH 5844 3775
 DESCRIPTION:
 Located at the Boston Lodge railway works (NPRN: 91422; PRN: 7255), gunpowder shed 1; built in the 1860s and used until the 20th century. Demolished following archaeological recording in 2016
 STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a component element of Boston Lodge railway works and as evidence of the local quarries' need for explosives.
 BIBLIOGRAPHY:
 Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 7256 SITE NAME: **Boston Lodge Railway Works: gunpowder shed 2**
 NPRN: 546139 DATE CONSTRUCTED: 19th century
 SITE TYPE: EXPLOSIVES STORE
 NGR: SH 5843 3774
 DESCRIPTION:
 Located at the Boston Lodge railway works (NPRN: 91422; PRN: 7255), gunpowder shed 2; the middle of three sheds used for storing gunpowder landed by sea, now demolished; rectangular plan with rail-access annexe to north; pyramidal slate roof with hipped roof on annexe. Probably erected in the early 1860s, and used until the 20th century.
 STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a component element of Boston Lodge railway works and as evidence of the local quarries' need for explosives.
 BIBLIOGRAPHY:
 Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 7256 SITE NAME: **Boston Lodge Railway Works: gunpowder shed 3**
 NPRN: 546140 DATE CONSTRUCTED: 19th century
 SITE TYPE: EXPLOSIVES STORE
 NGR: SH 5841 3771
 DESCRIPTION:
 Located at the Boston Lodge railway works (NPRN: 91422; PRN: 7255), gunpowder shed 3; the most southerly of three sheds used for storing gunpowder landed by sea, believed to have been the last of the three gunpowder sheds on site; probably erected in the mid-1860s and used until the 20th century. The rail access had been removed by 1917. Now largely demolished; rectangular plan with rail-access annexe to north; pyramidal slate roof with hipped roof on annexe. Some of the lower walls and the sea-ward side stone embankment survive.
 STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a component element of Boston Lodge railway works and as evidence of the local quarries' need for explosives.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65709 SITE NAME: **Boston Lodge Railway Works: Boston Lodge curve archway**

NPRN: 546141 DATE CONSTRUCTED: 1832-3

SITE TYPE: RAILWAY BRIDGE

NGR: SH 5842 3787

DESCRIPTION:

An archway of dressed stone in the main running line of the Festiniog Railway at the Boston Lodge railway works (NPRN: 91422; PRN: 7255), which contrasts with the rubble construction of the embankment within which it is set. As originally constructed, it afforded a passage under the course of the railway. Built as part of the Festiniog Railway between 1832 and 1833 by the contractor James Smith of Caernarfon (to a similar design to the arch in Gwyndy Bank) in order to provide access to Penrhyn Isaf. From the 1850s it provided road access to the new bottom yard. The archway is believed to have been walled up during the First World War to provide lavatory facilities for women working in the shell factory at Boston Lodge. The access from the Bottom Yard has been infilled, probably between 1918 and 1939.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA (listed II* (as part of the Cob))

Significant as a component element of the Festiniog Railway, and as an example of one of its distinctive bridges.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65710 SITE NAME: **Boston Lodge Railway Works: amenity block**

NPRN: 546142 DATE CONSTRUCTED: 1983

SITE TYPE: RAILWAY WORKS

NGR: SH 5848 3788

DESCRIPTION:

The Ron Garraway Amenity Block at the Boston Lodge railway works (NPRN: 91422; PRN: 7255), a flat-roofed structure containing lavatories, washroom and an eating space.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN: 65711 SITE NAME: **Boston Lodge Railway Works: carriage workshop**

NPRN: 546143 DATE CONSTRUCTED: 20th century

SITE TYPE: RAILWAY WORKS

NGR: SH 5844 3782

DESCRIPTION:

Located at the Boston Lodge railway works (NPRN: 91422; PRN: 7255), a two-road steel structure with a shallow pitched roof, built in 1972 with extension of 1999.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.

BIBLIOGRAPHY:

Festiniog Railway sources.

PRN:	65712	SITE NAME:	Boston Lodge Railway Works: carriage shed
NPRN:	546144	DATE CONSTRUCTED:	20 th century
SITE TYPE:	RAILWAY CARRIAGE SHED		
NGR:	SH 5843 3870		
DESCRIPTION:	Located at the Boston Lodge railway works (NPRN: 91422; PRN: 7255), a two-road steel and corrugated iron carriage shed with a shallow pitched roof, over inspection pits, late 20 th century construction.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.			
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65713	SITE NAME:	Boston Lodge Railway Works: locomotive shed
NPRN:	546145	DATE CONSTRUCTED:	2010
SITE TYPE:	ENGINE SHED		
NGR:	SH 5844 3780		
DESCRIPTION:	A steel shed built to house a locomotive from China, located at the Boston Lodge railway works (NPRN: 91422; PRN: 7255).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of Boston Lodge railway works and as evidence of the evolving requirements of a narrow-gauge railway.			
BIBLIOGRAPHY:	Festiniog Railway sources.		

PRN:	65714	SITE NAME:	Festiniog Railway; Boston Lodge horse station
NPRN:	546331	DATE CONSTRUCTED:	1836
SITE TYPE:	RAILWAY SIDING		
NGR:	SH 58475 37870		
DESCRIPTION:	A horse station functioned at Boston Lodge on the Festiniog Railway (NPRN: 34660; PRN: 59325), from 1836 to 1863. Its precise location is undetermined but it was probably associated with the former wagon shed (NPRN: 546128; PRN: 65696) and the stables (NPRN: 28189; PRN: 12306).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as a component element of the Festiniog Railway.			
BIBLIOGRAPHY:	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	3490	SITE NAME:	Festiniog Railway: Traeth Mawr cob
NPRN:	34165	DATE CONSTRUCTED:	1808-1811
SITE TYPE:	CAUSEWAY		
NGR:	SH 5779 3813		
DESCRIPTION:	A causeway across the estuary of the Glaslyn river, which has carried the Festiniog Railway (NPRN: 34660; PRN: 59325) since construction began in the 1830s. A run of stone sleeper blocks was identified and recorded in January 2017 at the Porthmadog end, before being covered over by new		

track.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II* [5234])

Significant as a component element of the Festiniog Railway and as a major landscape improvement which made possible the growth of the slate industry, and the harbour and town of Porthmadog.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

Beazley, E. 1967. *Madocks and the Wonder of Wales*. London: Faber and Faber

PRN: 38128

SITE NAME: **Ffestiniog Railway and Welsh Highland Railway: Porthmadog Harbour Station**

NPRN: 41441

DATE CONSTRUCTED: 19th century

SITE TYPE: RAILWAY STATION

NGR: SH 57140 38404

DESCRIPTION:

The lower terminus and headquarters of the Festiniog Railway (NPRN: 34660; PRN: 59325), situated on a quay and stone breakwater initially developed for the slate-quarry tenant Samuel Holland in 1834-5 as part of Porthmadog harbour (NPRN: 306317; PRN: 7253) over the previous years. It opened for passenger service in 1865, closed in 1939 and re-opened in 1955. From 1923 to 1936 and again from 2009 it has also served as the terminus of the Welsh Highland Railway from Caernarfon. Track and signalling arrangements have undergone many changes. The principal structures are the main station building (NPRN: 546128; PRN: 65715), an extension built in 1975 (NPRN: 546129; PRN: 65716) and the former goods shed, now a bar (NPRN: 546130; PRN: 65717). Train movements are controlled by a signal box (NPRN: 420590; PRN: 65718) and locomotives are watered and fuelled at a coaling stage and water-tower (NPRN: 546131; PRN: 65719).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as the lower terminus of the Festiniog Railway and as a narrow-gauge railway station set out on a considerable scale.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

Festiniog Railway sources.

PRN: 65716

SITE NAME: **Porthmadog Harbour Station: railway station building**

NPRN: 546128

DATE CONSTRUCTED: 1879

SITE TYPE: RAILWAY STATION

BUILDING

NGR: SH 5712 3840

DESCRIPTION:

Part of Porthmadog Harbour Station on the Festiniog Railway (NPRN: 41441; PRN: 65715). A substantial two-storey station building of 1879, replacing earlier facilities; built of local flagstone, with slate roof. The platform canopy was added in 1987.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component element of Porthmadog Harbour Station and as a substantial station building on a narrow gauge railway.

BIBLIOGRAPHY:

Boyd, J.I.C. 1975. *The Festiniog Railway Volumes 1 and 2*. Oxford: Oakwood Press.

PRN: 65716

SITE NAME: **Porthmadog Harbour Station: station building extension**

NPRN: 546129

DATE CONSTRUCTED: 1975

SITE TYPE:	RAILWAY STATION BUILDING
NGR:	SH 5713 3842
DESCRIPTION:	An extension to Porthmadog harbour station building (NPRN: 546128; PRN: 65715), built in 1975 which endeavoured to respect local idiom, and which was subsequently enlarged. It houses the catering facilities.
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA
	Significant as a component element of Porthmadog Harbour Station and the evolving needs of a heritage railway.
BIBLIOGRAPHY:	
	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.
	Festiniog Railway sources.

PRN:	65717	SITE NAME:	Porthmadog Harbour Station: goods shed
NPRN:	546130	DATE CONSTRUCTED:	1880
SITE TYPE:	GOODS SHED		
NGR:	SH 5715 3842		
DESCRIPTION:	The former road-rail goods shed at Porthmadog harbour station (NPRN: 41441; PRN: 65715), built for two sidings; constructed of local rubble-stone and with a slate roof. It latterly housed a museum and is now the station bar.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of Porthmadog Harbour Station and as evidence of the transport of goods for local need.		
BIBLIOGRAPHY:			
	Boyd, J.I.C. 1975. <i>The Festiniog Railway Volumes 1 and 2</i> . Oxford: Oakwood Press.		

PRN:	65718	SITE NAME:	Porthmadog Harbour Station: signal box
NPRN:	420590	DATE CONSTRUCTED:	21 st century
SITE TYPE:	SIGNAL BOX		
NGR:	SH 57282 38355		
DESCRIPTION:	A signal box and associated relay room, both in Victorian idiom, controlling train movements at Porthmadog Harbour Station (NPRN: 41441; PRN: 65715).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component element of Porthmadog Harbour Station and for the growing complexity of operations on the Festiniog Railway and the Welsh Highland Railway.		
BIBLIOGRAPHY:			
	Festiniog Railway sources.		

PRN:	65719	SITE NAME:	Porthmadog Harbour Station: water tower and coaling stage
NPRN:	546131	DATE CONSTRUCTED:	20 th century
SITE TYPE:	RAILWAY TRANSPORT SITE		
NGR:	SH 5709 3836		
DESCRIPTION:	A steel water-tank and a coal bunker situated at Porthmadog Harbour Station (NPRN: 41441; PRN: 65715) to service locomotives.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		

Significant as a component element of the Festiniog Railway and the need to service steam locomotives.

BIBLIOGRAPHY:

Festiniog Railway sources.



Festiniog Railway. Disused formation emerging from Old Moelwyn tunnel across Tan y Grisïau lake. (SH 6773 4366)



Festiniog Railway.

Formation of horse-drawn line and Moelwyn incline system. (NPRN: 546043; PRN: 59461)



Gwyndy Bank (NPRN: 546047; PRN: 21177).



Glan y Pwll level crossing,
Blaenau Ffestiniog (NPRN
416064; PRN: 65610).



Brynhyfryd footbridge
(NPRN 546057; PRN:
65616).



Tan y Bwlch bridge (NPRN
546079; PRN: 65651).



Duffws station building
(NPRN 418037; PRN:
65602).



Minffordd station (NPRN
34944; PRN: 65657)



Porthmadog Harbour
Station (NPRN 41441; PRN:
65715).

CWMORTHIN QUARRY RAILWAY

(Component part: Ffestiniog)

PRN:	59321	SITE NAME:	Cwmorthin quarry railway
NPRN:	415100	DATE CONSTRUCTED:	1863
SITE TYPE:	RAILWAY		
NGR:	SH 6805 4605-6851 4504		
SUMMARY:			
A 0.6 m (2') gauge railway connecting the Cwmorthin slate quarry with the Festiniog Railway. The railway was privately owned and operated from 1863 to the 1904s and was subsequently dismantled.			
It ran from the lower mills at the quarry, by means of two inclined planes, Tai Muriau and the village incline, to the Festiniog Railway. The formation of the lower (village) inclined plane is crossed by the Dolrhedyn Road on a bridge. In between the two inclined planes is a level section, built partly on a buttressed embankment and partly of tipped slate waste, which also includes a deep rock cutting.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as one of the tributary railways constructed in the slate industry's boom period of the 1860s to connect one of the quarries with the Festiniog Railway, as a distinctive type of regional transport technology, and as a prominent landscape feature in its own right.			
BIBLIOGRAPHY:			
Isherwood, G. 1995. <i>Cwmorthin Slate Quarry</i> . Mold: Adit.			

Historical description

The Cwmorthin Quarry Railway was a privately owned 0.6 m (2') gauge branch railway built in 1863 to connect Cwmorthin Slate Quarry with the Festiniog Railway; it operated until the 1940s and was subsequently dismantled.

Site description

The Cwmorthin Quarry Railway ran from the lower mills (NPRN: 408420; PRN: 9204) at Cwmorthin Slate Quarry (NPRN: 40594; PRN: 20290) by means of two inclined planes, Tai Muriau incline (NPRN: 408421; PRN: 65720) and the village incline (NPRN: 400887; PRN: 65723), to the Festiniog Railway (NPRN: 34660; PRN: 59325). The formation of the lower (village) inclined plane is crossed by the Dolrhedyn Road on a bridge (NPRN: 546206; PRN: 6576). In between the two inclined planes is a level section, built partly on a buttressed embankment and partly of tipped slate waste, which also includes a deep rock cutting.

PRN:	65720	SITE NAME:	Cwmorthin quarry railway: Tai Muriau incline
NPRN:	408421	DATE CONSTRUCTED:	1863
SITE TYPE:	INCLINED PLANE		
NGR:	SH 6831 4558-6842 4548		
SUMMARY:			
The spectacularly constructed upper inclined plane on the Cwmorthin Quarry Railway (NPRN: 415100; PRN: 59321). The incline rises 53 metres over 180 metres, much of it in vertical-sided rock cuttings. The lower parts of the incline winding house survives (NPRN: 546204; PRN: 65721).			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	

Significant as an inclined plane forming a prominent landscape feature connecting a slate quarry with the Festiniog Railway.

BIBLIOGRAPHY:

Isherwood, G. 1995. *Cwmorthin Slate Quarry*. Mold: Adit.

PRN: 65721 SITE NAME: **Tai Muriau incline: winding house**

NPRN: 546204 DATE CONSTRUCTED: 1863

SITE TYPE: WINDING DRUM

NGR: SH 6831 4558

SUMMARY:

The winding house on the Tai Muriau incline (NPRN: 408421; PRN: 65720), part of the Cwmorthin quarry railway. Now visible as the two walls which formerly supported the drum, 3 metres long x 1.5 metres diameter.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component of the Tai Muriau incline.

BIBLIOGRAPHY:

Isherwood, G. 1995. *Cwmorthin Slate Quarry*. Mold: Adit.

PRN: 65722 SITE NAME: **Tai Muriau incline: formation**

NPRN: 546205 DATE CONSTRUCTED: 1863

SITE TYPE: INCLINED PLANE

NGR: SH 6831 4558-6842
4548

SUMMARY:

The spectacularly formation of the Tai Muriau incline (NPRN: 408421; PRN: 65720) on the Cwmorthin quarry railway. The incline plane rises 53 metres over 180 metres, much of in vertical-sided rock cuttings.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component of the Tai Muriau incline.

BIBLIOGRAPHY:

Isherwood G 1995, *Cwmorthin Slate Quarry* (Mold: Adit)

PRN: 65723 SITE NAME: **Cwmorthin quarry railway: village incline**

NPRN: 400887 DATE CONSTRUCTED: 1863

SITE TYPE: INCLINED PLANE

NGR: SH 6863 4522-6851
4504

SUMMARY:

The lower inclined plane on the Cwmorthin quarry railway (NPRN: 415100; PRN: 59321), a prominent landscape feature. A double-tracked balance incline rising 49 metres from a cramped junction with the Festiniog Railway (NPRN: 34660; PRN: 59325) and passing under the minor road to Dolrhedyn which was carried by a stone bridge (NPRN: 546206; PRN: 65726), to the winding house. The lower walls of the winding house survive (NPRN: 546207; PRN: 65724); the drum was 3.05 metres long and 1.8 metres diameter.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as an inclined plane forming a prominent landscape feature connecting a slate quarry with the Festiniog Railway.

BIBLIOGRAPHY:

Isherwood, G. 1995. *Cwmorthin Slate Quarry*. Mold: Adit.

PRN: 65724 SITE NAME: **Village incline: winding house**

NPRN:	546207	DATE CONSTRUCTED:	1863
SITE TYPE:	DRUM HOUSE		
NGR:	SH 6863 4522		
SUMMARY:	The winding house on the village incline (NPRN: 400887; PRN: 65723), now visible as the two walls which formerly supported the drum 10ft (3.05 metres) long and 6ft (1.8 metres) diameter.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component of the Village incline.		
BIBLIOGRAPHY:			
	Isherwood, G. 1995. <i>Cwmorthin Slate Quarry</i> . Mold: Adit.		

PRN:	65725	SITE NAME:	Village incline: formation
NPRN:	546208	DATE CONSTRUCTED:	1863
SITE TYPE:	INCLINED PLANE		
NGR:	SH 6863 4522-6851		
	4504		
SUMMARY:	The formation of the village incline (NPRN: 400887; PRN: 65723), a prominent landscape feature. A double-tracked balance incline rising 49 metres from a cramped junction with the Festiniog Railway (NPRN: 34660; PRN: 59325) and passing under the minor road to Dolrhedyn which was carried by a stone bridge (NPRN: 546206; PRN: 65726), to the drum house (NPRN: 546207; PRN: 65724).		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component of the Village incline.		
BIBLIOGRAPHY:			
	Isherwood G 1995, <i>Cwmorthin Slate Quarry</i> (Mold: Adit)		

PRN:	65726	SITE NAME:	Village incline: Dolrhedyn Road bridge
NPRN:	546206	DATE CONSTRUCTED:	1863
SITE TYPE:	BRIDGE		
NGR:	SH 6854 4508		
SUMMARY:	A single-arched bridge built of dressed stone with slate slab copings, carrying Dolrhedyn Road over the formation of the village incline (NPRN: 400887: PRN: 65723), part of the Cwmorthin quarry railway.		
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
	Significant as a component of the Village incline and of the transport systems in Cwmorthin.		
BIBLIOGRAPHY:			
	Isherwood, G. 1995. <i>Cwmorthin Slate Quarry</i> . Mold: Adit.		



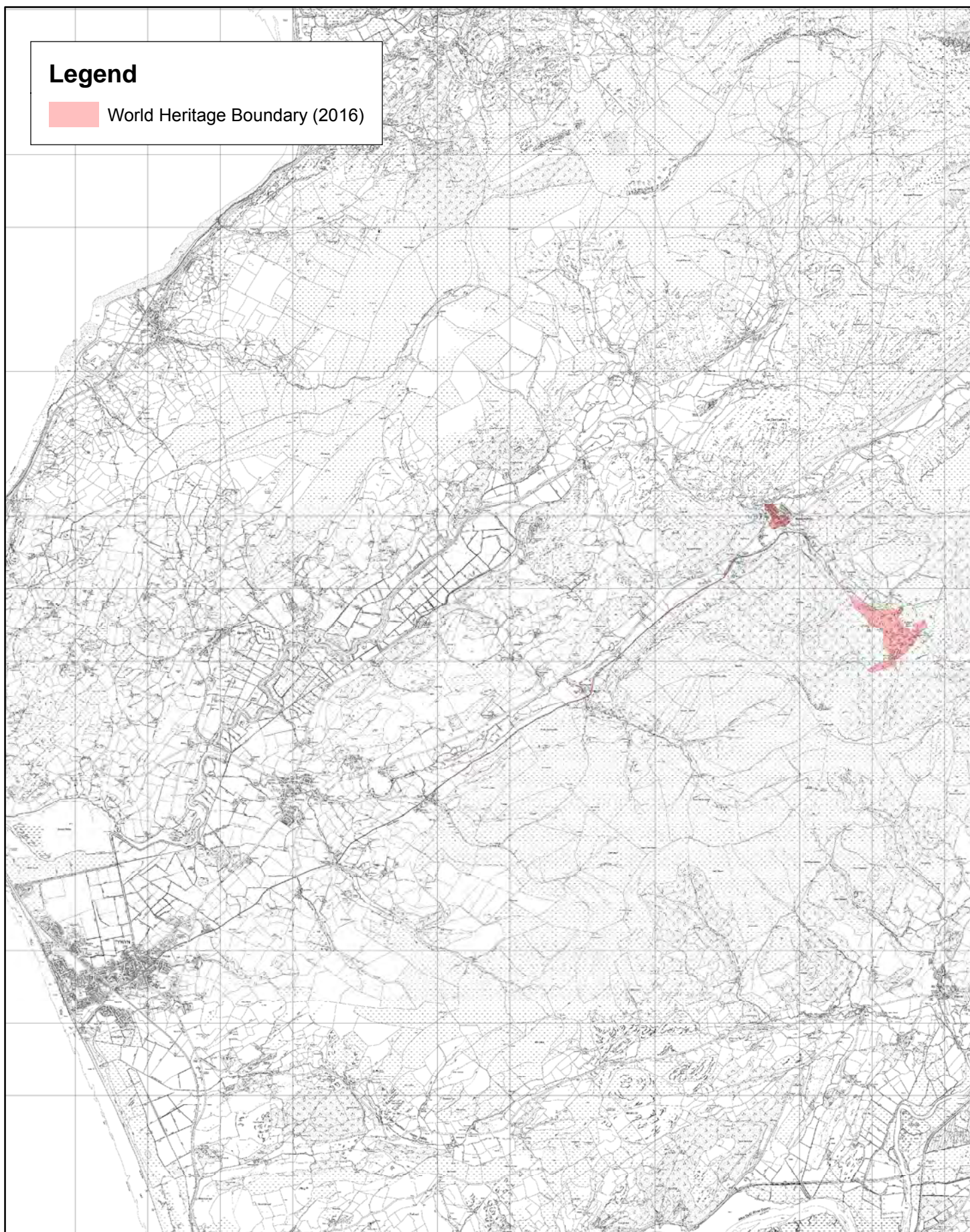
Tai Muriau incline (NPRN: 408421; PRN: 65720). ©Jon Knowles



The Tai Muriau incline winding house (NPRN: 546204; PRN: 65721). ©Jon Knowles

Legend

 World Heritage Boundary (2016)



Bryneglwys Quarry, Abergynolwyn Village and the Tallyllyn Railway Slate Transport Routes

Tallyllyn Railway (NPRN: 34946; PRN: 59455) and the Bryneglwys quarry railway (NPRN: 546195; PRN: 59313).

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BRYNEGLWYS QUARRY RAILWAY

(Component part: Bryneglwys Quarry, Abergynolwyn Village and Talyllyn Railway)

PRN:	59313	SITE NAME:	Bryneglwys quarry railway
NPRN:	546195	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	RAILWAY		
NGR:	SH 6868 0589 to SH 6812 0667		
SUMMARY:			
The Bryneglwys quarry railway is a disused private railway connecting Bryneglwys slate quarry with the Talyllyn Railway, operational from the mid-1860s to 1947. It was operated by horse traction and included two counter-balance inclined planes, the Cantrybedd incline and the Alltwyllt incline, with a level section in between.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Internationally significant as the means by which the Bryneglwys quarries were connected to the Talyllyn Railway, and for the contrast in technology between the horse-drawn and inclined plane technology of the Bryneglwys quarry railway and locomotive traction and passenger services on the Talyllyn.			
BIBLIOGRAPHY:			
Boyd, J.I.C. 1988, <i>The Talyllyn Railway</i> . Oxford: Wild Swan.			

Historical description

The Bryneglwys quarry railway was a private railway connecting Bryneglwys slate quarry (NPRN: 40589; PRN: 4947) with the Talyllyn Railway (NPRN: 34946; PRN: 59455), operational from the mid-1860s to when the last slate stocks were cleared in 1947, following the quarry's closure the previous year. It was built to 0.686 m (2' 3") gauge. It was operated by horse traction.

Site description

The railway includes two counter-balance inclined planes, the Cantrybedd incline (NPRN: 546196; PRN: 9202) and the Alltwyllt incline (NPRN: 546201; PRN: 9199), with a level section from SH 6858 0601 to SH 68140 06500 along the slopes of Gallt y Moelfre, evident as a revetted formation, cut into the rock on the upslope side and carried on a slate rubble embankment on the downslope side. Some sleeper impressions are visible.

PRN:	9202	SITE NAME:	Bryneglwys quarry railway: Cantrybedd incline
NPRN:	546196	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	INCLINED PLANE		
NGR:	SH 6868 0589 to SH 6858 0601		
SUMMARY:			
A counter-balanced inclined plane, much of which is now heavily overgrown; constructed 1864-1866 as the first of two inclined planes on the Bryneglwys quarry railway (NPRN: 546195; PRN: 59313), connecting the quarry itself with the Talyllyn Railway (NPRN: 34946; PRN: 59455), operational to when the last slate stocks were cleared in 1947, following the quarry's closure the previous year.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component of the Bryneglwys quarry railway, and as a slate quarry inclined plane.			
BIBLIOGRAPHY:			

Boyd, J.I.C. 1988, *The Talylllyn Railway*. Oxford: Wild Swan.

PRN: 9203 SITE NAME: **Cantrybedd incline: drum house**
NPRN: 546197 DATE CONSTRUCTED: 1864-1866
SITE TYPE: WINDING DRUM
NGR: SH 6868 0589

SUMMARY:

The site of the winding drum house on the Cantrybedd inclined plane (NPRN: 546196; PRN: 9202), part of the Bryneglwys quarry railway (NPRN: 546195; PRN: 59313), now heavily overgrown. A large rock 3m x 1m with three iron fittings, probably represents the site of drum house. The rock has the date 1928 carved in its face.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component of the Bryneglwys quarry railway, and as a component of a slate quarry inclined plane.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talylllyn Railway* (Oxford: Wild Swan)

PRN: 9203 SITE NAME: **Cantrybedd incline: formation**
NPRN: 546198 DATE CONSTRUCTED: 1864-1866
SITE TYPE: INCLINED PLANE
NGR: SH 6868 0589 to SH 6858 0601

SUMMARY:

The formation of the Cantrybedd inclined plane (NPRN: 546196; PRN: 9202), part of the Bryneglwys quarry railway (NPRN: 546195; PRN: 59313), much of which is now heavily overgrown. The formation is 3m wide. The top third of the incline is built above the landscape on a revetted stone wall, the middle section cut into the hillside, with the base built on revetted walls. At SH 6860 0600 it crossed a stream on a bridge of which the piers survive (NPRN: 546199; PRN: 9201).

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component of the Bryneglwys quarry railway, and as a component of a slate quarry inclined plane.

BIBLIOGRAPHY:

Boyd, J.I.C. 1988, *The Talylllyn Railway*. Oxford: Wild Swan.

PRN: 9201 SITE NAME: **Cantrybedd incline: bridge**
NPRN: 546199 DATE CONSTRUCTED: 1864-1866
SITE TYPE: BRIDGE
NGR: SH 6860 0600

SUMMARY:

The site of a bridge near the foot of the Cantrybedd incline (NPRN: 546196; PRN: 9202), part of the Bryneglwys quarry railway (NPRN: 546195; PRN: 59313), which carried it over stream. The stone piers survive up to 3.0m high, but the timber beams do not remain.

STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA

Significant as a component of the Bryneglwys quarry railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talylllyn Railway* (Oxford: Wild Swan)

PRN: 9197 SITE NAME: **Bryneglwys quarry railway: stable**
NPRN: 546200 DATE CONSTRUCTED: 1864-1866
SITE TYPE: STABLE
NGR: SH 6816 0651

SUMMARY:

A day-stable, constructed 1864-1866 as a component of the Bryneglwys quarry railway (NPRN: 546195; PRN: 59313), which connected the quarry itself with the Talyllyn Railway. Two walls survive, each 4m long, standing up to 1.5m high, and set 4m apart with a slate set floor.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY: AA**

Significant as a component of the Bryneglwys quarry railway which exemplifies the use of horse-traction.

BIBLIOGRAPHY:

Boyd, J.I.C. 1988, *The Talyllyn Railway*. Oxford: Wild Swan.

PRN: 9199 SITE NAME: Bryneglwys quarry railway: Alltwyllt incline**NPRN: 546201****DATE CONSTRUCTED: 1864-1866****SITE TYPE: INCLINED PLANE****NGR: SH 68140 06500
to SH 6812 0667****SUMMARY:**

A disused but part-conserved and interpreted counter-balanced incline on the Bryneglwys quarry railway (NPRN: 546195; PRN: 59313), much of which is now heavily overgrown. Constructed 1864-1866 as the second of two inclined planes on the Bryneglwys quarry railway connected to the upper terminus of the Talyllyn Railway and disused since the 1940s. A Scheduled Ancient Monument (ME 205).

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY: AA (SAM ME 205)**

Significant as a component of the Bryneglwys quarry railway, and as an exceptionally well preserved slate quarry inclined plane.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan)
Cadw, 2001

PRN: 9200 SITE NAME: Alltwyllt incline: drum house**NPRN: 546202****DATE CONSTRUCTED: 1864-6****SITE TYPE: WINDING HOUSE****NGR: SH 68140 06500****SUMMARY:**

A slate-built winding drum house with a timber and slate roof, part of the Alltwyllt Incline (NPRN: 546201; PRN 9203), on the Bryneglwys quarry railway (NPRN: 546195; PRN: 59313). The cast iron and timber drum is intact, with a length of winding rope and rods to a brake lever at the incline top. It forms part of a Scheduled Ancient Monument.

STATEMENT OF SIGNIFICANCE:**SIGNIFICANCE CATEGORY: AA (SAM ME 205)**

Significant as a component of the Bryneglwys quarry railway, and as a component of an exceptionally well preserved slate quarry inclined plane.

BIBLIOGRAPHY:

Boyd, J.I.C. 1988, *The Talyllyn Railway*. Oxford: Wild Swan.

PRN: 9199 SITE NAME: Alltwyllt incline: formation**NPRN: 546203****DATE CONSTRUCTED: 1864-6****SITE TYPE: INCLINED PLANE****NGR: SH 68140 06500 to**

SH 6812 0667

SUMMARY:

A disused but part-conserved and interpreted counter-balanced inclined plane (NPRN: 546201; PRN 9203), a Scheduled Ancient Monument (ME 205). It is exceptionally well-preserved, built on a formation approximately 3 metres wide. The top part is built into a revetted mound. The rails remain in place at top of incline as well as a set of points at the top. The lower part has been made into a footpath.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (SAM ME 205)

Significant as a component of the Bryneglwys quarry railway, and as a component of an exceptionally well preserved slate quarry inclined plane.

BIBLIOGRAPHY:

Boyd, J.I.C. 1988, *The Talyllyn Railway*. Oxford: Wild Swan.

TALYLLYN RAILWAY

(Component part: Bryneglwys Quarry, Abergynolwyn Village and Talyllyn Railway)

PRN:	59455	SITE NAME:	Talyllyn Railway
NPRN:	34946	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	RAILWAY		
NGR:	SH 5857 0047-6812 0667		

SUMMARY:

The Talyllyn Railway is a public narrow-gauge railway, 11.7 km long, opened in 1866, which connected Bryneglwys slate quarry with the standard gauge railway at Tywyn. It was built for the McConnel brothers of Manchester, textile merchants and quarry-owners, by James Swinton Spooner, of the Spooner family associated with the Festiniog Railway. The Talyllyn Railway was innovative in that it was designed from the outset for locomotive haulage and to operate a passenger service. The railway was the first to be rescued from closure by voluntary effort; since 1950 it has been operated by the Talyllyn Railway Preservation Society as a visitor attraction. It operates its original locomotives and carriages through a landscape which retains much of its 19th century character, where line-side hedges through pastureland give way to shallow contour embankments and cuttings along wooded slopes.

An unusual feature was an inclined plane (NPRN: 546186; PRN) to the village of Abergynolwyn, to supply the settlement with its necessities.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

The Talyllyn Railway is first of the North Wales slate-carrying railways to be built to connect with the national railway network rather than with the sea, and to be built for locomotive operation and passenger carriage from the outset, as well as a pioneering narrow-gauge public railway, reflecting the example of the Festiniog Railway and the expansion of the slate industry in the 1860s. The Talyllyn Railway is also internationally significant as the first railway to be successfully operated by a preservation movement. It retains its original locomotives of 1864 and 1865, all of its original four-wheel carriages and some of its slate wagons, as well as of many of its 19th century buildings and much of its infrastructure.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

Historical description

The Talyllyn Railway was opened in 1866 on a 0.686 m (2' 3") gauge, having been incorporated by the Talyllyn Railway Act, 28 & 29 Victoria cap cccxv of 5 July 1865; it was purpose-built for locomotive haulage and to carry passengers and general goods as well as slate from Bryneglwys quarry. It was financed by the McConnel brothers, Lancashire cotton-mill owners seeking to diversify their business interests, who were also lessees of the quarry and who built the village of Abergynolwyn for the workforce and their families. The engineer was James Swinton Spooner, of the Spooner family associated with the Festiniog Railway.

It led an uneventful existence until the closure of the quarry in 1946. On the death of its then owner, Sir Henry Haydn Jones of Tywyn, in 1950, who had maintained a basic passenger service, it was taken over by the Talyllyn Railway Preservation Society, under whose auspices it has been run ever since. In 1976 passenger services were extended to the former end-on junction with the private quarry railway at Nant Gwernol, where a station was built.

Site description

The Talyllyn Railway is a public narrow-gauge railway, 11.7 km long, from SH 5857 0047 to SH 6812 0667, between the town of Tywyn and an upper terminus at Nant Gwernol. From Tywyn it runs between line-side hedges through pastureland, giving way at Brynglas to shallow contour embankments and cuttings, with few sharp curves through wooded slopes.

A remarkable feature of the Talyllyn Railway is the survival of both its original locomotives of 1864 and 1865, all of its original four-wheel carriages and some of its slate wagons, as well as of much of its 19th century buildings and infrastructure. Unusually for a railway serving a slate quarry, there is a significant amount of brick used in its bridges and buildings, reflecting its links with other industrial centres by the standard gauge railway.

The lower terminus is Tywyn Wharf station (NPRN: 41339; PRN: 65727), where the narrow-gauge abuts onto the standard-gauge railway from Dyfi Junction to Pwllheli; this was where slate was transhipped. Tywyn Pendre (NPRN: 41338, PRN: 65735) is the first intermediate station and the site of the locomotive shed, workshops, carriage shed and the only gated level crossing on the railway (NPRN: 546153; PRN: 65741). Other intermediate stations are located at Rhydyronen (NPRN: 41337; PRN: 65747), Brynglas (NPRN: 546171; PRN: 65748), Dolgoch (NPRN: 41309; PRN: 58033) and Aberygynolwyn, the former upper limit of passenger working (NPRN: 41291; PRN: 65764). Since 1976, Nant Gwernol station (NPRN: 546184; PRN: 65769) has been the upper passenger terminus. South of Nant Gwernol, an inclined plane marks the commencement of the private Bryneglwys quarry railway (NPRN: 546195; PRN: 59313) which extends for 2.5 km to Bryneglwys slate quarry (NPRN: 40589; PRN: 4947).

The only major engineering work is the Dolgoch viaduct which carries the railway over a ravine (NPRN: 546175; PRN: 20746). There are otherwise under-bridges at Pandy, largely filled in once it was replaced by a level crossing (NPRN: 546170; PRN: 65750), at Dolgoch (NPRN: 546193; PRN: 65758) and nine over-bridges; these are Brynhyfryd Road (NPRN: 546148; PRN: 65732), Llys Cadfan footbridge (NPRN: 546191; PRN: 65733), Ffordd Cadfan ('School bridge') (NPRN: 546150; PRN: 65734), Ty Mawr (NPRN: 546154; PRN: 65742), Hendy (NPRN: 546166; PRN: 65743), Cynfal (NPRN: 546167; PRN: 65744), Rhydyronen (NPRN: 546169; PRN: 65747), Brynglas (NPRN: 546192; PRN: 65753) and a footbridge west of Dolgoch station (NPRN: 546193; PRN: 65755).

Other features of note include platelayers' huts, which survive at three locations, Ffridd Llwyn Hynydd (NPRN: 546174; PRN: 65754), Quarry siding (NPRN: 546175; PRN: 65759) and Pentre Maes Trefnant (NPRN: 546179; PRN: 65763). As well as the loco shed at Tywyn Pendre (NPRN: 546152; PRN: 65736), the site of a locomotive shed of the 1860s is evident at Ty Draw (NPRN: 546183; PRN: 65768), and locomotive water tanks at Dolgoch (NPRN: 546177; PRN: 65757 and NPRN: 546178; PRN: 65775).

PRN:	65727	SITE NAME:	Talyllyn Railway: Tywyn Wharf station
NPRN:	41339	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	RAILWAY STATION		
NGR:	SH 5857 0047		

SUMMARY:

The lower terminus of the Talyllyn Railway (NPRN: 34946; PRN: 59455) and the site of the transhipment wharf with the Pwllheli to Dyfi Junction railway where slate was transferred from the narrow gauge wagons to those of the standard gauge. It is now the major joining-point for passengers, and is the site also of the Narrow Gauge Railway Museum. The original office building of the 1860s (NPRN: 546145; PRN: 65728) survives as the passenger station, extended to include a café

and the museum building. The station site includes service sidings, as well as a single-platform passenger terminus. The weigh-bridge house (NPRN: 546146; PRN: 65730) is a reconstructed feature of 2012-2013. The former transshipment yard (NPRN: 546147; PRN: 65731) on the western side of the station is partly used as a display area and for storage of maintenance wagons. The standard-gauge siding has been removed. The station is defined to the east by Brynhyfryd bridge (NPRN: 546148; PRN: 65732).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as the lower terminus of the Talyllyn Railway, as the point where slates were transferred from the railway to the standard-gauge network, as a very early example of a narrow-gauge railway terminal passenger station which preserves its original building, and as the location of a museum which interprets the technology of the narrow-gauge railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan)..

Haslam R, J Orbach and A Voelcker 2009, *Gwynedd* (Pevsner series, New Haven and London: Yale University Press).

PRN:	65728	SITE NAME:	Tywyn Wharf station: station building
NPRN:	546145	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	RAILWAY STATION BUILDING		
NGR:	SH 5857 0048		

SUMMARY:

The original office of the 1860s at Tywyn Wharf Station (NPRN: 41339; PRN: 65727) survives as the station building, extended in 1965 by the architect R.D. Butterell and again in 2002-5 by Richard Leng, to include the neo-Victorian café and museum.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a very early example of a narrow-gauge railway terminal passenger station.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65729	SITE NAME:	Tywyn Wharf station: lavatory block
NPRN:	546149	DATE CONSTRUCTED:	20 th century
SITE TYPE:	PUBLIC CONVENIENCE		
NGR:	SH 5858 0049		

SUMMARY:

A brick-built lavatory block in 19th century Talyllyn Railway idiom at Tywyn Wharf Station (NPRN: 41339; PRN: 65727).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65730	SITE NAME:	Tywyn Wharf station: weighbridge house
NPRN:	546146	DATE CONSTRUCTED:	2012-3
SITE TYPE:	WEIGHBRIDGE OFFICE		
NGR:	SH 5861 0049		

SUMMARY:

A reconstructed weighbridge house at Tywyn Wharf Station (NPRN: 41339; PRN: 65727);

constructed of slate rubble with slate roof.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as illustrating administration of the transfer of slates from the narrow-gauge Talyllyn Railway to the standard-gauge network.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65731

SITE NAME: **Tywyn Wharf station: transhipment yard**

NPRN: 546147

DATE CONSTRUCTED: 1864-1866

SITE TYPE: RAILWAY

TRANSPORT SITE

NGR: SH 5855 0045

SUMMARY:

The transhipment yard between the Talyllyn Railway (NPRN: 34946; PRN: 59455) and the main railway network at Tywyn Wharf Station (NPRN: 41339; PRN: 65727). It is in use as a display area. The standard gauge siding has been removed.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as the point where slates were transferred from the Talyllyn Railway to the standard-gauge network, and as a very early example of such an inter-modal transhipment yard.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65732

SITE NAME: **Tywyn Wharf station: Brynhyfryd bridge**

NPRN: 546148

DATE CONSTRUCTED: 1864-1866

SITE TYPE: BRIDGE

NGR: SH 5861 0050

SUMMARY:

A bridge at Tywyn Wharf Station (NPRN: 41339; PRN: 65727) carrying the A493 (Brynhyfryd Road) over the Talyllyn Railway (NPRN: 34946; PRN: 59455). Initially built of slate rubble with steel beams as part in the 1860s and modified in the 1950s; now largely constructed of igneous rock, with concrete beams.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65733

SITE NAME: **Talyllyn Railway: Llys Cadfan footbridge**

NPRN: 546191

DATE CONSTRUCTED: 20th century

SITE TYPE: FOOTBRIDGE

NGR: SH 5878 0059

SUMMARY:

A footbridge on the Talyllyn Railway (NPRN: 34946; PRN: 59455)

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65734

SITE NAME: **Talyllyn Railway: School bridge**

NPRN: 546150

DATE CONSTRUCTED: 1864-1866

SITE TYPE: BRIDGE

NGR: SH 5895 0072

SUMMARY:

A brick-built beam bridge carrying Cadfan Road over the Talyllyn Railway (NPRN: 34946; PRN: 59455), in which some the timber beams were replaced by steel joists in the 1950s.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65735

SITE NAME: **Talyllyn Railway: Tywyn Pendre station**

NPRN: 41338

DATE CONSTRUCTED: 1864-1866

SITE TYPE: RAILWAY STATION

NGR: SH 5910 0086

SUMMARY:

A single-platform intermediate station on the Talyllyn Railway (NPRN: 34946; PRN: 59455) built adjacent to a level crossing over a minor road at the eastern periphery of Tywyn. This was the original lower terminus for passenger operation until the service was extended through from Tywyn Wharf station, possibly from 1899, and is also the site of the locomotive shed and carriage shed (NPRN: 546152; PRN: 65737) built in the 1860s to house the first two locomotives and passenger rolling stock. The other workshops and a ground-frame were added in the preservation era.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as one of the stations on the Talyllyn Railway and as the location of the railway's historic maintenance facilities.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65736

SITE NAME: **Tywyn Pendre station: passenger shelter**

NPRN: 546151

DATE CONSTRUCTED: 1864-1866

SITE TYPE: SHELTER

NGR: SH 5910 0086

SUMMARY:

The passenger shelter at Tywyn Pendre Station (NPRN: 41338; PRN: 65735); a wooden structure with a slate roof.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as an element of one of the stations on the Talyllyn Railway and as an early example of station facilities on a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65737

SITE NAME: **Tywyn Pendre station: locomotive shed and carriage shed**

NPRN: 546152

DATE CONSTRUCTED: 1864-1866

SITE TYPE: ENGINE
SHED/RAILWAY
CARRIAGE SHED

NGR: SH 5911 0085

SUMMARY:

A three-road locomotive shed built of slate blocks and wooden-framed carriage shed extension Tywyn Pendre Station (NPRN: 41338; PRN: 65735), originally built in the 1860s to service motive power and passenger rolling stock on the Talyllyn Railway (NPRN: 34946; PRN: 59455). The locomotive shed and the carriage shed have clearly undergone some significant changes but retain much fabric from the 1860s. Part of the locomotive shed was originally a dwelling for railway staff.

STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA
Significant as one of the earliest known set of buildings constructed for house and maintain narrow gauge locomotives and passenger rolling stock.	
BIBLIOGRAPHY:	
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).	

PRN:	65738	SITE NAME:	Tywyn Pendre station: workshops (1)
NPRN:	546153	DATE CONSTRUCTED:	20 th century
SITE TYPE:	RAILWAY WORKS		
NGR:	SH 5908 0079		
SUMMARY:			
A modern workshop building at Tywyn Pendre Station (NPRN: 41338; PRN: 65735).			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as illustrating the expanding engineering needs of the Talyllyn Railway as a heritage railway.			
BIBLIOGRAPHY:			
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).			

PRN:	65379	SITE NAME:	Tywyn Pendre station: workshops (2)
NPRN:	546154	DATE CONSTRUCTED:	20 th century
SITE TYPE:	RAILWAY WORKS		
NGR:	SH 5907 0084		
SUMMARY:			
A modern workshop building at Tywyn Pendre Station (NPRN: 41338; PRN: 65735).			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as illustrating the expanding engineering needs of the Talyllyn Railway as a heritage railway.			
BIBLIOGRAPHY:			
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).			

PRN:	65740	SITE NAME:	Tywyn Pendre station: ground-frame
NPRN:	546155	DATE CONSTRUCTED:	20 th century
SITE TYPE:	GROUND FRAME		
NGR:	SH 5904 0079		
SUMMARY:			
A flat-roof ground frame at Tywyn Pendre Station (NPRN: 41338; PRN: 65735).			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as illustrating the growing complexity of operations on the Talyllyn Railway as a heritage railway.			
BIBLIOGRAPHY:			
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).			

PRN:	65741	SITE NAME:	Tywyn Pendre station: level crossing
NPRN:	546153	DATE CONSTRUCTED:	1864-6
SITE TYPE:	LEVEL CROSSING		
NGR:	SH 5912 0087		
SUMMARY:			
A level crossing at the eastern end of Tywyn Pendre Station (NPRN: 41338; PRN: 65735), carrying the Talyllyn Railway (NPRN: 34946; PRN: 59455) across a minor road.			
STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY: AA		
Significant as the only manual level crossing on the Talyllyn Railway and as one of the few such			

crossings surviving on a railway system.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65742	SITE NAME:	Talyllyn Railway: Ty Mawr bridge
NPRN:	546154	DATE CONSTRUCTED:	19 th century
SITE TYPE:	BRIDGE		
NGR:	SH 5955 0113		

SUMMARY:

A beam bridge built of slate rubble carrying the former turnpike, now a minor road, over the Talyllyn Railway (NPRN: 34946; PRN: 59455). The beams are cast-iron T-section, supporting slate slabs. The lengthy slab-built curving approaches are notable features. The site of the former level crossing which the bridge replaced is apparent.

STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY:	AA
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Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65743	SITE NAME:	Talyllyn Railway: Hendy bridge
NPRN:	546166	DATE CONSTRUCTED:	1864-6
SITE TYPE:	BRIDGE		
NGR:	SH 5991 0128		

SUMMARY:

A skew arch bridge built of slate rubble, with a brick arch, and brick detailing on the abutments, carrying a minor road over the Talyllyn Railway (NPRN: 34946; PRN: 59455). The parapet cappings are of sawn slate slabs, with graffiti from 1898.

STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY:	AA
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Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65744	SITE NAME:	Talyllyn Railway: Cynfal bridge
NPRN:	546167	DATE CONSTRUCTED:	1864-6
SITE TYPE:	BRIDGE		
NGR:	SH 61052 0203		

SUMMARY:

A skew arch bridge built of slate rubble, with a brick arch, and brick detailing on the abutments, carrying a minor road over the Talyllyn Railway (NPRN: 34946; PRN: 59455).

STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY:	AA
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Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65745	SITE NAME:	Talyllyn Railway: Rhydyronen station
NPRN:	41337	DATE CONSTRUCTED:	1867
SITE TYPE:	RAILWAY STATION		
NGR:	SH 6151 02190		

SUMMARY:

A small intermediate station on the Talyllyn Railway (NPRN: 34946; PRN: 59455) which retains its 19th century setting. It opened in 1867, the year after the railway was completed. The principal

feature is its simple shelter.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as an early example of a small rural station on a narrow gauge railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65746

SITE NAME: **Rhydyronen station: shelter**

NPRN: 546168

DATE CONSTRUCTED: 1867

SITE TYPE: SHELTER

NGR: SH 6151 0220

SUMMARY:

A simple shelter built of slate rubble with a slate roof at Rhydyronen station (NPRN: 41337; PRN: 65745).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as an element of one of the stations on the Talyllyn Railway and as an early example of station facilities on a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65747

SITE NAME: **Rhydyronen station: Rhydyronen bridge,**

NPRN: 546169

DATE CONSTRUCTED: 19th century

SITE TYPE: BRIDGE

NGR: SH 6153 0219

SUMMARY:

A bridge built of slate rubble carrying a minor road over the Talyllyn Railway (NPRN: 34946; PRN: 59455) at Rhydyronen station (NPRN: 41337; PRN: 65745), built to replace a level crossing slightly to its east.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as an element of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65748

SITE NAME: **Talyllyn Railway: Brynglas station**

NPRN: 546171

DATE CONSTRUCTED: 1872

SITE TYPE: RAILWAY STATION

NGR: SH 6283 0311

SUMMARY:

A small intermediate station on the Talyllyn Railway (NPRN: 34946; PRN: 59455) which now consists of a single platform adjacent to an un-gated level crossing, and a block-post, of late 20th construction, and which retains its 19th century setting.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as an early example of a small rural station on a narrow gauge railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

Cadw listing description

PRN: 65749

SITE NAME: **Brynglas station: level crossing**

NPRN: 546170

DATE CONSTRUCTED: 1864-1866

SITE TYPE: LEVEL CROSSING

NGR: SH 6281 0309

SUMMARY:

A level crossing adjacent to Brynglas station (NPRN: 546171; PRN: 65748) on the Talyllyn Railway (NPRN: 34946; PRN: 59455)

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65750

SITE NAME: **Talyllyn Railway: Pandy bridge**

NPRN: 546190

DATE CONSTRUCTED: 1864-1866

SITE TYPE: FOOTBRIDGE

NGR: SH 6282 0309

SUMMARY:

The site of a bridge which carried the Talyllyn Railway (NPRN: 34946; PRN: 59455) over a minor road, replaced by the adjacent level crossing (NPRN: 546170; PRN: 65749). Some of the bridge fabric is evident.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65751

SITE NAME: **Brynglas station: block post**

NPRN: 546172

DATE CONSTRUCTED: 20th century

SITE TYPE: SIGNAL BOX

NGR: SH 6280 0308

SUMMARY:

A block-post at Brynglas station (NPRN: 546171; PRN: 65748), constructed of brick and corrugated iron, and with pseudo-Victorian finials.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65752

SITE NAME: **Brynglas station: shelter**

NPRN: 546173

DATE CONSTRUCTED: 1864-1866

SITE TYPE: SHELTER

NGR: SH 6283 0311

SUMMARY:

A small rectangular shelter at Brynglas station (NPRN: 546171; PRN: 65748), built of sawn slate slabs with a thick slate roof, open on the railway side, with a small ticket window, which has subsequently been blocked.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [23889])

Significant as an element of one of the stations on the Talyllyn Railway and as an early example of station facilities on a narrow-gauge railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65753

SITE NAME: **Talyllyn Railway: Brynglas bridge**

NPRN: 546192

DATE CONSTRUCTED: 1864-1866

SITE TYPE: BRIDGE

NGR: SH 6298 0323

SUMMARY:

An arched bridge carrying a farm track over on the Talyllyn Railway (NPRN: 34946; PRN: 59455) built of brick and slab.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65754

SITE NAME: **Talyllyn Railway: platelayer's hut**

NPRN: 546174

DATE CONSTRUCTED: 1864-1866

SITE TYPE: RAILWAY

WORKERS HUT

NGR: SH 6410 0403

SUMMARY:

A platelayer's hut on the Talyllyn Railway (NPRN: 34946; PRN: 59455) at Ffridd Llwyn Hynydd.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 20746

SITE NAME: **Talyllyn Railway: Dolgoch viaduct,**

NPRN: 546175

DATE CONSTRUCTED: 1864-1866

SITE TYPE: BRIDGE

NGR: SH 6505 0450

SUMMARY:

A substantial viaduct carrying the Talyllyn Railway (NPRN: 34946; PRN: 59455) over the Dolgoch gorge, in a picturesque sylvan environment. Constructed for the opening of the line in 1866, and presumably designed by James Swinton Spooner, the railway's engineer. It is built of red brick with flush margin-drafted stone dressings. Three segmental spans carried on two tall slightly tapered piers each 10.3m high above a chamfered base, carrying the track 15.4m above the stream. The centre arch spans 9.2m and the overall width is 2.8m. There is a triangular refuge cantilevered off at mid-span, and it has four simple horizontal railings threaded through iron stanchions, set on the low parapets. It has stone chamfered revetments. It was rebuilt above the arch tops in 1969-1970.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA (listed grade II [23900])

Significant as an unusually ambitious structure on a lightly-engineered narrow gauge railway, and for the use of imported material.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

Cadw listing description

PRN: 65755

SITE NAME: **Talyllyn Railway: Dolgoch footbridge**

NPRN: 546193

DATE CONSTRUCTED: 20th century

SITE TYPE: FOOTBRIDGE

NGR: SH 6508 0452

SUMMARY:

A modern footbridge over the Talyllyn Railway (NPRN: 34946; PRN: 59455).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	58033	SITE NAME:	Talyllyn Railway: Dolgoch station
NPRN:	41309	DATE CONSTRUCTED:	1867
SITE TYPE:	RAILWAY STATION		
NGR:	SH 6513 0458		
SUMMARY:			
An intermediate station on the Talyllyn Railway (NPRN: 34946; PRN: 59455), opened in 1867 to enable passengers to enjoy the Dolgoch falls, rather than to serve the local community. It is located in an attractive sylvan environment and is a popular stop for passengers who wish to explore the paths to the gorge. The single platform built on a curve. The station building is a simple shelter and there are two locomotive water-towers, both situated on the south-east side of the formation, one a wooden tank on a slate plinth, believed to date from the 1920s, the other a 1950s steel construction.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as an early example of a small rural station serving an area of natural beauty on a narrow gauge railway.			
BIBLIOGRAPHY:			
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).			

PRN:	65756	SITE NAME:	Dolgoch station: shelter	
NPRN:	546176	DATE CONSTRUCTED:	1864-1866	
SITE TYPE:	SHELTER			
NGR:	SH 6513 0458			
SUMMARY:				
A simple slate rubble shelter with a slate roof at Dolgoch station (NPRN: 41309; PRN: 58033), open on the platform side.				
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA		
Significant as an element of one of the stations on the Talyllyn Railway and as an early example of station facilities on a narrow-gauge railway.				
BIBLIOGRAPHY:				
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).				

PRN:	65755	SITE NAME:	Dolgoch station: old water tower
NPRN:	546177	DATE CONSTRUCTED:	1920s
SITE TYPE:	WATER TOWER		
NGR:	SH 6513 0459		
SUMMARY:			
A water tower on a slab plinth at Dolgoch station (NPRN: 41309; PRN: 58033).			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as an element of one of the stations on the Talyllyn Railway and for the contrast in construction with the adjacent new water tower.			
BIBLIOGRAPHY:			
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).			

PRN:	65775	SITE NAME:	Dolgoch station: new water tower
NPRN:	546178	DATE CONSTRUCTED:	1950s
SITE TYPE:	WATER TOWER		
NGR:	SH 6514 0460		
SUMMARY:			
A steel-built water tower at Dolgoch station (NPRN: 41309; PRN: 58033), built in the 1950s to accommodate longer trains.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	

Significant as an element of one of the stations on the Talyllyn Railway and for the contrast in construction with the adjacent old water tower.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65758	SITE NAME:	Talyllyn Railway: Dolgoch bridge
NPRN:	546193	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	BRIDGE		
NGR:	SH 6513 0461		

SUMMARY:

A single-arched stone bridge carrying the Talyllyn Railway (NPRN: 34946; PRN: 59455) over a footpath.

STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY:	AA
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Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65759	SITE NAME:	Talyllyn Railway: platelayer's hut
NPRN:	546175	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	RAILWAY WORKERS HUT		
NGR:	SH 6544 0502		

SUMMARY:

The remains of a stone-built platelayer's hut near Quarry Siding (NPRN: 546176; PRN: 65760) on the Talyllyn Railway (NPRN: 34946; PRN: 59455), in which the roof is provided by the now rusted remains of a locomotive saddle tank.

STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY:	AA
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Significant as a component of the Talyllyn Railway

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65760	SITE NAME:	Talyllyn Railway: Quarry Siding
NPRN:	546176	DATE CONSTRUCTED:	19 th century
SITE TYPE:	QUARRY		
NGR:	SH 6551 0506		

SUMMARY:

A quarry which provided ballast for the Talyllyn Railway (NPRN: 34946; PRN: 59455). A modern shed, the 'guest house', has been built here for rolling stock storage (NPRN: 546177; PRN: 65761). Movements are controlled by a signal box (NPRN: 546178; PRN: 65762). The area is known as 'Quarry Siding' on the railway.

STATEMENT OF SIGNIFICANCE:	SIGNIFICANCE CATEGORY:	AA
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Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65761	SITE NAME:	Ballast quarry: 'Guest House'
NPRN:	546177	DATE CONSTRUCTED:	2013
SITE TYPE:	RAILWAY DEPOT		
NGR:	SH 6551 0506		

SUMMARY:

A steel rail-accessed shed for rolling stock on the Talyllyn Railway (NPRN: 34946; PRN: 59455),

formally opened by the actors Timothy West and Prunella Scales on 5 May 2013.

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway and as illustrating its growing engineering and service requirements.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65762

SITE NAME: **Ballast quarry: signal box**

NPRN: 546178

DATE CONSTRUCTED: 20th century

SITE TYPE: SIGNAL BOX

NGR: SH 655 0512

SUMMARY:

A signal box controlling siding access to the ballast quarry site on the Talyllyn Railway (NPRN: 34946; PRN: 59455).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65763

SITE NAME: **Talyllyn Railway: platelayer's hut**

NPRN: 546179

DATE CONSTRUCTED: 1864-1866

SITE TYPE: RAILWAY

WORKERS HUT

NGR: SH 6657 0593

SUMMARY:

A stone-built platelayer's hut at Pentre Maes Trefnant on the Talyllyn Railway (NPRN: 34946; PRN: 59455).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a component of the Talyllyn Railway.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65764

SITE NAME: **Talyllyn Railway: Abergynolwyn station**

NPRN: 41291

DATE CONSTRUCTED: 1864-1866

SITE TYPE: RAILWAY STATION

NGR: SH 6706 0636

SUMMARY:

An intermediate station on the Talyllyn Railway (NPRN: 34946; PRN: 59455), and the upper passenger terminus from 1866 to 1976, when the service was extended to Nant Gwernol but it remains the point where down trains wait to cross up trains. The present station building (NPRN: 546180; PRN: 65765) dates from 1965. Other structures are a lavatory block (NPRN: 546181; PRN: 65766) and a signal box (NPRN: 546182; PRN: 65767).

STATEMENT OF SIGNIFICANCE:

SIGNIFICANCE CATEGORY: AA

Significant as a small rural station which has nevertheless undergone significant change.

BIBLIOGRAPHY:

Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

Haslam R, J Orbach and A Voelcker 2009, *Gwynedd* (Pevsner series, New Haven and London: Yale University Press)

PRN: 65765

SITE NAME: **Abergynolwyn station: station building**

NPRN: 546180

DATE CONSTRUCTED: 1965

SITE TYPE: RAILWAY STATION BUILDING
 NGR: SH 6706 0636
 SUMMARY:
 The station shelter erected at Abergynolwyn station (NPRN: 41291: PRN: 65764) in the 1860s was replaced by a slate-built structure in the 1930s, in turn replaced by the present station building in 1965, designed by the architect Douglas B. Thorpe, re-using cast-iron canopy-columns from Tywyn's main-line station.
 STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a late 20th-century railway station building designed in traditional idiom to serve passengers on the Talyllyn Railway
 BIBLIOGRAPHY:
 Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65766 SITE NAME: **Abergynolwyn station: lavatory block**
 NPRN: 546181 DATE CONSTRUCTED: 20th century
 SITE TYPE: PUBLIC
 CONVENIENCE
 NGR: SH 6706 0637
 SUMMARY:
 A modern lavatory block at Abergynolwyn station (NPRN: 41291: PRN: 65764).
 STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a component of the Talyllyn Railway.
 BIBLIOGRAPHY:
 Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65767 SITE NAME: **Abergynolwyn station: signal box**
 NPRN: 546182 DATE CONSTRUCTED: 20th century
 SITE TYPE: SIGNAL BOX
 NGR: SH 6708 0638
 SUMMARY:
 A 20th century signal box at Abergynolwyn station (NPRN: 41291: PRN: 65764) in traditional railway idiom.
 STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: AA
 Significant as a component of the Talyllyn Railway.
 BIBLIOGRAPHY:
 Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN: 65768 SITE NAME: **Talyllyn Railway: Ty Draw (site of locomotive shed)**
 NPRN: 546183 DATE CONSTRUCTED: 19th century
 SITE TYPE: ENGINE SHED
 NGR: SH 6760 0660
 SUMMARY:
 The site of an early locomotive shed on the Talyllyn Railway (NPRN: 34946; PRN: 59455), now evident as a rock-cut platform on the upslope side of the formation.
 STATEMENT OF SIGNIFICANCE: SIGNIFICANCE CATEGORY: E
 Significant as the site of early locomotive facilities on a narrow gauge railway built for steam traction.
 BIBLIOGRAPHY:
 Boyd JIC 1988, *The Talyllyn Railway* (Oxford: Wild Swan).

PRN:	65769	SITE NAME:	Talyllyn Railway: Nant Gwernol station
NPRN:	546184	DATE CONSTRUCTED:	1976
SITE TYPE:	RAILWAY STATION		
NGR:	SH 6811 0669		
SUMMARY:			
The present upper passenger terminus of the Talyllyn Railway (NPRN: 34946; PRN: 59455), and the former site of the railway yard at the foot of the private Bryneglwys quarry railway (NPRN: 546195; PRN: 59313) with which the Talyllyn made end-on junction at this point. The counter-balanced Alltwyllt inclined plane is evident immediately to the south, the lowest point of this quarry railway (NPRN: 546201; PRN: 9199; SAM: ME205).			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as the Talyllyn Railway's visual link with the quarry railway system and the Alltwyllt incline			
BIBLIOGRAPHY:			
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).			

PRN:	65770	SITE NAME:	Nant Gwernol station: shelter
NPRN:	546185	DATE CONSTRUCTED:	20 th century
SITE TYPE:	SHELTER		
NGR:	SH 6811 0669		
SUMMARY:			
A passenger shelter built in a Talyllyn Railway 19 th century idiom at Nant Gwernol station (NPRN: 546184; PRN: 65769).			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component of the Talyllyn Railway.			
BIBLIOGRAPHY:			
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).			

PRN:	65771	SITE NAME:	Talyllyn Railway: Village incline,
NPRN:	546186	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	INCLINED PLANE		
NGR:	SH 6783 0679-6778 0687		
SUMMARY:			
<p>The formation of a counter-balanced incline plane and site of its winding house, dropping from the course of the Talyllyn Railway (NPRN: 34946; PRN: 59455)'s 'mineral extension' to a yard in the village of Abergynolwyn, whence a track led along the length of the main street (NPRN: 546189; PRN: 65774). Down-going loads of beer, groceries etc. counter-balanced wagons carrying night-soil which was then spread on fields lower down the course of the Talyllyn Railway. The incline is believed to have been in operation from the beginning of the Talyllyn Railway's existence and may have been temporarily the route by which slate was transported from the quarry, for onward transhipment by cart, before the lower part of the railway was complete. From the 1860s to c. 1948 it was used to move beer, groceries, night-soil and other goods, and was lifted in 1951. The winding house (NPRN: 546188; PRN: 65773) was demolished in 1976 as part of the process of extending passenger services up to Nant Gwernol.</p>			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
<p>Significant as the possible original route by which slate was transported, and as an unusual example of a railway system which served a settlement.</p>			
BIBLIOGRAPHY:			
<p>Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).</p>			

PRN:	65772	SITE NAME:	Village incline: formation
NPRN:	546187	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	INCLINED PLANE		
NGR:	SH 6783 0679-6778 0687		
SUMMARY:			
The formation of the village incline (NPRN: 546186; PRN: 65771), 110 metres in length, on a gradient of 1/2.58, overgrown. Some track and a wagon turntable survive at the summit.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component of a railway system which served a settlement.			
BIBLIOGRAPHY:			
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).			

PRN:	65773	SITE NAME:	Village incline: winding house
NPRN:	546188	DATE CONSTRUCTED:	1864-1866
SITE TYPE:	WINDING DRUM		
NGR:	SH 6783 0679		
SUMMARY:			
The winding house for the village incline (NPRN: 546186; PRN: 65771), demolished in 1976. It was to an unusual design, with a running line passing through the longitudinal walls and under the drum, and another running on the upslope side of the building with turntable access to the incline tracks. The drum survives on site. It is possible that foundations of the main structure may survive.			
STATEMENT OF SIGNIFICANCE:		SIGNIFICANCE CATEGORY: AA	
Significant as a component of a railway system which served a settlement.			
BIBLIOGRAPHY:			
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).			

PRN:	65774	SITE NAME:	Talyllyn railway	Railway:	Abergynolwyn village
NPRN:	546189	DATE CONSTRUCTED:	1864-1866		
SITE TYPE:	RAILWAY				
NGR:	SH 6778 0687 to SH 6757 0713				
SUMMARY:					
The railway formation from the yard at the foot of the village incline from the Talyllyn Railway (NPRN: 34946; PRN: 59455) along the length of Heol Llanegryn, the main street of Abergynolwyn, as far as Jerusalem chapel (NPRN: 8485; PRN: 9206). From the 1860s to c. 1948 this railway system was used to move beer, groceries, night-soil and other goods to and from the foot of the Village incline, and was lifted in 1951.					
STATEMENT OF SIGNIFICANCE:			SIGNIFICANCE CATEGORY: AA		
Significant as an unusual example of a railway system which served a settlement.					
BIBLIOGRAPHY:					
Boyd JIC 1988, <i>The Talyllyn Railway</i> (Oxford: Wild Swan).					



Tywyn Wharf Station.
(NPRN: 41339; PRN:
65727)



Rhydyronen Station.
(NPRN: 41337; PRN:
65745)



Nant Gwernol Station.
(NPRN: 546184; PRN:
65769)



Cynfal Bridge. (NPRN: 546167; PRN: 65744)



Rhydyronen Bridge.
(NPRN: 546169; PRN: 65747)



Dolgoch Bridge. (NPRN: 546193; PRN: 65755)



Dolgoch viaduct. (NPRN: 546175; PRN: 20746)



Village Incline winding drum. (NPRN: 546188; PRN: 20746)



Platelayer's Hut. (NPRN: 546179; PRN: 20746)