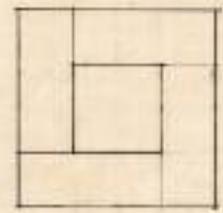
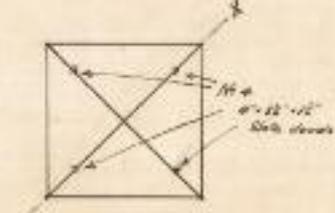
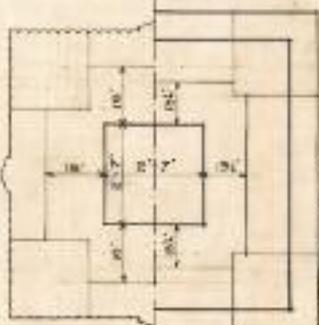
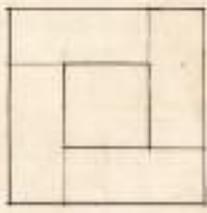
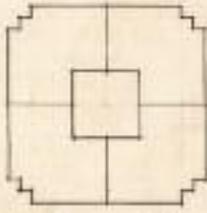
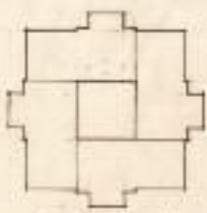
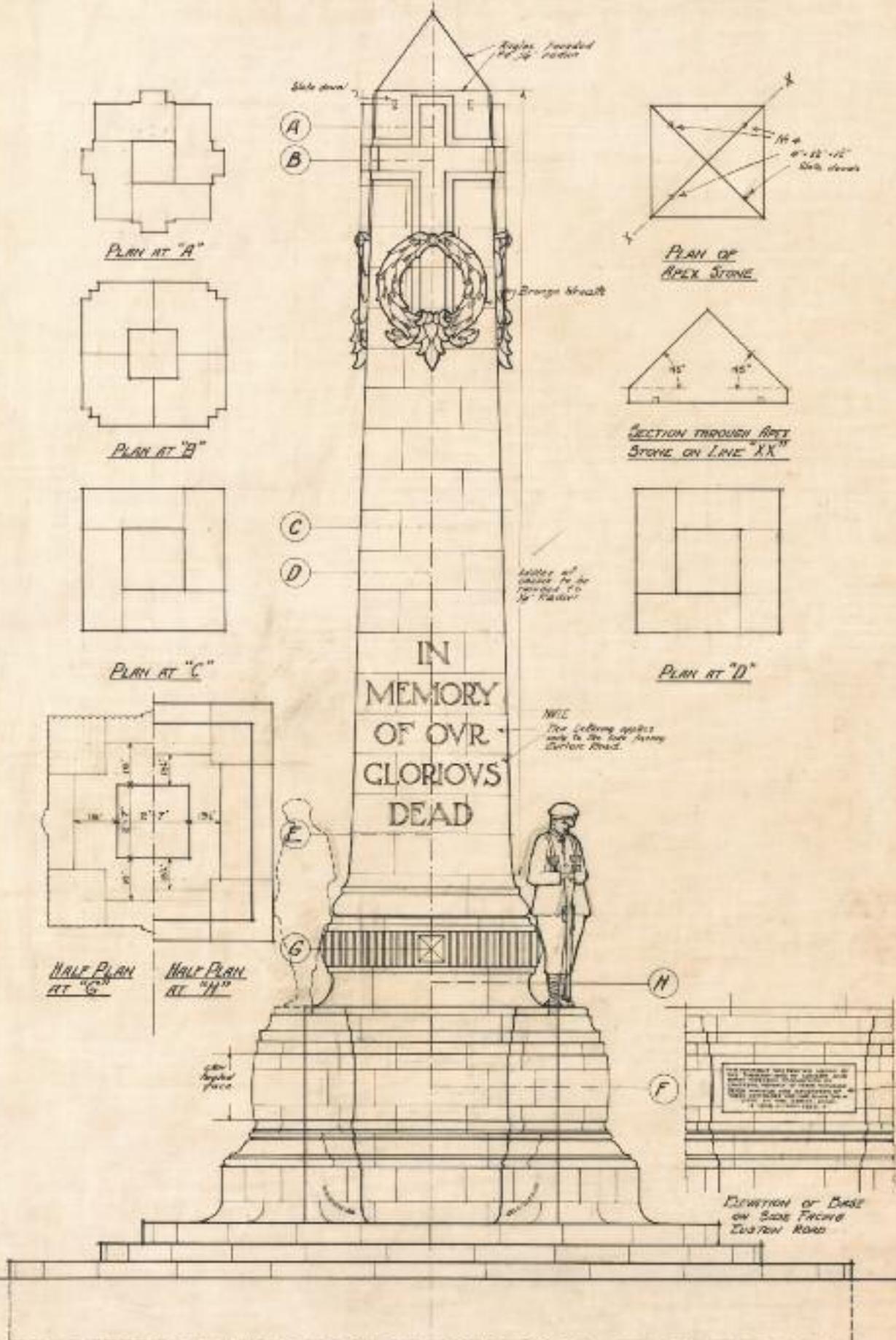


**RAILWAY  
HERITAGE  
TRUST**

**ANNUAL REPORT AND ACCOUNTS 2014/15**

THE  
TISH



IN  
MEMORY  
OF OUR  
GLORIOUS  
DEAD

Angles rounded  
at 1/4 radius

Side view

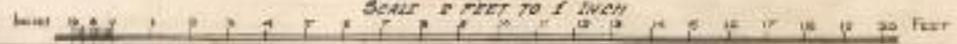
Decorative moulding

Lettering to be  
carved in  
the stone

NOTE  
The lettering applies  
only to the East facing  
Euston Road.

ELEVATION

SCALE 2 FEET TO 1 INCH



The Trust publishes an Annual Report for four specific purposes:

- to publish its Accounts;
- to illustrate the projects to which its grants have been awarded;
- to acknowledge the financial contribution made to projects by external partners;
- to acknowledge the contribution made to the development and delivery of projects by sponsors, consultants and contractors.

We have a wider purpose too. Britain's railway heritage deserves every opportunity that can be taken to make its quality and diversity better known. So our illustrated project reports also serve to attract potential new partners to work with us in this important and challenging field.



Front cover: London Euston Station L&NWR war memorial

Inside front cover: Original design drawing for Euston war memorial (Credit: Network Rail)

Inside back cover: Huddersfield Station, King's Head: the elegant laylight, exposed & restored

Back cover: Edinburgh Waverley Station mosaic detail

ACKNOWLEDGEMENTS

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Specially commissioned from Paul Childs at Spheroview Ltd, Tunbridge Wells, Kent

Other photographs as individually credited

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The Hon Sir William McAlpine Bt introduces the Report; looks back at the Trust's achievements over the past 30 years, celebrates that anniversary, and commends the efforts and professionalism of all the Trust's personnel during those years; reviews the selection of projects undertaken this year, noting the success achieved on those carried out through the Stations Community Regeneration Fund in Scotland and reflecting on the variety carried out in England and Wales; expresses delight at the continued support of the Department for Transport on the non-operational estate; and comments on the Trust's on-going support for work on railway war memorials.

**Review of Projects 4-29**

Reports on the Trust's grant-aided projects, including: refurbishment of stations, two of which were described as the worst in the country; works to bridges, viaducts, arches and war memorials; conversions to provide a gym, community uses and refreshment facilities; and support for the production of conservation management plans and the preservation of historic drawings.

**National Railway Heritage Awards 29**

The Settle & Carlisle Railway Trust was the recipient of The Railway Heritage Trust Conservation Award for 2014, for the restoration of the station master's house at Ribbleshead.

**Grants and External Contributions 30-31**

A detailed list of grants awarded and external partners' contributions.

**The Trust's Accounts 32**

A summary of the audited accounts.



An elegant Edwardian interior at Manchester Victoria Station

## EXECUTIVE BOARD

*Chairman:* The Hon Sir William McAlpine Bt

*Executive Director:* Andy Savage

*Director:* Marcus Binney

## ADMINISTRATION

*Company Secretary:* Malcolm Wood

*Personal Assistant:* Claire Pickton

## ADVISORY PANEL

Robert Baldwin

Gordon Biddle

John Boyle

Richard Broyd

Timothy Bryan

Anthony Byrne

Professor Dugald Cameron

Jamie Coath

Jim Cornell

Sir Neil Cossons

Philip Davies

Ian Hay Davison

Ptolemy Dean

Denis Dunstone

Lord Faulkner of Worcester

Dr William Fawcett

Christopher Fildes

Robin Gisby\*

Chris Green

Chris Heaps

Charles Howeson

Stanley Hurn

Sir Simon Jenkins

David Lawrence

Chris Leah

Adrian Lyons

Geoff Mann

John Martin

Frank Paterson

Oliver Pearcey

Dr John Prideaux

Malcolm Reed

Simon Rigge

Martin Robertson

Paul Simons

Theo Steel\*

Sir James Swaffield

Jerry Swift\*

Robert Thornton

Peter Trewin

Dame Margaret Weston

Adam Wilkinson

\* Appointed to the Advisory Panel during 2014/15



The imposing approach to Wakefield Kirkgate Station

### Sir James Swaffield

The Trust learnt, with regret, of the passing of Sir James Swaffield on 4th July 2015. Sir James was an enthusiastic member of the Advisory Panel from the time of the Trust's formation in 1985.

### ANNUAL MEETING OF THE ADVISORY PANEL

The Annual Meeting of the Advisory Panel took place on 15th October 2014, at 1 Eversholt Street. Once again the meeting was well attended. Richard Pollard, of Alan Baxter Associates was the guest speaker, presenting on 'Squeezing a quart into a pint pot: electrifying our historic railways'. He examined the issues facing designers when considering the integration of overhead equipment into the historic landscape, with station canopies, and in relation to tunnels and bridges. He highlighted the value of early discussions with the Railway Heritage Trust, and the importance of support from the Trust throughout the development process.

## CHAIRMAN'S STATEMENT

IT IS SOMETHING of a shock to realise that I have now chaired the Trust for three decades. Simon Jenkins had the original idea for such an organisation, and put it forward to the then British Rail Chairman, Sir Bob Reid. I think Sir Bob thought that in agreeing to fund the Trust he would be getting rid of what he saw as the 'heritage problem'. In fact he set up a long-term solution: the existence of the Trust is now seen as showing how the industry does care for its listed and historic buildings and structures. Certainly we have made a difference. We have awarded nearly 1,500 grants, worth nearly £48 million, and drawn in over £63 million of external funding to be spent on the industry's built heritage. A look through any of the Trust's 30 Annual Reports shows how much of a physical difference we have made. That we have achieved this with a staff of only three people at any one time, and a total of only nine employees overall, is amazing.



The Chairman on a visit to Barrow Hill Depot

Gordon Rushton

successful operation that I have been honoured to lead.

In 2014/15 we funded 44 grants from our Network Rail sponsorship, two from the Highways Agency (Historical Railways Estate) and six from the Maber legacy, making a total of 52 grants, just two down from 2013/14. The grants



Clarity restored in the arched doorway in the Centurion Bar, Newcastle Station

We have been most fortunate in both the competence and the dedication of everyone who has worked for the Trust. We have also been most fortunate in the membership of our Advisory Panel, many of whom have been with us for the whole 30 years. It was a real pleasure, therefore, for me to mark our 30th anniversary on 1st April by hosting a party at my home at Fawley for as many of the employees, Advisory Panel members, supporters from the industry, and other friends of the Trust as we could assemble. It was an excellent celebration of a highly

were worth £2.21 million, and drew in £3.95 million of external funding.

In the year we maintained a particularly high profile in Scotland, where the combination of the Stations Community Regeneration Fund (SCRF) and several high profile Scottish projects meant that we gave grants worth £651,000. These covered a wide variety of work, and I am particularly impressed with the restoration of Gleneagles Station to Caledonian Railway colours. I'm pleased to see a similar approach being taken for Wemyss Bay in this financial year:

clearly the Scottish Government and ScotRail have a very sensible view as to when corporate identity reigns, and heritage liveries are appropriate. However, the ending of the SCRF will mean that we have a real challenge to keep our expenditure up in Scotland in 2015/16.

We only gave two Network Rail grants in Wales this year, but the restoration of the Brunel-style building at Pantyffynnon was a particular source of pleasure for us.

In England we gave 25 Network Rail grants, totalling just over £1 million. Three major projects, Wakefield Kirkgate, Manchester Victoria and Nottingham, accounted for £465,000 of this sum. The variety of smaller projects was as wide as ever, from helping a charity for people with disabilities at Headingley to supporting emergency repairs at Trimley.

Our work on the non-operational estate has now got back into full swing, and the Department for Transport funded us for two major grants, to fully restore Lumb Viaduct in East Lancashire, and to start the restoration of Torksey Viaduct across the Trent. I am delighted that we have been able to sign a five-year agreement to take such projects forward, and the final stage of work at Torksey will be the first fruit of this.

We continued to support work on war memorials, and in particular we designed and funded three plaques for London Marylebone Station, where all the original memorials had been lost or removed. We also funded replica memorials at Cardiff and Bristol.

I would like, as ever, to thank Andy, Malcolm and Claire for their dedication and determination in running the Trust. Without their commitment we would not be able to achieve the results that we do. Finally, I commend the 30th Annual Report and Accounts of the Railway Heritage Trust to you.

A handwritten signature in black ink, appearing to read 'Bill McAlpine'.

**The Hon Sir William McAlpine Bt  
Chairman  
London  
July 2015**



Left: General view of restored reception area  
Below: Two detailed views of the fine mosaic floors

covered by a layer of bitumen to permit the laying of a lino floor.

Immediately to the west of this room, the then train operating company, East Coast Trains, had created a first class lounge. This space had been restored using the existing features as far as possible, and was as sympathetic to the original building as the train crew room was not. However, the entrance to the lounge was undoubtedly cramped, and East Coast decided that it would like to create a new reception in the former dining room. Until work started no-one had any idea of the wonderful Victorian features that were buried here, but as soon as the false ceiling was removed, and areas of the floor cleaned, it was recognised that here was an opportunity to do a special restoration. With the amount of services to be diverted this was not a cheap project, but the Trust was able to find the money needed, and the end result is a stunning combination of a modern reception facility in the restored Victorian space. Neither time nor money allowed for the full restoration of the dining room, but the remaining features were carefully conserved during the work, and can be exposed at a later date if the opportunity arises.

One feature remains in need of further attention: parts of the mosaic had been removed down the years, and at present these are infilled with mortar. We hope that we will be able to fund the full restoration of these areas of mosaic before too long, and are discussing this with Virgin Trains East Coast, the new operator of the East Coast Main Line.

Sponsor: East Coast Trains, York  
Architect: Strzala Architects, Manchester  
Contractor: The Input Group, London

### EDINBURGH WAVERLEY STATION: RESTORATION OF FORMER RESTAURANT

Edinburgh Waverley is one of the two largest stations on the Scottish railway network, and its site, on a former swamp in the middle of Edinburgh, has been a challenge to its owners throughout its long history. The first station opened in June 1846, but the present station was developed and built by the North British Railway, and completed at the very end of the 19th century. It has had a number of rebuilds since, but the basic structure remains. Network Rail recently reglazed the station roof, a superb piece of work that led to it receiving the 'Best Entry' award in the 2014 National Railway Heritage Awards.

The station is built around a main block, with through platforms on the north and south sides, and a series of bay platforms to the east and west. This building contained most of the facilities needed on the station, and largely still fulfils this function. In the south-west corner was the original first class dining room. This role had long since ceased and, although the exterior of the structure was largely unchanged, the

interior was another thing altogether. British Rail had, in one of its more brutalist moments, installed a train crew booking-on point in this room, and had done this with no sympathy to either the room's history or its architectural features. Beneath the original plastered ceiling it installed a false ceiling: in itself no great problem, but the hacking of the original plaster-work to pass services through the void created, and the number of air and cable ducts in that space, was horrific. To add insult to injury, the wonderful mosaic floor was



**LEAMINGTON SPA STATION:  
RUNNING-IN BOARDS**

Several years ago the Trust supported works to restore the Great Western Railway (GWR)-style running-in boards at Leamington Spa Station, a task undertaken by the enthusiastic Friends of Leamington Station. The boards are fine elements of this splendid, former GWR, Art Deco station which dates from 1938.

Recently it had become obvious that the timber backboards were beginning to show signs of distress and, indeed, some



*Above:* The upside running-in board restored  
*Left:* Detail of supporting structure of board



of the metal letters had begun to come adrift. The Friends approached the Trust to ascertain if funding was available to assist in reconstructing the backboards to give a more robust support.

A small grant has been given to enable this work to be completed and

new backboards have been constructed incorporating some improved reinforcement, to ensure a more secure future for the boards.

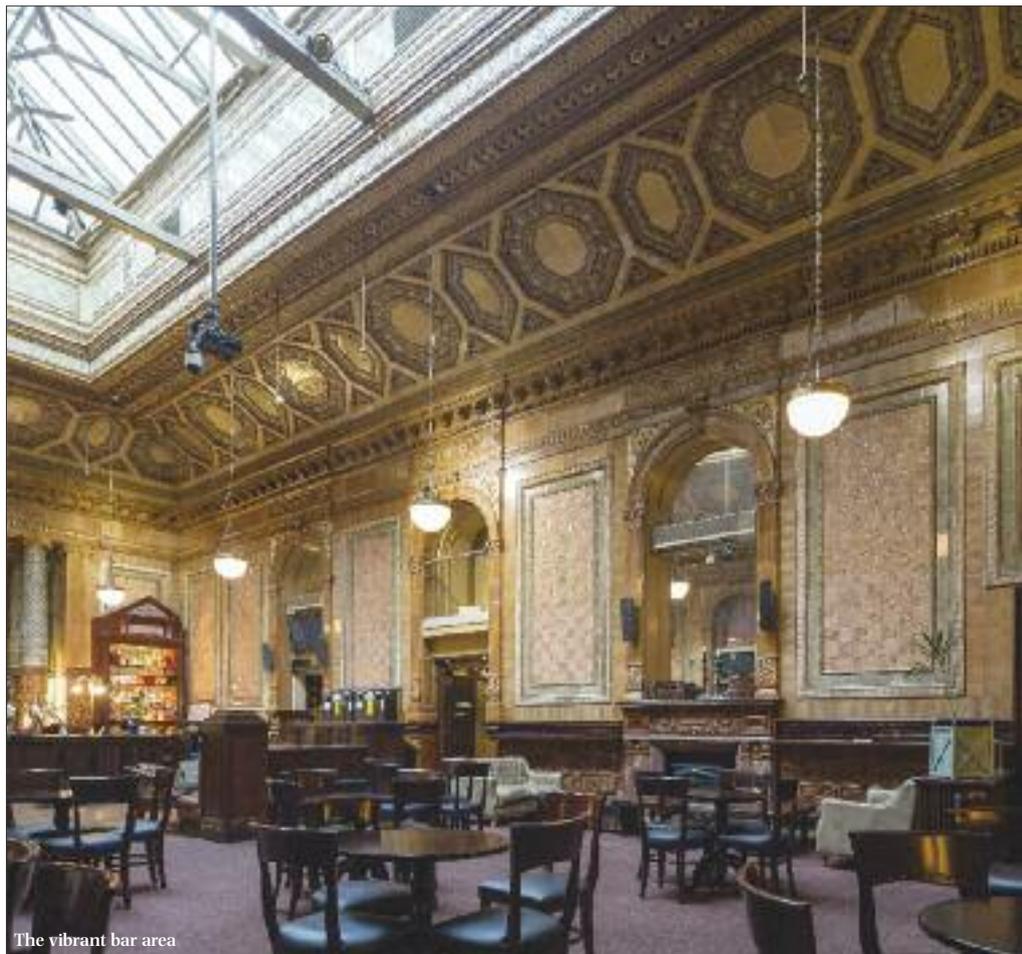
*Sponsor:* Friends of Leamington Station, Leamington Spa, Warwickshire

*Contractors:* Sykes Timber, Atherstone, Warwickshire (timber supplier), Guy Goodwin, Warwick (joinery) & Chiltern Railways Maintenance Team, Banbury, Oxfordshire (installation)

**NEWCASTLE STATION:  
CENTURION BAR HERITAGE  
FEATURES**

The Trust has regularly sponsored work in John Dobson's magnificent station at Newcastle, and has also supported Network Rail and East Coast Trains in their projects for the station with advice as well as grants. We have been particularly pleased to help with work at the Centurion Bar, which is situated in the former first class refreshment room at the Edinburgh end of the main building, facing towards Platform 1. The refreshment room dates back to Dobson's original construction, but largely took on its present format in 1893, when the North Eastern Railway refurbished it, and provided Burmantoft faience tiles to the walls, arches and columns. Between 2000 and 2002 the Trust gave a total of some £87,000 towards the restoration of this facility.

Nearly a decade and a half later, the operators of the bar had decided to remove a balcony for performers in the centre of one of the tiled archways, and also wanted to improve the flooring, which had not stood up well under the constant footfall. The Trust was keen for both projects to go ahead, especially the removal of the balcony, and so was happy to give a grant, and we think that the Centurion Bar has much more of a heritage 'feel' now that it has gone.



The vibrant bar area

*Sponsor:* Keeping Inn Ltd, Newcastle  
*Architect:* Ian M Cook, North Shields, Tyne & Wear

*Contractor:* PJD (North East) Contracts Ltd, Gateshead, Tyne & Wear



**KILMARNOCK STATION:  
RESTORATION OF ROOMS**

Kilmarnock has historic railway connections going back to the opening of the Kilmarnock & Troon Railway, Scotland's first, in 1811. The present station dates from 1898, and is the third on the site (the full history of Kilmarnock's railways is explored in our 2009/10 Report). The station sits high above the town, and is dominated by a tower at the Carlisle end of the structure. The four platforms all sit at the highest level, with three of them (two terminal and the northbound through platform) being accessed underneath this tower.

Alongside the more westerly terminating platform was a series of rooms running the full length of the station's spine wall. Those at the northern, Glasgow, end were demolished some years ago, although the doors and windows in the spine wall have been retained so as to give an unchanged face from the platform. However, of the nine surviving rooms only one was in use, as a platform waiting room. In its early days the Trust had contributed to stripping out these disused rooms, and as a result they had remained dry and



*Above left:* High quality finishes incorporated  
*Above right:* Detail of windows & surviving support column  
*Below:* Useful flexible space created

weatherproof, albeit with bare stone walls.

A couple of years ago the charity Addaction approached the Trust about restoring two of the rooms for use as a community facility on the station. From this early approach a much bigger scheme developed, and various potential tenants have joined together to form the Kilmarnock Station Railway Heritage Trust, which has obtained funding to restore eight of the nine vacant rooms. The quality of the restoration has been fantastic, and the speed in which the project was finally developed and delivered is a credit to the Kilmarnock Trust, its architects and its contractors. Sadly, time did not allow development of a scheme for the ninth room in 2014/15, but we are highly optimistic of being able to fund this final stage of the upper level in 2015/16, and are already beginning to think about how the next level down of the building might be brought back into use as well.

*Sponsor:* Kilmarnock Station Railway Heritage Trust, Kilmarnock, East Ayrshire  
*Architect:* IDP Architects LLP, Glasgow  
*Contractor:* CPMS Ltd, Glasgow



**CUPAR STATION: STORAGE  
FOR HERITAGE CENTRE**

In 2010/11 we were able to fund, as one of the first projects under Transport Scotland's Stations Community Regeneration Fund, the refurbishment of the station master's flat in David Bell's 1847 Cupar Station, one of the grandest of his wonderful series of buildings on the Edinburgh & Northern Railway from Burntisland to Cupar. The refurbished flat was used by Cupar Heritage as a heritage centre, and former British Rail Chairman Sir Bob Reid, himself a son of Cupar, opened it in 2012, and, indeed, features in a 1950s' press cutting in one of the displays.



An atmospheric view of much-needed extra space

The heritage centre has been very successful, both in attracting visitors and in collecting local memorabilia: indeed, in the latter case it has done so well that it ran out of storage space, and consequently Cupar Heritage approached us and ScotRail to see if they could acquire more space. ScotRail was able to release a further room, and the Trust gave a small grant towards restoring it, so that Cupar Heritage could fit it out as a storeroom. Happily this small project also enables us to show the centre in its finished state, which was not possible when it last featured in our 2010/11 Report.

*Sponsor & Works:* Cupar Heritage, Cupar, Fife



**HUDDERSFIELD STATION:  
KING'S HEAD  
IMPROVEMENTS**

Regarded as the finest classical station in Britain, Huddersfield was constructed by the London & North Western Railway and the Lancashire & Yorkshire Railway Joint. It was opened in 1847 and designed by J P Pritchett Senior and Junior. J P Pritchett Senior was architect to Earl Fitzwilliam, one of the Ramsden family trustees, who were patrons of the town and laid out its streets.

The station faces St George's Square and has an extensive frontage of 416ft (127m). The Grade I building is detailed with a large central, pedimented, two-storey block extending out with nine-bay Corinthian colonnades to either side. At the end of each of the colonnades is a lofty, single-storey pavilion.

The pavilions are both currently used as public houses with the eastern pavilion the home of the King's Head. The owner of the King's Head decided that the time was right to undertake improvements to the premises and approached the Trust for support with detailed items of restoration. One of the key elements which needed addressing was a suspended ceiling which had been installed and which no doubt benefitted the acoustics of the space. However, removal of this addition revealed a wonderfully detailed original ceiling with magnificent plaster coving and an extensive laylight structure. This has been completely renovated with artificial



lighting now illuminating the laylight, creating a wonderful aura at high level. The floor to the main bar area is of polychromatic Minton tiles, and this has been cleaned and refurbished with sympathetic repairs carried out. The former dining room has also been refurbished and now provides dining space once more as well as incorporating new toilet facilities and the fireplace in this area has also been restored, as have the two located in the main bar area.

The internal elevation to the platform side had been altered with the inclusion of two door lobbies within the bar area. With the removal of the suspended ceiling the opportunity has been taken to remove these lobbies and expose the large windows, once more opening up that aspect of the area. A new bar is being installed and the whole restoration will make a dramatic difference to this space. The owner is to be commended for this bold refurbishment, which the Trust has been delighted to support.

*Sponsor:* Mykanada Ltd, Huddersfield, West Yorkshire

*Project Manager:* Ivan Moorhouse, Huddersfield, West Yorkshire

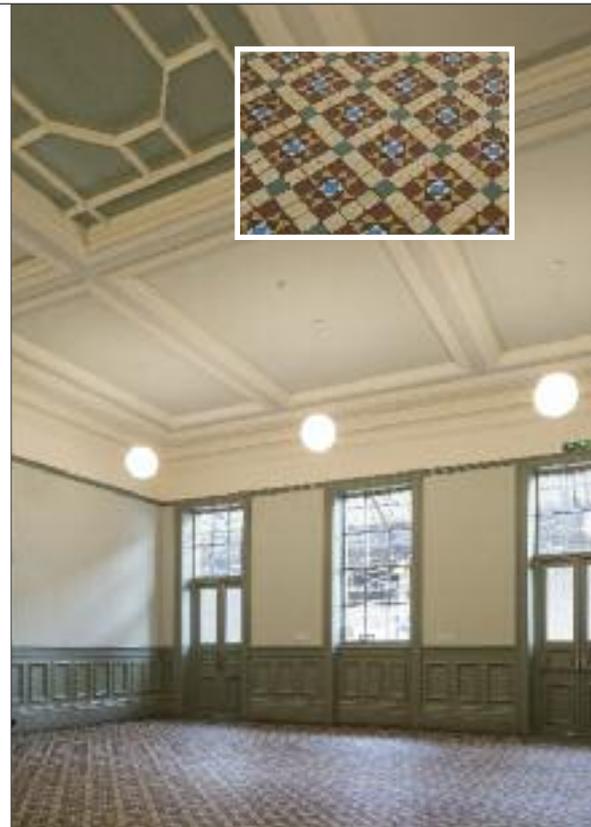
*Contractors:* Various

**HEADINGLEY STATION:  
DISABLED FACILITIES**

Headingley Station dates back to 1849, when it opened for the Leeds & Thirsk Railway. The station platforms have been relocated since then, and are now to the north of the original site, leaving the Grade II listed station building and house still in railway ownership, but divorced from the operational part of the facility. The buildings have deep, overhanging eaves with elaborate moulded brackets, and wonderful tall, spiked, finials.

Sensory Leeds is a local charity that is dedicated to giving disabled people high quality sensory experiences, and it has long used the station as its base. However, the building's historic provenance has not made it particularly disabled-friendly, so the Trust has agreed to help fund a series of projects to help make it so, whilst retaining its historic nature.

In 2014/15 we intended to fund two projects. The first, to create a 'changing places' toilet facility for disabled adults, was satisfactorily completed, but the second project, to create a wheelchair



*Top left:* External view with new signage  
*Above:* The fine ceiling exposed & elevation restored  
*Inset:* Detail of the fine Minton-tiled floor  
*Below left:* Detail of the ceiling cornices

access ramp to the entrance of the building, was stymied by one of Network Rail's contractors taking over the space for some major renewal work. When the contractor realised that they had done this, they instantly agreed to install the ramp themselves, at no cost to Sensory Leeds, hence saving the second part of the grant.

*Sponsor:* Sensory Leeds, Headingley, Leeds  
*Contractor:* Ben Marriott, Thirsk, North Yorkshire



General view of new access ramp



**TORKSEY VIADUCT:  
PROVISION OF CYCLEWAY**

Torksey Viaduct carried the main line of the Manchester, Sheffield & Lincolnshire Railway over the Trent as it crossed from Nottinghamshire into Lincolnshire. It has two 130ft (40m) spans, was completed in 1849, and opened, after repeated testing to satisfy the government inspector of its strength, in 1850. The structure was designed by Sir John Fowler, and drew on the lessons of Robert Stephenson’s Conwy and Britannia bridges, which just pre-dated it, but was designed and built with box girders outside the tracks, joined by cross girders. It was long thought to be the oldest ‘conventional’ wrought-iron box girder bridge in the British Isles, although there is a slightly older (1848) small structure in Lincoln which was probably Fowler’s own prototype. However, although Fowler persuaded the inspector that his bridge was strong enough, it did not last well, and in 1897 the cross girders were cut, and the south main girder was moved sideways to allow a new girder structure to be placed in the ‘six foot’. In this form it stayed in service until 1959, and has since remained in situ, but out of use. Because of its historic nature the viaduct is listed Grade II\*.

On privatisation, responsibility for the structure passed to the Secretary of

*Above:* External view of main span  
*Inset left:* View along walkway  
*Inset right:* Walkway fixing detail

State for Transport, through BRB (Residuary) Ltd. Along with many other of its redundant bridges, BRB (Residuary) Ltd transferred title for the viaduct to Railway Paths Ltd, a subsidiary of the charity Sustrans, but the high cost of restoration, and political difficulties about creating a new route between Nottinghamshire and Lincolnshire long prevented the structure being reopened. The move of the remaining BRB (Residuary) Ltd assets to the Highways Agency (Historical Railways Estate) created a hiatus in Railway Heritage Trust funding in 2013/14, with the result that we were able to offer substantial support to this project in 2014/15, and as a consequence the main viaduct has been repaired and fitted with a cycleway, although it is not yet opened. In 2015/16 we intend to fund a similar programme on the adjacent 17-span, cast-iron, tubular bridge over a side channel of the Trent, itself Grade II listed, and thus see a new cycle route opened with the whole viaduct brought back into use.

*Sponsor:* Railway Paths Ltd, Birmingham  
*Contractors:* Hankinson Group, London (steel painting) & Hutchinson Ltd, Gainsborough, Lincolnshire (walkway)

**NOTTINGHAM STATION:  
HERITAGE WORKS**

Nottingham Station featured in our previous two Reports, and a third grant was given this year to support the Nottingham HUB project and its refurbishment of the 1904 Midland Railway (MR) station. This magnificent structure, designed on American lines in the Beaux Arts style by MR architect Charles Trubshaw, with external detailing in a style described as English Baroque by local architect Albert Edward Lambert, has now been completely transformed.

The porte cochère is bright and airy and the space is lively with trading units now beginning to establish themselves. The booking hall presents a quieter inner sanctum for passengers and the former luggage entrances at either end have been transformed into the new ticket office and an entrance to the new supermarket which now occupies the former parcels area.

At platform level the glazing to the canopies is now completed and light once again washes the fronts of the newly cleaned platform buildings, while the circulation areas are now brightened by a flood of daylight. Heritage details, reported on last year, are key elements in the buffet areas, with the frieze which was uncovered and restored being a highlight of the project.

View through new archway into the porte cochère



The Trust continues to monitor Nottingham Station, particularly as there are proposals now being put into place to deal with the long-standing issues related to the terracotta parapet to the porte cochère roof, which could not be addressed in the last project. The Trust is also in discussions to support the proposals being developed to bring the curious little building at the front of the station, known as the cabmen's



*Left:* The newly inserted archway accessing the NET tram platforms  
*Above:* Terracotta details restored in the retail area

shelter or band room, back into use as a commercial outlet.

The station moves from strength to strength, especially with the recent

opening of Nottingham's extended tram route, and is regularly receiving recognition for the restoration.

*Sponsor:* Nottingham City Council  
*Architects:* BDP Manchester & Pascall + Watson Architects Ltd, London  
*Contractor:* Taylor Woodrow, Watford, Hertfordshire

## HELENSBURGH CENTRAL STATION: CONVERSION OF FLAT TO GYM

Helensburgh Central Station is the western terminus of the North Clydeside suburban line of Glasgow's rail system. The present station was built by the North British Railway in 1890, and it provides a spacious entrance to the town. The installation of 25kV overhead electric lines has been carried out sympathetically, and the original canopies and overall roof survive, as does the two-storey, classical, building across the terminal concourse, and to its south.

However, although the building has survived, the upper storey on its south wing, which used to be the station master's flat, had been abandoned for many years. Railtrack, during its tenure of the infrastructure, stripped out the interior plasterwork and walls, and renewed the roof and exterior windows, in order to exterminate dry rot and to make the building weatherproof. Although effective, this treatment left no more than a gutted shell. Since then the Trust and ScotRail have sought new tenants, and after a long and frustrating search Stuart Allan has now taken over the flat and converted it to a martial arts gym. Stuart has carefully preserved the few remaining heritage features in the

flat, but has not attempted to carry out a full restoration. However, his gym has provided a much-needed activity for the younger inhabitants of Helensburgh, and we hope that, apart from bringing an empty space back into use, it will prove to be an asset to the town, and also help young people from there find more of a way in life.

*Sponsor:* Combat Central Gym, Helensburgh, Argyll and Bute  
*Contractor:* Keni Allan, Joiners and Builders, Helensburgh, Argyll and Bute

*Right:* The space stripped back for restoration  
*Below:* External view of former station master's flat



**DEPTFORD STATION:  
CARRIAGE RAMP**

One of the first structures completed by Colonel George Landmann as part of the London & Greenwich Railway (L&GR) was the inclined plane at Deptford. This was reported to the L&GR Board as being complete in November 1835 and was constructed as a ramped viaduct comprising 15 segmental brick arches in Sittingbourne stock bricks. The ramp appears to have been used originally as an access to the railway which was carried high on a viaduct throughout its length. Even before the railway opened in 1836 an area below and



encompassed by the ramp was being used for the assembly of locomotives to be used on the route.

Despite being called a carriage ramp it appears that the assumption that it was used to load gentlemen's carriages onto trains for London is incorrect. The L&GR never used carriage-carrying wagons and, indeed, the early method of operation of the railway would probably have prevented this. Certainly, horses were stabled at Deptford and carriages left at the station, but generally the ramp was used as access related to the repair



*Left:* Detail of restored brickwork  
*Above:* A general view of the carriage ramp from the station  
*Below left:* General view along the ramp

of locomotives and wagons in the workshops located in the arches.

The area between the ramp and the station which developed as a locomotive and carriage repair works soon became the premises of Josiah Stone, a Deptford coppersmith. Having originally manufactured copper nails for ships, his business expanded and eventually produced brass fittings for the railway industry from the Deptford works until it moved in 1881.

The carriage ramp remained as an access route until some time prior to 1911 when its parapets seemed to have been pulled down. During the Second World War the ramp arches were used as air-raid shelters, with the Home Guard installing a series of concrete slabs which were cast over the top of the ramp surface as an added defence measure. As a result, the ramp's flank walls deteriorated due to water ingress

and vegetation growth, so that, eventually, sections of the facing brickwork became seriously decayed. The facing work was also coated with a thin but very tenacious lime slurry which itself caused problems.

The ramp was transferred from Network Rail to Cathedral Group as part of the overall site which is currently being developed as housing. As part of the transfer, the Trust agreed to award a grant towards the restoration of the ramp brickwork. The facing brickwork has been refurbished with new bricks installed and cleaning undertaken to remove as much of the slurry as possible without further damage to the structure. The arches will be refurbished internally with modern frontages added, and will then form part of the Deptford Station Yard element of The Deptford Project, which will be linked to Deptford Market through a bridge formed in the lower return of the ramp.

*Sponsor:* The Deptford Project, Cathedral Group, London  
*Architect:* Pollard Thomas Edwards, London  
*Contractor:* Bower Contracting Limited, Larkfield, Aylesford, Kent



**GLENEAGLES STATION:  
RESTORATION**

In the 2013/14 Report we described the history of this station in detail, and how it was being restored by Network Rail and the then train operating company, First ScotRail. The Trust's grant for that year went to the general restoration of the station, but the second element, in 2014/15, was specifically to restore and reglaze all the windows on it.

We think that restoring the glazing has been the crowning glory on this superb restoration. Network Rail's installation of 'Access for All' lifts has been perhaps the most heritage-



View of one of the extended lift shafts sympathetic scheme in this nationwide project. The extended lift shafts fit in totally invisibly: to quote Eric Morecambe, 'You can't see the join'. The

Andy Savage

restoration of the various rooms has gone far beyond what we had expected, and all are now dry, lit and ventilated, with a large number plastered and fitted out. Now that the Ryder Cup has come and gone we have been involved in finding tenants with various local groups, and are pleased that the first moves as a result of this are already taking place. We hope to be involved in fitting out more rooms as local groups move into the premises.

*Sponsor:* First ScotRail, Glasgow

*Architect:* IDP Architects LLP, Glasgow

*Contractor:* Northsouth Communication Ltd, Lochgelly, Fife



Improved platform accommodation

### LADYBANK STATION: RESTORATION OF LAIRD'S WAITING ROOM

The stations of David Bell on the Edinburgh & Northern Railway (E&NR) regularly feature in these Reports – indeed Cupar is mentioned this year (see page 6). Amongst these, we have supported work at Ladybank many times, but this station is more than just Bell's work. Ladybank is a junction station, where the lines to Perth and Dundee divide, and was also the location of the main works of the E&NR. The westerly platform serves trains to Dundee, and to and from Perth, and it is here that Bell's station buildings are situated. On the easterly platform, only served by trains from Dundee, are two structures. The larger, wooden, building is a fairly standard product of the later North British Railway, and has not yet received any attention from the Trust (although we have some ideas).

However, at the south end of the platform is a small stone building, which is quite unique. This structure is almost certainly the oldest one on the site, and the listing document says that it was an original waiting room and ticket office. It is locally referred to as the 'Laird's Waiting Room', and generally assumed to have been used by the Laird's family (the Haig family, of which Field Marshal Earl Haig was a member). Whether the building had a change of use over the years we do not know, but undoubtedly five years ago it was in a diabolical state. One chimney had been taken down, many of the slates were missing, and the roof timbers were rotten and falling in.

The Trust had sought a new user and

a way of restoring the building over many years, but it was not until 2014 that all the necessary ingredients came together. The Fife Historic Buildings Trust has led the restoration, with funding from the Railway Heritage Trust, the Stations Community Regeneration Fund, and from LEADER. The Ladybank Development Trust, a local community charity, has agreed to take on and run the building, with a small meeting room, a kitchen and a toilet contained within it.

By 2014, when work was about to commence, the state of the roof had become so dire that Network Rail had no option but to remove it. The removal of a roof is usually a death sentence, but in this case it was only a couple of months before work started on site. The building was truly saved in the nick of time.

The area behind the west platform had been sidings until recently. These have now been removed and replaced with a new parking facility. The restoration of the Laird's Waiting Room has permitted the creation of a second entrance to the station on this side, and the combined projects have greatly improved the station environment by clearing wasteland, and encouraging parking here so as not to crowd out the west side. We are delighted to have been involved in this project, saving a listed building and finding it a new use, but also providing a new facility to a small local community.

*Sponsor:* Fife Historic Buildings Trust, Kinghorn, Fife

*Architect:* Sinclair Watt Architects, Methil, Fife

*Contractor:* John Smart & Son (Kirkcaldy) Ltd, Kirkcaldy, Fife



The restored building with new doors

Andy Savage



*Left:* Interior view of windows  
*Right:* The classical elevation restored  
*Below:* Unusual interior detailing

1850 Ordnance Survey indicates that each had a domestic yard adjacent to the gable walls at this lower level. Andrews gave the building a formal treatment, with a modillioned, timber, eaves cornice, returning across the ends as a pedimented gable. This is emphasised by a deep timber fascia, while a further unifying feature is the stone cill band linking the first-floor windows. This approach gives appropriate visual weight in a townscape setting without attracting undue attention. The two entrances, leading into stairhalls, are given some prominence by the employment of stone doorcases, but their detail is kept to a simple 'pseudo-Tuscan' form. Andrews adopted a five-bay front elevation, for visual balance, but the centre bays are blind; behind them lies the central division wall carrying the chimney flues.

With the encroachment of stables, ticket-printing workshops and a variety of other uncongenial neighbours, the building was eventually adapted for railway offices. This involved little change other than a few partitions and the provision of further toilet facilities. The staircases survive in their original form although the rooms have lost their fireplaces; which probably went in the second half of the 1950s.

In recent years the building has fallen into disuse, but Network Rail wanted to restore it for office use, and First TransPennine Express has agreed to take it over as its headquarters. This has enabled Network Rail to justify



### YORK: RESTORATION OF TOFT GREEN CHAMBERS

When the railway entrepreneur George Hudson funded the construction of the York & North Midland Railway (Y&NMR) into York he insisted, against the recommendation of his engineer, Robert Stephenson, that the terminal station should be within the city walls, a decision that was soon proved to be wrong, but not before a superb building had been constructed. The station, which was the work of the Y&NMR (and later North Eastern Railway) Architect, George Townsend Andrews, has been sold out of railway ownership, and subsequently brilliantly converted into award-winning council offices, whilst retaining the spirit, and much of the fabric, of Andrews' design.

One of the buildings associated with the original station was a pair of semi-detached houses on the south side of the site adjacent to Toft Green. Andrews designed the houses, which were built between 1841 and 1844, as homes for the engineers of the Y&NMR and the associated Great North of England Railway.

The railway had excavated a level platform for its goods and passenger stations, building a retaining wall to Toft Green, a street which climbs steadily so that it is well above the railway site at this point. As a result, the houses, which present a three-storey frontage to the street, have a further floor below. The

expenditure to restore the building, and the Trust made a grant towards heritage features, particularly for doors, windows, shutters and plasterwork.

*Sponsor:* Network Rail Commercial Property, York  
*Architect:* PPIY Ltd, York  
*Contractor:* CPMS Ltd, Glasgow  
With thanks to Bill Fawcett for the information about the building



### DONCASTER STATION: CONSERVATION MANAGEMENT PLAN

The East Coast train operating company had a fine record in producing conservation management plans for listed stations for which it was the station facility operator, and the Trust has been pleased to support them in this. In recent years we have given grants for Berwick-upon-Tweed, York and Newcastle and we are now pleased to add Doncaster to that list.

The main station at Doncaster dates from the 1877 rebuilding by the Great Northern Railway. The island platform buildings and the westernmost canopy are typical products of their time, basically very utilitarian. The canopies for the two central platforms, and the later Platform 1 on the eastern side, are of a more modern provenance. However, the main station building, to the east of the Platform 1 line, was built in 1933, in a restrained Art Deco style with red brick, and spare ashlar dressings. The booking hall, and its clock, are particularly worthy of note, and it is this station frontage that is specifically quoted in the Grade II listing document.

The conservation management plan is designed to inform both Network Rail and the station facility operator in developing future alterations.

*Sponsor:* East Coast Trains, York  
*Consultant:* PPIY Ltd, York



Malcolm Wood

## DOWNHAM MARKET STATION: REFURBISHMENT OF TOILETS

Downham Market lies on the former Great Eastern Railway route from Cambridge and Ely to Kings Lynn. Originally built by the Lynn & Ely Railway, it opened in 1846, and the buildings survive from that date. Unsympathetic treatment of the main, up platform, building over the years was addressed in a project between 1990 and 1992, with the Trust making two grants towards the cost. As a result the station is a well-restored facility, with the original buildings on both platforms, and a well-looked after signal box, also listed, nearby.



Malcolm Wood

Above: Restored wrought-iron stairway gate details  
Left: Refurbished glazed tiling to stairwell  
Below: New signing in original style

entrance from the forecourt has also been opened up for use once again.

The Trust has provided grant support for various work items including tiling, handrails and terracotta restoration, and also for the refurbishment of the wrought-iron gateways at platform level, which lead to the subway access stairs. Missing 'Pontypridd' name signs were also recreated, to an original style, in windows and doors at the Cardiff end of the platform buildings.

The station has benefitted from the work undertaken, and with the grant support important details have been restored, halting the downward slide into which the station had been drawn for many years.

*Sponsor:* Network Rail Wales Route, Cardiff  
*Architect:* BDP, Manchester  
*Contractors:* Colas Rail/Morgan Sindall joint venture, London, Architectural Stone, Cardiff (heritage sub-contractor), R & R Engineering Ltd, Wrexham, Clwyd (wrought ironwork) & Rydon Signs Ltd, Exeter, Devon (heritage signing)

## PONTYPRIDD STATION: HERITAGE WORKS

Originally opened by the Taff Vale Railway as Newbridge Junction in October 1840, the station was renamed Pontypridd in March 1866. The current buildings date from 1907, and for many years the island platform was reputed to be the longest in the world. The station was furnished with extensive canopies and buildings of terracotta, whilst simple but impressive elements at platform level contrasted with the highly detailed forecourt frontage with its cornices and bas-relief details. However, services to the station began to reduce in the 1970s and the operational area gradually shrank. As a result, many of the structures at platform level fell out of use, the canopies were cut back in part, and spaces in the forecourt frontage were closed off. The large entrance was also closed and a smaller one used instead. Finally, the ornate terracotta frontage to the forecourt was reclad in plain grey brickwork.

As part of the National Stations Improvement Programme, and with support from the Welsh Assembly Government, works have been undertaken to install new access lifts, and to replace the pedestrian bridge to the down platform. The former larger



Modern facilities with historic images



The 1990s' restoration did not properly address the station toilets, and First Capital Connect, in one of its last projects before the end of its franchise, developed a scheme to renew them within the existing toilet building, providing better amenities, including facilities for the disabled. The Railway Heritage Trust gave a grant to support this, and is particularly pleased to note the way that the project has been carried out to sympathetically fit in with the building. We also commend the use of vinyl wraps to show the heritage of the station.

*Sponsor:* First Capital Connect, London  
*Contractor:* Prodec Decorating and Building Services, Stevenage, Hertfordshire



**BATTLE STATION: BOOKING HALL REFURBISHMENT**

Opened on 1st January 1852 by the South Eastern Railway, as part of the Tunbridge Wells and Hastings line, Battle Station is rightly regarded as one of the best examples of a small station following the purest forms of the Victorian Gothic Revival. Designed by William Tress, the station draws on the historic influences of the nearby Benedictine abbey. Based on an asymmetrical plan, the building has steeply pitched roofs, externally detailed with scalloped tiles and crested ridges.

The construction is in local, rough-faced, grey stone with ashlar details in

*Above:* General view of booking hall showing refurbished window

*Right:* Detail of waiting room fireplace

*Below:* Grand fireplace in the refurbished booking hall

Caen stone. The chimneys are also finished in stone but have been much modified over the years. Windows are generally in the lancet style with two large, magnificent, stone windows serving the booking hall. One of these, facing the platform, appears to have originally been a bay window which was modified in 1911 using the original stone in the reconstruction. Fortunately, the twin-arched access from the platform has been retained and the building is still graced with its cloistered

appearance. The structure was extended later in the 19th century, possibly in 1861, when additional accommodation to serve the station master's house was provided. In 1911, some modifications were made to internal walls, and the ticket office area was also extended.

Southeastern Trains has embarked on a programme of works to improve the customer experience at the station, and the Trust has given grant support for some much-needed internal restoration of the booking hall, waiting room and toilets. The booking hall, an impressive space with a lofty, baronial-style ceiling, had previously had a dark finish to the ceiling and other areas which imparted a gloomy atmosphere; the introduction of some contrasting colour has been of great value. The windows have been stripped back to the original stone surface, repaired, and finished in a neutrally coloured lime-wash. The



magnificent fireplace has also been fully refurbished with inappropriate, modern, paint coatings removed and, again, a lime-wash finish. This same treatment has also been given to the fireplace in the waiting room, which dates from circa 1861 when the corner fireplace was altered after the external wall was moved.

Attention will now move on to restoring the roof finishes, including the crestings and the chimneys, and also more significant works to improve customer facilities. The Trust is pleased to have been able to provide modest support to make this wonderful building even more appealing.

*Sponsor:* Southeastern Trains, London  
*Designer & Contractor:* Redec Ltd, Ashford, Kent





*Left: Detail of restored stained glass in fanlights  
Below: General view of refurbished bay window*

### DUMBARTON CENTRAL STATION: RESTORATION OF PLATFORM ROOM

Dumbarton Central Station is a Category A listed structure on the north side of the River Clyde, on the routes to Balloch, Helensburgh and the West Highland lines. The railway at this point is on an embankment, supported by revetment walls that are part red sandstone and part coloured concrete. The walls are part crenellated – indeed the north wall has ‘arrow slits’! The original station entrance at the east end, an elaborate gothic structure, is now used for retail purposes and looks very sad. The present entrance is through two gothic arches at the west end of the station, which are linked by a passageway, from which ramps rise to the two island platforms.

The gothic theme does not transfer to the upper levels, and both buildings here

are more Art Nouveau, with stained, leaded, glass fanlights in the windows being a particular feature. In an early Stations Community Regeneration Fund project we contributed to the provision of a café on the eastbound platform, as reported in 2010/11. This year we returned to an altogether more complex scheme on the westbound platform. ScotRail had let a large room here to the local Armed Forces Veterans Association, which used it as an office and retail space for its work to support veterans in the area. The room was largely boarded up, with the facilities in it highly unsatisfactory, and the Association approached the Trust and the Stations Community Regeneration Fund for grants to support a refurbishment. We were happy to do this, and the room now has a decent kitchen, an accessible toilet, and all the windows have been reopened on both

sides of the building, changing a very dark, unwelcoming space into a light and airy one, that is much more pleasant to work in. All the fanlights have had their stained glass restored, and the new partition wall is fitted with appropriate wainscoting to help it fit in with the original room. All in all, this project is a very good restoration of a disused facility into a much-needed community use.

*Sponsor: Armed Forces Veterans Association, Dumbarton, Dunbartonshire  
Architect: Gordon Harrison, Dumbarton, Dunbartonshire  
Contractor: John Duff Joiners Ltd, Dumbarton, Dunbartonshire*



### MAXWELL PARK STATION: IMPROVED POWER SUPPLY

The Caledonian Railway’s Cathcart Circle line was a relatively late addition to the railway network, with the first half opening in 1886 and the balance in 1894. It provided a swift link between the southern suburbs of Glasgow and the Central Station, and the short distances involved meant that a passenger could travel into Glasgow in either direction. Consequently all the stations are laid out with island platforms, so that it is possible to catch a train from a single platform, no matter what its direction is. In addition, this layout also allowed for a single set of platform buildings. All the ten station buildings on the Circle were designed by

the prolific Glasgow architect James Miller, who also designed Wemyss Bay and Stirling Stations, and consequently there is a consistency between them, with timber structures having glazed canopies on all four sides, and distinctive hipped canopy ends.

Maxwell Park is nevertheless somewhat unusual, in that it is not associated with a highway entrance over the railway, but rather with a footbridge. As a result, the booking office was built upstairs at the footbridge level, rather than at platform level as on most other stations on the line. The booking office is long-closed, and the rest of the station, although listed, was no longer in use. In 2007/08 the Trust funded an options study for the premises, and the following year we also funded the restoration of

the booking office as a community facility for meetings and heritage displays.

We also hoped to get the lower part of the building back into use, but the lack of an adequate power supply has always made this impossible. However, eventually the Glasgow South Model Tram & Rail Group moved in on a temporary basis, although greatly limited by the lack of power. The Trust was able to fund upgrading the power supply through ScotRail, and hence there is now a permanent occupant of the station.

Carrying out this project showed the inadequacy of the upstairs power supply, and we will be back again in 2015/16 to improve this as well.

*Sponsor: First ScotRail, Glasgow  
Contractor: CPMS Ltd, Glasgow*



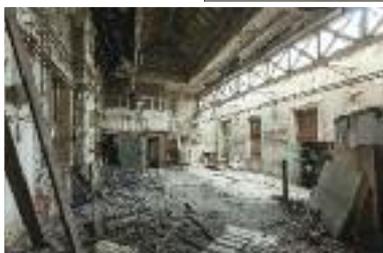
### WAKEFIELD KIRKGATE STATION: REFURBISHMENT

We described the long saga to restore this 1857-built station in detail in this Report for 2012/13, and we gave a brief mention as to how the extent of dry rot had proved worse than anticipated in the 2013/14 Report. The continued restoration has proved very difficult, and the Trust has had to further increase its grant support, so that we have now spent £500,000, the biggest combined grant we have given to a single project.

However, the end result is a stunning refurbishment, of which all parties who have been involved can be intensely proud. Key to the restoration was creating more space to make the building commercially viable, and sponsor Groundwork's architects have done this with considerable panache, raising the roof line along its length

between the two end pavilions, thus allowing a full, second storey through the bulk of the structure. The design of this new roof is unashamedly modern, but it fits well with the original building, and gives a vertical continuity to it that the original design could be said to have lacked. This design is done in such a way as to allow large amounts of natural light into the new upper spaces, and the resultant attractive rooms will hopefully be easy to let.

Another new feature worthy of particular praise is the new set of steps at the front of the station. It would have been very easy to design a ramped access that was functional, and looked as if it had been 'bolted on'. Instead the ramp has been combined with an extension of the steps featuring wonderful curved tops and bottoms, incorporating the disabled access into the station overall, and creating an



*Inset:* Dereliction prior to work commencing

*Right:* Clean & modern refurbished space



impressive visual feature for the approaching passenger.

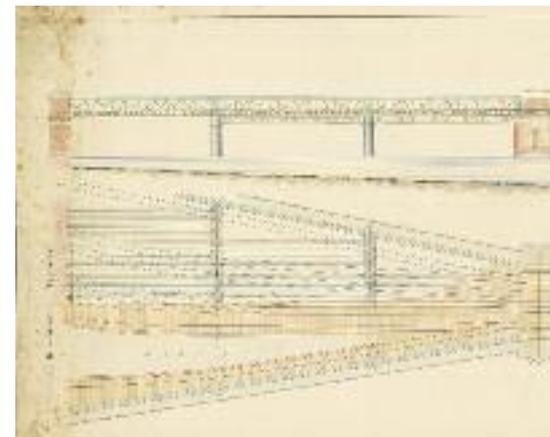
In the interior, particularly of the ground floor, the remaining heritage features have been carefully restored, and some superb mouldings and ceilings are the result. Whilst we are very happy with this, we do feel that the local conservation officers were over-zealous, insisting on the restoration of hidden features that will never be seen (for example wooden lintels in place of existing concrete ones, and new, plastered, interior walls built in brick rather than blockwork). This seems to us to be excessive for a Grade II listed building, and has increased the cost of the works considerably, at times putting the project's viability at risk.

Despite this, the station has been transformed, and Lord Adonis's soubriquet that it was 'the worst station in Britain' is definitely no longer the case. In a short period of time Wakefield has acquired two new stations (Westgate has been totally redeveloped as well) of which it can be justifiably proud, and Kirkgate will now become a flourishing centre in its own right.

*Sponsor:* Groundwork Wakefield, Normanton, West Yorkshire

*Architect:* SBS Architects, Manchester

*Contractor:* G F Tomlinson Building Ltd, Derby



### NETWORK RAIL ARCHIVES

Once again the Trust has supported Network Rail with the conservation of important historic drawings and documents held in its archives in York.

This year the main focus has been on the conservation of material related to the Forth Bridge, most notably documents related to its construction

**GATESHEAD: BRANDLING STREET ARCHES**

In our Report for 2013/14 we described how these arches lay in Gateshead, just to the south of Robert Stephenson's 1849 High Level Bridge, and how they had been allowed to deteriorate into run-down industrial units. Network Rail Commercial Property, with support from the Trust and Gateshead City Council, has now refurbished the arches for commercial use. The project changed the arches from their previous dingy state to light, airy units, which are already attracting a range of new users.

Each of the eight arches has been fitted with a new glazed screen at both ends, with double doors in each screen. The arches have been fully lined, and

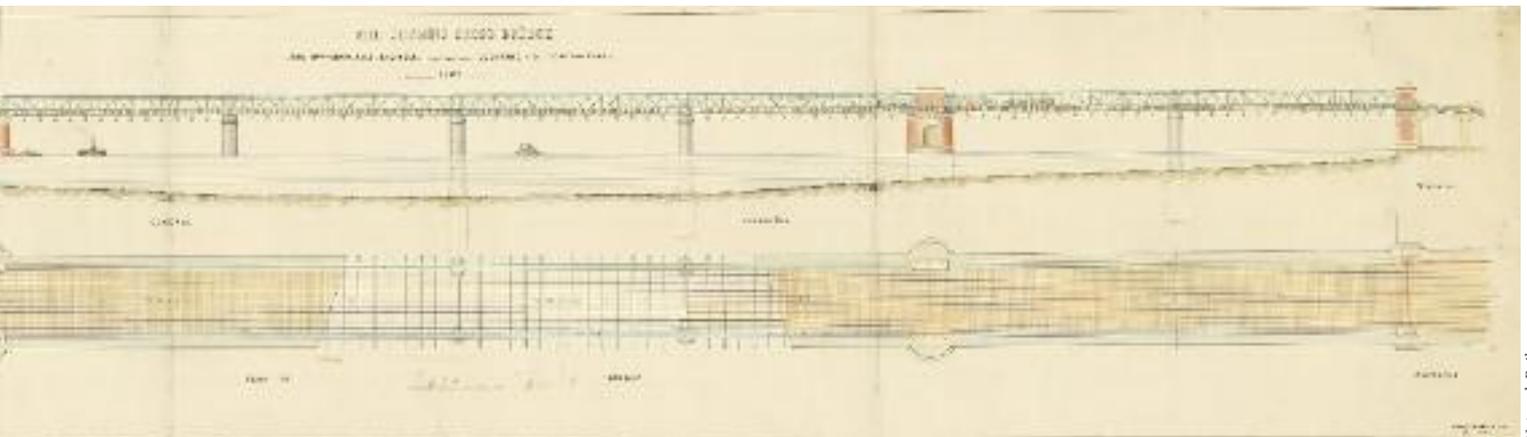


*Above:* General elevation of arches  
*Below left:* Interior of typical arch unit  
*Right:* An oblique view showing arches & buttressing



fitted with modern services, including DDA-compliant toilet facilities. The project proved more difficult than initially envisaged, with minor level and dimension variations between each arch giving a real challenge to the designers, and we congratulate them on the way that they have carried the new screen design across all the arches.

*Sponsor:* Network Rail Commercial Property, York  
*Architect:* Frankham Consultancy Group, Sidcup, Kent  
*Contractor:* Spence, London



Network Rail

and opening. Two documents, the first related to its foundations (1884-1885), and the second to its construction stages and comparison to other notable bridges of the world from circa 1890, have subsequently been of significant use as part of a presentation to UNESCO assessors in connection with the bid for world heritage status for the bridge.

A large and very interesting general

plan of Sir John Hawkshaw's Charing Cross Bridge, dating from 1862, has also featured (see above), as have drawings related to the Conwy Tubular Bridge by the Chester & Holyhead Railway, dated 1846, including one illustrating its relationship to Thomas Telford's Suspension Bridge.

Finally, in connection with the commemoration of the centenary of the

outbreak of the First World War, drawings of the London & North Eastern Railway war memorial at York, and the London & North Western Railway war memorial at London Euston have been conserved and now join those of the Victory Arch at London Waterloo, which had been conserved in an earlier exercise.

*Sponsor:* Network Rail National Records Group, York



Main picture:  
The viaduct frames the road beneath  
Insets: Two views of stonework repair details



### LUMB VIADUCT: PROVISION OF CYCLE ROUTE

Lumb Viaduct is a nine-span masonry viaduct dating from 1848. It carried the Ramsbottom to Accrington line of the Lancashire & Yorkshire Railway over the valley of the River Irwell. The structure is in sandstone, with brick arches, and each arch has a span of 40ft (12m), with a maximum height of 60ft (18m). It closed to rail traffic in 1966 and was listed Grade II in 1984.

Since closure the viaduct has stood unused, and vandals had demolished much of the parapets. In recent years its ownership was transferred from BRB (Residuary) Ltd to Railway Paths Ltd, the subsidiary of the charity Sustrans, which has developed a cycle route along the course of the railway, but not across the viaduct. A Trust grant enabled Railway Paths Ltd to restore the parapets (using stone from the original quarry), and lower the trackbed, so that a cycle route can be built across the viaduct without creating a risk to the people living in houses at the bottom of the valley. As a result of this Lancashire County Council is now able to extend the cycle route along the trackbed for a further half mile.

We are in discussions with Sustrans and Railway Paths Ltd as to whether we can help with works further along this line, at Helmshore, to improve the cycle route on a listed viaduct there in a future year.

*Sponsor:* Railway Paths Ltd, Birmingham  
*Contractor:* Stone Edge, Nelson, Lancashire (masonry) & CalderC.A.D. Ltd, Bradford, West Yorkshire (pathworks)

### BILLINGSHURST SIGNAL BOX: RELOCATION

The level crossing at Billingshurst Station in Sussex had been a major bottleneck in the town, and the East Sussex resignalling project provided an opportunity to improve this with the widening of the road and improved barriers. However, a large obstacle to this was the small, but very significant, listed signal box sitting at the end of the station platform, adjacent to the station footbridge.

The box is an example of the early Saxby & Farmer Type 1b box dating from the 1860s, constructed for the London, Brighton & South Coast Railway. These developed initially from Saxby's small boxes carried on open, stilted, oak structures: the enclosed box and gallery sat on top of the stilted structure with the semaphore signals situated above the box on posts. The development of lever frame operation meant that the boxes could be lower, with the signalling equipment located in the cabin's ground floor, protected from the elements, and the box at Billingshurst is an early example of this, although the likelihood is that this box was relocated from elsewhere, and was in place at Billingshurst at some time after 1876, which is the recorded date of the lever frame. Although it had been reclad at the lower level, below the scarf joints in the structural posts, the upper level of the box was very much as it had always been. The boxes were originally roofed in tarred building felt, so the modern felted roofing covering was not without some precedence.

A project was initiated to determine a future for the box as part of the consent process to remove it, and the Trust joined in the discussion to find a suitable home. Eventually agreement was reached that the box would be taken to the Amberley Museum & Heritage Centre for re-erection alongside the narrow gauge railway there. The recipient location is historically significant as it sits above the De Witt lime kilns at the heritage site, so discussions and agreement of conditions related to the relocation were protracted. The Trust agreed to pay for the construction of the new base and supporting oak posts to enable the cabin to be re-erected. A further grant will be awarded next year to the Centre to enable it to complete the recladding of the lower level, including an appropriate window, and also to restore the upper level. This is an example of a worthwhile rescue of a small, yet significant, historic structure, giving future generations a glimpse of the railway past.

*Sponsor:* Network Rail Sussex Route, London  
*Contractor:* BCM Construction Ltd, Newchapel, Lingfield, Surrey

Billingshurst Signal Box in the early years of the 20th century



John Mimmis

**TAUNTON STATION:  
HERITAGE REFURBISHMENT**

Taunton Station was originally opened by the Bristol & Exeter Railway (B&ER) in 1842, and was designed by Isambard Kingdom Brunel. In 1868 it was rebuilt and a new overall, wide, trussed roof incorporated to cover the two through platforms, although the original main entrance building was retained.

The station was further and more significantly extended in 1932 when the train shed was demolished and the upside platform was turned into an island platform. On the north side a new upside building was constructed in Art Deco style. The platforms were linked by a new subway which replaced the footbridge. Once more, the original main entrance building survived the major changes.

First Great Western (FGW) has now begun a new programme of development at the station, the first



Malcolm Wood

element of which is the refurbishment of the former B&ER ticket office, for retail use. This space had itself been redetailed in 1932, with alterations to the windows and doors both to the frontage and platform elevations. Internally the floor was finished with a mosaic design but more recently the space had been stripped of fittings and used as storage.

The Trust has joined FGW in restoring the door and window details, including new stone features, and also addressing Art Deco details in the space itself. The intention to bring this redundant area back into use is very much in line with the core aspirations of the Trust and we are pleased to support that aim.

*Sponsor:* First Great Western, Swindon, Wiltshire  
*Architect:* Oxford Architects LLP, Bristol  
*Contractor:* Dribuild Ltd, Keynsham, Bristol

*Right:* Detail of restored entrance door  
*Main picture:* The restored elevation clearly shows the 1930s' extension  
*Left:* A fine 1930s' fireplace in the upper storey accommodation



Malcolm Wood

**FILM ARCHIVE OF RAILWAY  
SIGNALLING AND PEOPLE**

In the 1870s the railway industry perfected block signalling, where only one train was allowed on a section of track at a time. To control this system, manual signal boxes were built across the country. As their span of control was limited by the distance that a man could operate the points or signals, a large number of these boxes were constructed, with over 10,000 at the time of railway nationalisation in 1948, even though more modern, electric technology had already closed many boxes.

Throughout the period when British Rail ran the system the number of boxes declined, both because of closures of routes and because more modern electric, and later electronic, panel boxes took over control. By 1996 less than 1,000 signal boxes survived on the network, of which over half were still mechanical. During the Railtrack period the number of boxes closing reduced sharply, but Network Rail has reintroduced the policy of rationalising the number of control centres and plans to control the whole system from a

dozen National Operating Centres.

It is clear that within a couple of decades no mechanical boxes will remain on Network Rail. The Trust understands and supports this: controlling safety systems with 1870s-designed mechanical computers is hardly appropriate. However, we have worked closely with Network Rail and the listing bodies to ensure that an adequate selection of signal boxes is listed, and that new uses are found for those listed boxes where possible.

Whilst this means that the physical attributes of signal boxes are appropriately protected, there is also the issue that a way of life is coming to an end. The industry has discussed with the National Railway Museum how this might be recorded, and the Friends of the museum set up a project, with Network Rail's full co-operation, to interview and record signallers at work before the boxes come to the end of their operational use. The Trust was involved in developing this project, and has funded the camera and recorders that are being used to carry it out.

*Sponsor:* Friends of the National Railway Museum, York



**COMMEMORATION OF THE CENTENARY OF THE GREAT WAR**

The centenary of the outbreak of the Great War fell in August 2014, and the Trust's work on war memorials and other commemorations has stepped up considerably. The Henry Maber legacy has enabled us to do much more to mark this anniversary than we would have normally been able to accomplish.

On 10th August a commemoration of the mobilisation of the troops to France took place, with re-enactors parading at Waterloo before taking the train to Southampton and then marching from that station to the docks, laying wreaths at both the main Southampton war memorial and the memorial on the docks building that commemorates the 'Old Contemptibles'. The Trust helped organise the event and the Executive Director, complete with top hat and frock coat, took part in it.

The Trust completed its work on recording all railway war memorials in Great Britain, and has transferred the data to the Imperial War Museum. In doing so, we gathered a large amount of information about the Great War, and we have commissioned an author, Anthony Lambert, to bring this together in a book about the wartime heroism of railway workers, which we hope to

publish to commemorate the Armistice.

Following on from the work with the London Kings Cross war memorial last year, we have given a grant towards the restoration of the memorial at London Euston, dedicated to the fallen staff of the London & North Western Railway (L&NWR). Designed by R W Owen, and unveiled in 1921, the structure is now on an island surrounded by bus traffic, and had suffered damage from exhaust fumes. Restoring the surfaces, regilding the engraved lettering, and repairing damage to the masonry, made for a major project, supported by a considerable grant from the Trust.

The Trust's other major restoration project in 2014/15 was also of L&NWR provenance, but on a much more intimate scale. Twin brothers John and Henri Villiers-Russell were employed at Crewe Works, and also volunteered as naval sick-room attendant reserves. They were called up at the outbreak of the war, and served on the outdated battleship HMS Formidable. When the ship was torpedoed and sunk off Portland on 1st January 1915 both brothers drowned, and their bodies were returned to Crewe and buried in an ornate double grave, funded by their workmates. The ensuing century had not been kind to the grave, and it was in a very poor condition, untended and with the headstone laid down. Sponsorship from the Trust, and Bombardier, which now owns Crewe Works, allowed Cheshire East Council and Crewe Historical Society to restore the grave, which was rededicated in December 2014, just before the centenary of the brothers' deaths.

The Midland Railway (MR) had created a main cenotaph at Derby (see our 2010/11 Report), but had allowed its employees to develop local memorials

after the war, and its staff at Bristol Goods Depot had created a Roll of Honour for those of their colleagues who both served and fell in the war. The depot had long closed, and the Roll of Honour had been deposited in the Bristol Museum & Art Gallery, which had little idea of what to do with it. Both the paper and the frame were of poor quality, and the Trust agreed to fund their conservation and also the making of two replicas; one for the museum, to be available to the families of those named on it, and another for Bristol Temple Meads Station. After the conservation exercise was complete we transferred the original Roll of Honour to the National Railway Museum at York, where it can be kept in a suitably controlled environment.

A further replica that we created was of the Taff Vale Railway Roll of Honour memorial from Cardiff Queen Street Station. British Rail donated this wonderful work of art to the collection of the National Museum Wales on closure of its Brunel House offices in Cardiff, and, not surprisingly, the museum is not prepared to see it returned to a public location. However, it co-operated fully in providing good photographs, from which the Trust produced a replica, which was framed and will be re-erected back on the station.

Finally, we turn to the Great Central Railway (GCR). Like the MR, the GCR had a main memorial, in this case in Sheffield (see our 2003/04 Report), and allowed local memorials as well. The GCR's London terminus at Marylebone had at least three memorials, but none survived in situ. The memorial to the

*Top left:* The refurbished L&NWR memorial at London Euston Station

*Below:* The GCR replica plaques in situ at London Marylebone Station





The poignant Villiers-Russell grave in Crewe

staff of the Goods Department was destroyed in a Second World War bombing raid, that for the Engineers' Office was moved to the National Railway Museum, where it is available for inspection but is not on display, and the fine brass plaque for the staff of the Goods Office was removed in a 1980s' redevelopment, and appears to have been lost. Staff on the station had created a small memorial plaque to replace these, but it was historically badly inaccurate, did not name the fallen, and was not appropriate to any setting in the station. After discussions with Chiltern Railways, the Trust has funded replicas of the three original plaques, all of which were unveiled in a new location on the station concourse on 16th April 2015.

**London Euston Station Memorial**

*Sponsor:* Network Rail London North Western Route, Manchester

*Contractor:* Spence, London

**Villiers-Russell Grave, Crewe**

*Sponsor:* Crewe Historical Society, Crewe, Cheshire, in connection with Cheshire East Council, Macclesfield, Cheshire

*Contractor:* Oxley's Funeral Services, Crewe, Cheshire

**Midland Railway Roll of Honour, Bristol**

*Sponsor:* Railway Heritage Trust, London  
*Conservation & Photography:* Bristol Museums Workshops & Resources & Digitisation Bureau, Bristol

*Replicas:* Tapestry MM Ltd, London (printing) & Framing Bristol, Bristol (framing)

**Taff Vale Railway Roll of Honour, Cardiff**

*Sponsor:* Railway Heritage Trust, London  
*Photography:* National Museum Wales, Cardiff  
*Replica:* Tapestry MM Ltd, London (printing) & Gallery 66, Cardiff (framing)

**London Marylebone Station Memorials**

*Sponsor:* Railway Heritage Trust, London  
*Replicas:* Marble Hart Ltd, Nottingham (Goods Department) & Leander Architectural, Buxton, Derbyshire (Engineers' Office & Goods Office)

**HIGH WYCOMBE STATION:  
RUNNING-IN BOARD**

Wycombe was the original terminus for the Wycombe Railway route from Maidenhead. It was opened on 1st August 1854, but the train shed, designed in a typical style by I K Brunel, was used for only ten years before a new station, renamed High Wycombe, was opened in 1864 on the new through route to Thame. This resolved an issue which had arisen from the opening of the route to Thame two years earlier, by which trains had had to reverse in and out of the former station. Eventually, the Great Western Railway (GWR) took over the route from Maidenhead through High Wycombe, which by 1867 had extended to Oxford and Aylesbury.

In 1906 the Great Western & Great Central Joint Railway line was opened linking London to both the GWR and the Great Central Railway lines to the north. The current station was constructed at this time to standard GWR details. The line to Maidenhead was eventually closed in 1970 and the track lifted.

Chiltern Railways, who now manage High Wycombe Station, undertook some work to improve the platform areas, during which a large advertising

hoarding was removed. The hoarding had been constructed over an historic GWR running-in board, complete with cast-iron posts and back boards, but with the original GWR lettering removed from the front face. The rear of the running-in board, facing the bay platform, had, at some time post-nationalisation, been fitted with an enamelled sign, in brown and cream colours, with typical Gill Sans lettering. Both signs had been modified to remove or mask the wording 'Junction for the Marlow and Maidenhead Lines'.

The Trust agreed to support Chiltern Railways with a grant to assist with the reintroduction of the GWR lettering to the face of the board and as part of that work the lower text was reintroduced but modified to 'Formerly the Junction for the Marlow and Maidenhead Lines'.

This is a simple piece of work which has returned a fine historic element to the station environment.

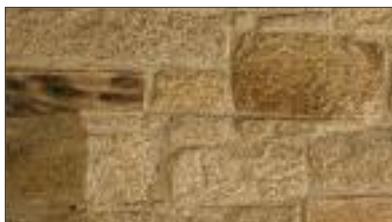
*Sponsor:* Chiltern Railways, Aylesbury, Buckinghamshire

*Contractor:* Steelway, Wolverhampton, West Midlands

*Below:* The post-nationalisation running-in board refurbished

*Bottom:* The GWR running-in board restored with amended text





*Main picture:* Interior with stonework stripped back & new door panels  
*Left:* Detail of stonework  
*Right:* General view of the station building

## TAIN STATION: CONVERSION TO RESTAURANT

The Royal Burgh of Tain lies on the south side of the Dornoch Firth. It is Scotland's oldest Royal burgh, with a charter dating back to 1066. Its long history, and links to Clan Ross and Clan Munro, means that it has always been a relatively wealthy town, and there is much of architectural interest there.

In railway terms, Tain lies on the Highland Railway's Far North Line from Inverness to Wick and Thurso. The line opened through Tain in 1864, and it was equipped with a large, single-storey, station, that has survived virtually unchanged from opening. The building is H-shaped, with gables on the end pavilions, and fine stonework. There were awnings to front and rear between the pavilions, with the surviving rear one providing shelter to passengers to this day. At its peak the station employed 30 staff, there was a locomotive shed, and, for many years, Tain was the location where a buffet car was transferred between northbound and southbound trains. However, all this activity has long gone, and the station has been boarded up and disused for many years.

In 2010/11 we funded a feasibility study that showed that there was the demand for a high-quality restaurant in Tain, and that the station could accommodate one. A local chef, Graham Rooney, took on the challenge of delivering this business, and has obtained funding from both the Trust (two grants, one for the station and one for the power supply) and the Stations

Community Regeneration Fund, as well as investing a considerable sum personally. The inevitable delays of getting approvals from the railway held back the start of work to almost the end of the financial year, but at the time of writing the roof has been overhauled, the doors and windows made good, and the screen at the front of the building moved out to include the area under the front canopy in the retail space. Graham and his team are paying great attention to the few remaining railway features in the building, and it is a real pleasure to see this beautiful but abandoned structure coming back to life. By the time this Report is published the restaurant will be about to open, and we expect, from what we have experienced of Graham's cuisine already, that it will be well worth a visit.

*Sponsor:* Graham Rooney, Tain, Ross-shire  
*Architect:* Macbeath Associates, Invergordon, Ross-shire  
*Contractor:* Brian Murcar, Tain, Ross-shire



## HEXHAM STATION: CONSERVATION MANAGEMENT PLAN FOR GOODS SHED

Hexham Station is the largest intermediate station on the Newcastle to Carlisle line. The original, 75 mile long, Newcastle & Carlisle Railway was authorised in 1825, the year that the Stockport & Darlington line opened, and a year before the Liverpool & Manchester Railway gained its Act. However, whilst that latter line opened four years later, in 1830, it was 1835 before freight traffic started between Newcastle and Hexham, and another year before passenger trains commenced there. The line was not completed until 1838: even so, it was the first railway to cross the UK from sea to sea.

Hexham Station has been much developed since then, but the original

goods shed has survived, and must be one of the oldest such structures in existence now. Unusually, it lies at right angles to the running lines, and entry was by waggon turntables, an almost unique feature.

The Trust has supported a wide range of projects at Hexham over the years, and we have hoped to do something with the goods shed for a long time. Despite a most unsympathetic frontage added since the Second World War, the basic structure remains, and is of great historical importance. We have, over some years, developed a relationship with a Newcastle-based theatre group, Théâtre sans Frontières, and this year we have funded its conservation management plan for the goods shed. We hope the group will submit a proposal to restore this building soon.

*Sponsor:* Théâtre sans Frontières, Newcastle  
*Consultant:* PPIY Ltd, York

**ABERDEEN STATION:  
HERITAGE WORKS TO  
FORMER ENTRANCE**

Aberdeen’s station has a long and complex history, with tales of non-cooperation between the Caledonian Railway and the Great North of Scotland Railway being legion. The staff of the latter line were notorious for despatching trains just in time to prevent passengers off the Caledonian from making their connections! This came to an end with the merging of the two facilities into a single, joint, station in 1867, although that rapidly became overwhelmed by the amount of traffic, and was in its turn replaced by the present buildings between 1913 and 1916.

Shortly before this major reconstruction began, in 1909, the companies provided additional platforms on the western side of the station, on the opposite side to the main buildings, and to serve these provided a subsidiary entrance and booking office on the corner of Guild Street and Union Terrace. This has survived, but as the railway contracted in and after the 1960s the platforms were abandoned, and it lost its original purpose. Subsequently it has been transferred to Network Rail’s Commercial Property estate, and the upper floor is now a hairdressing salon.



General view of refurbished entrance doors & windows

Network Rail Commercial Property has not neglected its duties to the building, which is Category B listed, and a couple of years ago restored the roof, and the octagonal cupola/skylight on it, including producing new timber, fluted, columns. This excellent work was done without Trust support.

However, Network Rail Commercial Property did turn to the Trust for help when it came to restoring the very shabby exterior of the building at platform level. We provided funding towards the restoration of the doors and windows, which had been neglected and boarded over. The end result is a great

improvement to the exterior appearance of the structure.

We would like to be able to support a further project here to restore the ground floor interior – this fine room has also been neglected and is in poor basic condition, and uncarving installation of services from the salon above has worsened the position. If it were possible to find a use for this room we would be very happy to see it restored.

*Sponsor:* Network Rail Commercial Property, Manchester  
*Contractor:* CPMS Ltd, Glasgow

**HORTON-IN-RIBBLESDALE  
STATION: WINDOW**

The Trust has had an involvement in the Settle & Carlisle (S&C) line for most of its existence, as the line was reprieved from closure only shortly after our formation. In that time we have given well over £1 million in grants, much of which has gone to the stations owned and operated by The Settle & Carlisle Railway Trust (S&CRT) or the Settle-Carlisle Railway Development Company.

Horton-in-Ribblesdale’s station building is an example of the nine small stations which the Midland Railway (MR) specified for the S&C line. The design was by the MR’s Architect, John Holloway Sanders, to a concept by its Chief Engineer, John Crossley. British Rail closed the station in the 1960s, but the main building, situated on the southbound platform, and the platforms survived. It reopened, along with many other stations on the line, in 1986. In 1997, Railtrack restored the station



The station building in front of a fine backdrop

exterior, and at that point the S&CRT leased the building, refurbishing it in 2002/03, with help from the Railway Heritage Trust. At the same time the two Trusts restored the northbound platform shelter, thus returning the station to the condition that it had been in during the 1950s. The S&CRT sub-let the structure for office use.

Any station building needs on-going care and maintenance, and in 2014/15

the S&CRT carried out a programme of repairs. Most of these were routine maintenance, and thus not eligible for Trust grant support, but we were able to offer a small grant towards the replacement of a sash window.

*Sponsor:* The Settle & Carlisle Railway Trust, Kirkby Stephen, Cumbria  
*Contractor:* G I Hopley Ltd, Settle, North Yorkshire



*Left:* The concourse interior with refurbished roof, new panels & photographs  
*Above:* The roof reflected in mirrored end screen  
*Centre:* Refurbished canopy contrasts with the upper frontage of the station  
*Below:* Brickwork & stonework cleaned & canopy redecorated

## BLACKBURN STATION: HERITAGE WORKS

Dating from 1888, the Lancashire & Yorkshire Railway station at Blackburn was designed by engineer W Hunt with the architectural detailing attributed to H Shelmerdine. The station was constructed with an extended frontage at street level, topped in the central portion by an Italianate-style, two-storey, red-brick building with stone details and Venetian windows to the first floor. The frontage canopy is a robust structure with ridge and furrow glazing, and the flanks of the frontage building carry a large glazed roof over spacious accommodation, most of which is unused. The platforms are at a higher level, accessed by long ramps from a subway, and originally a very lofty, glass and iron, pitched roof was carried over the tracks in two long ranges. The platform accommodation of yellow-brick lodges was demolished, along with the roof, in 2000, and replaced by an eye-catching contemporary solution.

In 2014/15 Northern Rail, in association with the local authority, and Network Rail through the National Stations Improvement Programme, developed a project to refurbish the access area through the station frontage, and the canopy.

The area had already been modernised as part of previous platform works but the detailing had become very shabby, and pigeons had entered the space and wreaked havoc on the



finishes. The Trust gave grant support to enable the upper level of the access area to be clad in mirrored glazing which, by reflecting the roof structure, visually 'opened up' the space at high level. As a result of our grant, the local authority was able to provide archive photographs showing Blackburn Station in years past, and Network Rail was able to clean the granite plinths and external brickwork and also rejuvenate the canopy as part of the external works.

This is a small but quite important piece of support, from which it is hoped that a major development of the redundant spaces will be initiated.

*Sponsor:* Northern Rail, Manchester  
*Architect:* michael cunningham architects, Liverpool

*Project Management:* Vextrix, Liverpool  
*Contractor:* Strategic Team Group Ltd, Glasshoughton, Castleford, West Yorkshire

### HELSEBY STATION: RESTORATION OF FORMER PARCELS OFFICE

In the 2013/14 edition of this Report we described Network Rail's restoration of the main, Tudoresque, station building at Helsby, and stated that we hoped that the small, adjacent, former parcels office would also be restored and let. A year later, we are delighted to be able to report success on both counts.

This small structure lies to the east of the main station building, and is of a totally different style. It looks as if it was a standard London & North Western Railway (L&NWR) product: it has a hipped roof and segmental-headed openings, both indicative of L&NWR parentage. In later years the building was used as the booking office until the station ceased to be manned. The counter and screen from that period survive, along with the barrier that lies in front of the ticket window. However, the main building also has a booking office, so we can deduce that this structure originally had another use: its size and location indicate that it was probably the station parcels office.

Network Rail has followed up its



Above: Restored former parcels office  
Right: Refurbished interior retains former counter

superb restoration of the main building here and the former parcels office is now a beauty salon and hairdresser. The Trust gave a grant towards this restoration and in November 2014 our Chairman visited the station to inspect the works, and also to discuss with all the parties involved what could be done with the derelict island platform buildings to bring them back into use. We are optimistic that this can be achieved eventually.

Sponsor: Network Rail Commercial Property, Manchester

Designer: Capita Property and Infrastructure Ltd, Cheadle Hulme, Cheshire

Contractor: CPMS Ltd, Manchester



View of platform building showing restored end screen

### NORTH QUEENSFERRY STATION: BUILDING RESTORATION

As with many other of our projects this year, the works at North Queensferry are a second phase of a project that was mainly delivered in 2013/14. In last year's Report we described how the North Queensferry Station Trust (NQST) had restored the bulk of the old station building as a café and two community rooms. However, the NQST was also keen to restore the toilets at the north end of the building, whilst we were

particularly enthusiastic about restoring the glazing in the end screens that protect the space under the awning at both ends of the structure.

Happily, we were able, with the NQST, to develop a scheme that met both our needs, and there is now a full range of toilets, including facilities for the disabled, as well as the restored end screens. Of particular note is the careful attention to the wall and door finishes, which reflects well on the NQST's policy of using local contractors to do its work.

After the toilet alterations the slate slabs that bordered the urinals in the former gents' toilets became redundant. The NQST is now considering whether they can be used on the station for an appropriate piece of public art, and we have introduced them to a well-known artist from Blaenau Ffestiniog who, not surprisingly, regularly works with slate structures. We can see us being involved in further works in conjunction with this, so our dealings with North Queensferry might not be quite complete yet.

Sponsor: North Queensferry Station Trust, North Queensferry, Fife

Contractor: David Todd Joiners, Dunfermline, Fife

### POLLOKSHAW WEST STATION: CYCLE REPAIR HUB

This project has featured repeatedly in our Reports in recent years, and although it was largely completed by the time we last reported on it, in 2012/13, a small outstanding detail was that a fanlight over the southbound platform door was left infilled by plywood. We felt that this minor detail took away from the whole project, and were happy to give a small grant towards rectifying it and, at the same time, carrying out some other door improvement works on the station, thus completing our involvement in this most satisfying scheme.

Sponsor: Glasgow Building Preservation Trust, Glasgow

Contractor: Elmwood, Glasgow

A close-up of the restored fanlight



**PANTYFFYNNON STATION:  
RESTORATION**

Pantffyfnnon Station lies on the Heart of Wales line, to the north of Llanelli. It is located at the junction where the Cwmamman branch originally ran to Garnant and was opened by the Llanelly (sic) Railway & Dock Company in 1840. The first station appears to have been a timber building, which by 1868 was



Source Unknown

*Above:* Pantffyfnnon Station in the late 19th century showing original chimney details  
*Upper left:* Interior of reconstructed extension  
*Lower left:* Detail of new window installation  
*Below right:* Work on the roof in progress



described as 'dilapidated'. It is clear that a new stone building was then constructed, which followed the long-standing Italianate Chalet design formulated by Brunel back in the 1840s. Although the line does not appear to have come under the control of the Great Western Railway until 1873, it seems this may be the date of the new building, with construction supervised by W Lancaster Owen, formerly one of Brunel's assistants.

This later stone structure appears to have been extended at the south end quite early on in its existence and in a very seamless manner. Its north end was extended in a combination of blue-brick quoins and pebble-dashed render in the early years of the 20th century and the original profiled zinc sheeting on the roof was replaced by corrugated iron, possibly from the tinplate works located opposite. The original chimneys were capped with 'dovecote' vents but were truncated and amended with the later extension.

Network Rail embarked on a restoration project, supported by a grant

from the Trust, with the aim of removing the rather problematic 20th century extension, dealing with resultant structural issues, and returning the station building back to a footprint commensurate with its original form. The end elevation has been reconstructed using original chalet details and based on early photographic evidence from similar buildings, particularly one at Bridgend. The interior has also been completely refurbished as great damage had occurred from extensive water ingress over the years.

The restoration also exposed the original northern hip of the roof, which had been encapsulated in the roof extension, and this has been returned to serve as first intended with the whole roof to be covered in zinc once again. This is a very well-executed restoration of an unusual survivor and one which will give the building some meaningful operational use for the longer future.

*Sponsor:* Network Rail Wales Route, Cardiff  
*Architect:* Studio Henley Architects Ltd, Clifton, Bristol  
*Engineer:* Crouch Waterfall, Stoke Gifford, Bristol  
*Contractor:* Spence, London



**TRIMLEY STATION:  
EMERGENCY STABILISATION  
WORKS**

The Felixstowe Railway and Pier Company opened the line from Westerfield to Felixstowe Pier in 1877, but it was sold to the Great Eastern Railway (GER) later that year. Trimley Station opened in 1891, and is one of the three intermediate stations between Westerfield and Felixstowe Town, all of which remain in use. The extension from Felixstowe Town to Felixstowe Pier is now closed to passengers and has become part of the Felixstowe port railway system, which loops back to join the branch line at Trimley. Like so many GER stations of the 1880s and 1890s, Trimley was designed by W N Ashbee,

the company's Architect. Ashbee developed a 'New Essex' style of building, which was a pioneer of the Domestic Revival style, and Trimley is one of the few survivors of his smaller stations.

The station lost its staffing in 1966, and the building closed the following year, but, unusually, it was not demolished, and has gradually deteriorated since. It is now in a truly awful condition, with the roof being at risk of falling in, and, with it being neither listed nor in a Conservation Area, in 2010 Network Rail proposed demolition. This proposal was not welcomed locally, and Network Rail agreed to leave the building in situ for a period to see if a new use could be found for it. Network Rail cannot put any of its own money into the station building, but asked the Trust to support

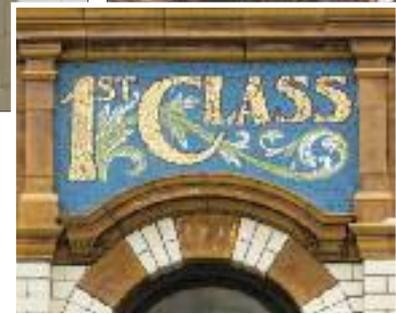
the nascent Trimley Station Community Trust (TSCT) as it sought to find a use for the structure, and to help fund the restoration.

The TSCT has developed a business plan to bring the station back into community use, and is seeking other funding sources. However, it was clearly necessary to carry out some emergency stabilisation works to prevent the building deteriorating beyond a point of no return, and the Trust has given a small grant towards this. In the longer term we hope to support the full restoration of the station, once the TSCT has its other funding in place.

*Sponsor:* Trimley Station Community Trust, Trimley, Suffolk  
*Designer:* The Morton Partnership Ltd, Halesworth, Suffolk  
*Contractor:* Snowling & Race, Ipswich, Suffolk

**MANCHESTER VICTORIA STATION: HERITAGE WORKS**

Manchester Victoria Station represents the grand terminus of the Lancashire & Yorkshire Railway (L&YR), opened in 1909 to designs by William Dawes. The buildings were constructed as an extension to the historic Hunts Bank Station, itself opened by the Manchester & Leeds Railway in 1844, and in last year's Report we described the initial works being carried out as part of a major regeneration of the station.



*Top left:* White Burmantoft tiling in former first class dining room

*Top right:* The fine dome in the bar area

*Inset:* An example of the Art Nouveau mosaic signs

*Left:* Detail of the historic, glazed, arcade canopy to the station frontage

*Bottom:* The concourse showing refurbished brickwork & the ticket office area

The main thrust of the project is the removal of the canopies above the concourse and platforms and their replacement with a modern 'torus' roof,

with its curved form following the line of the Manchester Metro tram route. Associated with this very modern intervention has been a wide-ranging suite of heritage works addressing the interior spaces of the station building, decorative details in the booking hall and concourse area, and the external frontage, including Art Nouveau canopies and lighting.

The war memorials in the station have been addressed as well with missing bronze detailing to the main L&YR memorial being reinstated, and an uncompromisingly modern approach being taken to the refurbishment of Soldiers Gate, the route by which thousands of troops left their homeland to fight in the Great War.

The standard of restoration has been high, and the station, once described as one of the worst large British station environments, has witnessed a spectacular transformation, which the Trust has been delighted to support for a second year.

*Sponsor:* Network Rail London North Western Route, Manchester

*Architect:* BDP, Manchester

*Contractor:* Morgan Sindall plc, Manchester



**HERTFORD EAST STATION:  
IMPROVEMENTS**

Hertford East Station is at the end of a branch line off the Great Eastern Railway (GER) main line to Cambridge. When the line opened the station was more fit for a rural branch line than a county town, but the GER put this right in some style when it rebuilt the station in 1888. The new building was designed by W N Ashbee, who had been involved in Norwich Station two years before, and it reflects many of Norwich's features. It is unusual in having two portes cochère, one across the head of the station and the second forming a vehicular entrance on the north side. The style of the building, with Jacobean and Dutch features, is undoubtedly a reaction to the high gothic style of 20 years before.

The Trust invested heavily in the station in the 1990s, with five separate grants to a total of over £250,000 in a six-year period. However, a decade and a half later some of the features were starting to look a bit tired again, and

*Top:* Sunlit interior of the porte cochère & station entrance

*Centre:* Interior view of the fine ceiling in the booking hall

*Bottom:* Exterior view of the porte cochère



Abellio Greater Anglia, the operator of the station, put together a package of improvements, jointly with the Trust and Hertfordshire County Council. The work included restoring and cleaning stonework, enhanced pest control measures to try and reduce the pigeon infestation, and a major purge on surface-mounted cables. As a result the station has a much better appearance, is at least back to the state that it was in 2000, and, in the case of the cables, is vastly improved.

*Sponsor:* Abellio Greater Anglia, London  
*Contractor:* J Coffey Construction Ltd, Harrow, Middlesex



**OAKHAM STATION:  
DOUBLE GLAZING**

Oakham Station lies on the Midland Railway's (MR) route from Syston to Peterborough. It was also on the MR's secondary route to Nottingham, running from Kettering through Corby and Melton Mowbray. The station opened in May 1848, and its main building, an elegant, Italianate, two-storey structure, featured in our Reports in 2000/01 and 2006/07. These two projects brought the station to a lettable standard, and the national charity Change Agents UK (formerly StudentForce for Sustainability) has used the building as its headquarters since 2006. One issue that the charity found uncomfortable and not in line with its objectives was the amount of heat loss through the windows. The Trust was able to provide a small grant towards double glazing.

*Sponsor:* Change Agents UK, Oakham, Rutland  
*Contractor:* Westmoreland Windows & Conservatories Ltd, Oakham, Rutland

Windows with secondary glazing installed





*Left:* Beautifully restored interior of community facilities  
*Right:* External view showing reinstalled arched windows

Western Railway, between Dumfries and Kilmarnock. It had a station that opened in 1850, at the time of the completion of the through route, with a single-storey building on the northbound platform. The station closed under the Beeching cuts in 1965, but British Rail reopened it in 1991. About half of the station building had been demolished, but the remainder was in situ, and being used as an office for track maintenance. Over the ensuing years the track maintenance function on the railways consolidated into a small number of centres, and most such activities left New Cumnock in about 2010, leaving the remaining portion of the original station unused.

A group of local residents formed a company, Passage to Monthraw Ltd, to take on the empty station building and convert it to a café and community meeting room. Although not a project that the Trust would normally support,



as the station is not listed, we felt it worth making an exception to try and help the deprived village. With our grant, and a similar one from the Stations Community Regeneration Fund, Passage to Monthraw has overseen the works, during which the Trust encouraged the installation of new, glazed, arch windows, as were originally present on the platform face: this has greatly improved the light in the platform side porch. Passage to Monthraw and its contractors have achieved an excellent restoration of the building and we look forward to seeing it in use as a café shortly.

*Sponsor:* Passage to Monthraw Ltd, New Cumnock, East Ayrshire  
*Architect:* add+, Dunfermline, Fife  
*Contractor:* CPMS Ltd, Glasgow

### NEW CUMNOCK STATION: CONVERSION TO CAFÉ

New Cumnock is a former mining community in East Ayrshire. Like all such communities it has suffered with the closure of the mining industry, and is now high on any deprivation index. It is sadly deficient in facilities for young people, and had no café.

New Cumnock lies on the former main line of the Glasgow & South

### WEMYSS BAY STATION: TOILETS UPGRADE

James Miller was a well-known and prolific Glasgow architect. After a period as an articulated architect he started his career working for the Caledonian Railway in the 1870s, where, over the next ten years, he designed a number of smaller stations, including Fort Matilda, recently restored with the aid of a Trust grant. After setting up his own practice in 1892 he continued to work for the Caledonian, and many other Scottish railways. He designed the classic chalet buildings of the West Highland Line, the Cathcart Circle stations (see page 15), extensions to the station and hotel at Glasgow Central, and St Enoch Station for the Glasgow Subway. His non-railway buildings included both the Institution of Civil Engineers and the Institution of Mechanical Engineers buildings, adjacent to each other in Westminster.

Miller's later work for the Caledonian included the two wonderful stations at Wemyss Bay and Stirling, with their circular concourses and canopies. Wemyss Bay was the terminus of a suburban line from Glasgow, and linked to the ferries along the Clyde coast and to Rothesay. As a result it is a vast

station for its traffic, with curving main line canopies and a long walkway down to the ferries. The station fully justifies its Category A listing, and in 1993/94 the Trust gave what was then a massive amount of grants, totalling £271,000, towards its restoration and repainting. (Interestingly, the station is now being repainted again, in the palette of Caledonian Railway colours which was also used at Gleneagles, and which has a much stronger provenance than those used twenty years ago.)

The Trust's work at Wemyss Bay this year has been much less grand, but equally vital. The state of the station toilets had become considerably less than satisfactory, and more attention was needed than could be justified as maintenance. ScotRail employed architects IDP to come up with a scheme



to improve them, and the Trust was delighted to contribute towards the work, as a result of which there are now acceptable facilities at this iconic station.

*Sponsor:* First ScotRail, Glasgow  
*Architect:* IDP Architects LLP, Glasgow  
*Contractor:* Edmiston Brown & Co Ltd, Glasgow

### NATIONAL RAILWAY HERITAGE AWARDS

The Railway Heritage Trust Conservation Award for 2014 was won by The Settle & Carlisle Railway Trust for its fine restoration of the station master's house at Ribbleshead, as detailed in our 2013/14 Report.

The following projects, to which grants were awarded by the Trust, were also recipients of National Railway Heritage Awards: Pitlochry Station 150th anniversary restoration (ScotRail and Pitlochry in Bloom), Nottingham HUB project (Network Rail, Nottingham City Council and East Midlands Trains).

## GRANTS AND EXTERNAL CONTRIBUTIONS: 2014/15

### NETWORK RAIL

The Trust has supported 40\* projects (2013/14: 47) with 44\* grants, which totalled £1,787,280 (2013/14: £1,782,966). The grants funded repair and restoration work carried out on the heritage aspects of buildings and structures in Network Rail's ownership. A total of six grants were either cancelled or brought forward.

### HIGHWAYS AGENCY (HISTORICAL RAILWAYS ESTATE)

The Trust has supported two projects (2013/14: nil) with two grants, which totalled £400,000 (2013/14: £0). The grants have assisted the Highways Agency (Historical Railways Estate) in its management of non-operational buildings and structures, which include redundant viaducts on closed lines. In April 2015 the Highways Agency was renamed Highways England, but its responsibility to manage the Historical Railways Estate is unchanged.

### MABER BEQUEST

The Trust has supported six projects (2013/14: four) with six grants, which totalled £23,140† (2013/14: £5,420), from the bequest of Henry Basil Maber. These projects met the Trust's objectives and also reflected Mr Maber's sphere of railway heritage interest.

\* These numbers exclude the grant for Helensburgh Central Station, which was awarded in 2013/14, but financially accounted in 2014/15.

† Due to a change in accounting for the Maber bequest, this figure includes the actual expenditure on the Bristol Roll of Honour previously reported in 2013/14.

The projects were:

Page		NETWORK RAIL GRANT	HA (HRE) & MABER BEQUEST GRANT	EXTERNAL CONTR'B'N NETWORK RAIL	EXTERNAL CONTR'B'N HA (HRE) & MABER BEQUEST
		£	£	£	£
<b>ENGLAND</b>					
14	<b>Battle Station:</b> Refurbishment of booking hall, waiting room & toilets	6,174		9,261 <sup>(1)</sup>	
18	<b>Billingshurst Signal Box:</b> Works to form base & lower structure	15,000		0	
24	<b>Blackburn Station:</b> Restoration & cleaning of building fabric, & installation of reflective glazing & historic photographs	30,000		52,500 <sup>(2)</sup>	
20	<b>Book about railwaymen &amp; women at war</b>		7,194 (MABER)		0
20	<b>Bristol: Midland Railway Goods Depot Roll of Honour:</b> Conservation of memorial & production of three replicas		1,226 (MABER)		0
20	<b>Crewe: Villiers-Russell Grave:</b> Restoration		2,880 (MABER)		2,880 <sup>(3)</sup>
10	<b>Deptford Station: Carriage Ramp:</b> Repair & refurbishment	173,000		269,351 <sup>(4)</sup>	
12	<b>Doncaster Station:</b> Conservation management plan	1,875		3,750 <sup>(5)</sup>	
13	<b>Downham Market Station:</b> Improvements to toilets	14,000		20,897 <sup>(6)</sup>	
19	<b>Film Archive:</b> Railway signalling & people		8,900 (MABER)		10,541 <sup>(7)</sup>
17	<b>Gateshead: Brandling Street Arches:</b> Refurbishment for commercial use	50,000		79,625 <sup>(8)</sup>	
	<b>Harrogate: Buffet &amp; Station Master's Flat:</b>				
	– Building structure (£73,785)		BROUGHT FORWARD		
	– Building fit-out (£54,000)		BROUGHT FORWARD		
7	<b>Headingley Station:</b> Disabled facilities	6,990		12,810 <sup>(9)</sup>	
25	<b>Helsby Station:</b> Restoration of former parcels office	13,500		0	
28	<b>Hertford East Station:</b> Fabric restoration, pest control & cable management	25,000		25,500 <sup>(10)</sup>	
22	<b>Hexham Station:</b> Conservation management plan for goods shed	5,000		10,000 <sup>(11)</sup>	
21	<b>High Wycombe Station:</b> Refurbishment of running-in board	4,000		3,690 <sup>(12)</sup>	
23	<b>Horton-in-Ribblesdale Station:</b> Window replacement	700		1,048 <sup>(13)</sup>	
7	<b>Huddersfield Station: King's Head:</b> Restoration works	32,800		61,061 <sup>(14)</sup>	
5	<b>Leamington Spa Station:</b> Repairs & reinforcement of running-in boards	1,240		1,856 <sup>(15)</sup>	
20	<b>London Euston Station: L&amp;NWR War Memorial:</b> Refurbishment	45,406		0	
20	<b>London Marylebone Station: GCR Goods Department War Memorial:</b> Provision of replica		2,460 (MABER)		0
18	<b>Lumb Viaduct:</b> Cycle route		200,000 (HA (HRE))		40,000 <sup>(16)</sup>
27	<b>Manchester Victoria Station:</b> Heritage features in redevelopment	130,000		102,890 <sup>(17)</sup>	
16	<b>Network Rail Archives:</b> Conservation of historic drawings	10,000		0	
5	<b>Newcastle Station: Centurion Bar:</b> Removal of balcony & flooring improvements	16,000		24,000 <sup>(18)</sup>	
8	<b>Nottingham Station:</b> Heritage features in redevelopment	135,000		268,446 <sup>(19)</sup>	
28	<b>Oakham Station:</b> Installation of secondary double glazing	2,683		0	
	<b>Oxford Rewley Road:</b> Swing bridge restoration (£75,000)	CANCELLED			
19	<b>Taunton Station:</b> Refurbishment of former ticket office area as retail space	35,482		53,223 <sup>(20)</sup>	
8	<b>Torksey Viaduct:</b> Cycleway		200,000 (HA (HRE))		30,000 <sup>(21)</sup>
26	<b>Trimley Station:</b> Emergency stabilisation works	4,000		8,850 <sup>(22)</sup>	
16	<b>Wakefield Kirkgate Station:</b> Heritage features in redevelopment	200,000		681,667 <sup>(23)</sup>	
12	<b>York: Toft Green Chambers:</b> Heritage elements of office refurbishment	60,000		30,800 <sup>(24)</sup>	

## GRANTS AND EXTERNAL CONTRIBUTIONS: 2014/15

Page		NETWORK RAIL GRANT	HA (HRE) & MABER BEQUEST GRANT	EXTERNAL CONTR'B'N NETWORK RAIL	EXTERNAL CONTR'B'N HA (HRE) & MABER BEQUEST
		£	£	£	£
<b>SCOTLAND</b>					
23	<b>Aberdeen Station:</b> Heritage works to doors & windows	6,000		0	
	<b>Aberdour Station:</b> Conversion of signal box (£75,000)	CANCELLED			
6	<b>Cupar Station:</b> Refurbishment of room as storage facilities	2,170		3,830 <sup>(25)</sup>	
15	<b>Dumbarton Central Station:</b> Refurbishment of room as veterans' centre	35,578		48,622 <sup>(26)</sup>	
4	<b>Edinburgh Waverley Station:</b> Restoration of historic floor & ceilings	150,000		15,000 <sup>(27)</sup>	
10	<b>Gleneagles Station:</b> Windows restoration works	46,000		1,242,000 <sup>(28)</sup>	
9	<b>Helensburgh Central Station:</b> Conversion of former station master's flat into a gymnasium	10,619		15,928 <sup>(29)</sup>	
6	<b>Kilmarnock Station:</b>				
	– Refurbishment of Rooms 5 & 6 for tenant (£38,509)	CANCELLED			
	– Refurbishment of Tower Rooms for tenant	29,149		92,304 <sup>(30)</sup>	
	– Refurbishment of Rooms 8 & 9 for tenant	20,267		64,178 <sup>(31)</sup>	
	– Refurbishment of Room 1 for educational & art use	12,845		40,677 <sup>(32)</sup>	
	– Refurbishment of Rooms 5 & 6 as book & coffee shop	38,509		121,947 <sup>(33)</sup>	
11	<b>Ladybank Station:</b> Restoration of Laird's Waiting Room	82,000		127,782 <sup>(34)</sup>	
15	<b>Maxwell Park Station:</b> Installation of power supply	9,617		0	
29	<b>New Cumnock Station:</b> Conversion to youth hub & community café	71,031		68,965 <sup>(35)</sup>	
25	<b>North Queensferry Station:</b> Restoration of end screens & new toilet installation	10,000		17,500 <sup>(36)</sup>	
25	<b>Pollokshaws West Station:</b> Additional glazing & door work	5,000		0	
	<b>Stirling Station:</b> Resiting of redundant listed semaphore signal (£6,000)	CANCELLED			
22	<b>Tain Station:</b>				
	– Refurbishment of building as a restaurant	100,000		195,000 <sup>(37)</sup>	
	– Installation of power supply	4,500		6,573 <sup>(38)</sup>	
29	<b>Wemyss Bay Station:</b> Refurbishment of toilets	17,500		27,102 <sup>(39)</sup>	
<b>WALES</b>					
20	<b>Cardiff Queen Street Station: Taff Vale Railway Roll of Honour:</b>		480		0
	Production of replica		(MABER)		
26	<b>Pantyyffnon Station:</b> Heritage restoration of station building	80,000		0	
13	<b>Pontypridd Station:</b> Refurbishment of station facilities	38,645		57,967 <sup>(40)</sup>	
		<b>1,787,280</b>	<b>400,000</b>	<b>3,866,600</b>	<b>70,000</b>
			<b>HA (HRE)</b>		<b>HA (HRE)</b>
			<b>23,140</b>		<b>13,421</b>
			<b>MABER</b>		<b>MABER</b>
<b>COMBINED NETWORK RAIL, HA (HRE) AND MABER BEQUEST GRANTS TOTAL</b>		<b>2,210,420</b>			
<b>COMBINED NETWORK RAIL, HA (HRE) AND MABER BEQUEST EXTERNAL CONTRIBUTIONS TOTAL</b>				<b>3,950,021</b>	

External contributions were from:

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>(1) <b>Battle Station:</b> Southeastern Trains</li> <li>(2) <b>Blackburn Station:</b> Department for Transport NSIP</li> <li>(3) <b>Crewe: Villiers-Russell Grave:</b> Bombardier Transportation UK Ltd</li> <li>(4) <b>Deptford Station: Carriage Ramp:</b> The Deptford Project Ltd</li> <li>(5) <b>Doncaster Station:</b> Doncaster Metropolitan Borough Council, East Coast Trains</li> <li>(6) <b>Downham Market Station:</b> First Capital Connect</li> <li>(7) <b>Film Archive:</b> Friends of the National Railway Museum</li> <li>(8) <b>Gateshead: Brandling Street Arches:</b> Gateshead City Council</li> <li>(9) <b>Headingley Station:</b> Leeds Innovation Fund, Sensory Leeds</li> <li>(10) <b>Hertford East Station:</b> Abellio Greater Anglia, Hertfordshire County Council</li> <li>(11) <b>Hexham Station:</b> Heritage Lottery Fund</li> <li>(12) <b>High Wycombe Station:</b> Chiltern Rail User Group, Marlow &amp; Maidenhead Passenger Association</li> <li>(13) <b>Horton-in-Ribblesdale Station:</b> The Settle &amp; Carlisle Railway Trust</li> <li>(14) <b>Huddersfield Station: King's Head:</b> Mykanada Ltd</li> <li>(15) <b>Leamington Spa Station:</b> ACoRP, Chiltern Railways, Friends of Leamington Station</li> <li>(16) <b>Lumb Viaduct:</b> Railway Paths Ltd</li> <li>(17) <b>Manchester Victoria Station:</b> Department for Transport (SCPF), MSSP, Transport for Greater Manchester</li> <li>(18) <b>Newcastle Station: Centurion Bar:</b> Keeping Inn Ltd</li> <li>(19) <b>Nottingham Station:</b> Nottingham City Council</li> </ul> | <ul style="list-style-type: none"> <li>(20) <b>Taunton Station:</b> First Great Western</li> <li>(21) <b>Torksey Viaduct:</b> Railway Paths Ltd</li> <li>(22) <b>Trimley Station:</b> County Councillor J Goodwin, District Councillor S Harvey, Suffolk Coastal District Council, Trimley Station Community Trust Ltd, Trimley St Mary Parish Council</li> <li>(23) <b>Wakefield Kirkgate Station:</b> Groundwork Wakefield</li> <li>(24) <b>York: Toft Green Chambers:</b> First TransPennine Express</li> <li>(25) <b>Cupar Station:</b> Cupar Heritage, Fife Council, Voluntary labour</li> <li>(26) <b>Dumbarton Central Station:</b> Transport Scotland SCRF, West Dunbartonshire Council</li> <li>(27) <b>Edinburgh Waverley Station:</b> East Coast Trains</li> <li>(28) <b>Gleneagles Station:</b> Event Scotland, First ScotRail, Transport Scotland</li> <li>(29) <b>Helensburgh Central Station:</b> Transport Scotland SCRF</li> <li>(30) <b>Kilmarnock Station:</b> Transport Scotland SCRF</li> <li>(31) <b>Kilmarnock Station:</b> Transport Scotland SCRF</li> <li>(32) <b>Kilmarnock Station:</b> Transport Scotland SCRF</li> <li>(33) <b>Kilmarnock Station:</b> Transport Scotland SCRF</li> <li>(34) <b>Ladybank Station:</b> ERDF, Fife Environment Trust, Transport Scotland SCRF</li> <li>(35) <b>New Cumnock Station:</b> Transport Scotland SCRF</li> <li>(36) <b>North Queensferry Station:</b> Fife Council, Transport Scotland SCRF</li> <li>(37) <b>Tain Station:</b> G &amp; G Rooney Ltd, Transport Scotland SCRF</li> <li>(38) <b>Tain Station:</b> G &amp; G Rooney Ltd</li> <li>(39) <b>Wemyss Bay Station:</b> First ScotRail</li> <li>(40) <b>Pontypridd Station:</b> Welsh Government (WEFO)</li> </ul> |
|---|--|

The Annual Report and Accounts covers the operations of the Railway Heritage Trust during the period 1st April 2014 to 31st March 2015.

Established in 1985, the Trust is an independent registered company limited by guarantee, supported by Network Rail and the Highways Agency (Historical Railways Estate), with the remit of:

- the conservation and enhancement of buildings and structures owned by these organisations that are listed or scheduled, or of special architectural or historical interest; and
- to act as a catalyst between outside parties and these owners on the conservation and alternative use of non-operational property, including the possible transfer of responsibility to local trusts or other interested organisations.

In 2014/15, the Trust awarded 52 grants towards the costs of 48 restoration and other projects. Six grants were either cancelled or brought forward.

## AUDITED ACCOUNTS

Begbies, London, audited and approved the Trust's Accounts for 2014/15. At the Trust's Annual General Meeting in July 2015 the Executive Board considered, approved, adopted and signed the audited Accounts and, as required by law, then deposited the signed Accounts with Companies House, accompanying the Trust's Annual Return. Copies of the Accounts will also be presented to the Boards of both our sponsors.

In their Report and Financial Statements the Auditors stated: 'In our opinion the financial statements give a true and fair view of the state of the company's affairs as at 31st March 2015 and of its loss for the year then ended; have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and have been prepared in accordance with the requirements of the Companies Act 2006'. They further stated: 'In our opinion the information given in the Directors' Report for the financial year for which the financial statements are prepared is consistent with the financial statements'.

**Begbies  
Chartered Accountants and  
Registered Auditors  
London  
July 2015**

## FINANCIAL REPORT

The Trust's financial activities in 2014/15 are summarised as follows:

<b>FUNDING ALLOCATED TO PROJECTS</b>	£
From Network Rail	1,776,689
From Highways Agency (Historical Railways Estate)	400,000
From Maber bequest	23,140
	<b>2,199,829</b>

## EXPENDED ON PROJECTS

44 Grants to Network Rail projects	1,787,280
2 Grants to Highways Agency (Historical Railways Estate) projects	400,000
6 Grants to Maber bequest projects	23,140
	<b>2,210,420</b>

## FUNDING FOR TRUST'S OPERATIONS

From Network Rail	235,870
From Highways Agency (Historical Railways Estate)	10,000
Net movement in Maber bequest	(10,640)

<b>Total Income</b>	<b>235,230</b>
<b>Total Expenditure – Administration</b>	<b>248,245</b>

## EXECUTIVE DIRECTOR'S COMMENTARY

We started the 2014/15 financial year with pretty much a blank sheet, as Network Rail's Control Period 5 got under way. Happily, we had no problem in finding schemes to use our funds on – three large projects in England and a very high rate of expenditure in Scotland prior to the change of train operating franchisee took, between them, nearly two thirds of our available funds. Indeed, our challenge for 2015/16 is to keep up that rate of delivery without these major schemes. However, we would not have been able to deliver all this work without the support I always receive from Malcolm and Claire, for which, as ever, I am most grateful.

Sir William, in his Statement, has summarised the projects that we have helped fund in the year, and the Report itself shows the detail of what we have done, so I do not propose to cover this ground again.

During the year we relocated our office within the Euston building twice, so we now hope for a period of stability.

We are, however, very happy to have finally got our IT up to a reasonably modern standard. It was becoming embarrassing to use versions of Windows that were no longer even supported. In parallel with this we have refreshed our web site and added new sections, one covering our work on war memorials, and the other a series of video interviews with the Chairman, Simon Jenkins, Richard Broyd OBE, Sir Peter Henty and Lord Faulkner, in which they talk about, and demonstrate, various aspects of the Trust's work. The Trust has also become a regular contributor to Twitter, and can be found at @railwayheritage. We now have over 1,200 followers, a total that is steadily rising.

Returning to work issues, some of the train operating companies (TOCs) are putting in real efforts to control cable runs on listed buildings, and we welcome this development unreservedly. We continue to argue that such runs need listed building consent, and should be designed with the structure in mind, not just slapped up on it. We continue to make this point to the TOCs, and particularly do so at franchise change.

During the year, our auditors, Price Firman, joined forces with Begbies Chartered Accountants and Registered Auditors. We look forward to working with Begbies in the future.

**Andy Savage  
Executive Director  
London  
July 2015**

The Trust is registered in England and Wales as company number 1876790.



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