



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: Manchester Victoria Station: Refreshment room dome Inside front cover: Wakefield Kirkgate Station Inside back cover: Corrour Signal Box Back cover: Manchester Victoria Station: Detail from Lancashire & Yorkshire Railway war memorial

### ACKNOWLEDGEMENTS

Photography by Paul Childs, Spheroview Ltd, Tunbridge Wells, Kent

Other photographs as individually credited

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### **Review of Projects**

Reports on the Trust's grant-aided projects, including: a variety of station refurbishments, from replacement canopies to minor heritage details; works to signal boxes, a viaduct, arches, a turntable and war memorials; conversions to provide a therapy centre, refreshment facilities, and cycle workshops; the production of a conservation management plan; and the preservation of historic drawings and documents.

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### **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



Manchester Victoria Station: Frontage canopy detail

### **ADVISORY PANEL**

Robert Baldwin Gordon Biddle John Boyle Richard Broyd Timothy Bryan Anthony Byrne Professor Dugald Cameron Jamie Coath Iim 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 Jerry Swift Robert Thornton Peter Trewin Dame Margaret Weston Adam Wilkinson

# ANNUAL MEETING OF THE ADVISORY PANEL

The Annual Meeting of the Advisory Panel was held on 12th October 2015, at 1 Eversholt Street, London. Mike Ashworth, Design & Heritage Manager for London Underground, was the guest speaker and talked about how that organisation handles its built heritage issues. His presentation was greatly appreciated and, for the first time, nine days later, a successful repeat meeting was held in Glasgow, with Panel members and Scottish industry partners present. This was followed by a tour of the undercroft of Glasgow Central Station.

### **CHAIRMAN'S STATEMENT**

AST YEAR I REPORTED on the 30th anniversary celebrations of the Trust's existence and how we had contributed to the railway industry's care for its listed and historic buildings. A year later we can see that the Trust has continued to deliver that improvement, across all of Great Britain. In 2015/16 we funded 47 grants from Network Rail's sponsorship, one from Highways England (Historical Railways Estate)'s sponsorship, and ten from the Maber legacy, making a total of 58 grants, a slight increase on 2014/15. The grants were worth £2.04 million in total, and drew in £4.47 million of external funding. This latter figure is one of the highest external contributions we have seen, and it emphasises how heritage is good business for Network Rail and Highways England (Historical Railways Estate), as well as being a social benefit.

report that the situation improved noticeably at the end of the year, and has continued to get better, so I am optimistic that this was only a temporary blip.

Although we worked closely with colleagues in both Network Rail Wales Route and Arriva Trains Wales, we only saw one project happen in the Principality, and that, restoring some ironwork at Cardiff Central, was worth only just over a thousand pounds.

On the non-operational estate the position was happier: we have continued our work to convert closed viaducts into pedestrian and cycling routes, thanks to the Department for Transport's on-going funding, for which we are most grateful. This year we have helped complete the route across the Trent over Torksey Viaduct, work on which started in 2014/15. Now that this is complete our friends in Railway Paths Ltd are working



 $HRH\ The\ Duke\ of\ Gloucester\ \&\ Sir\ William\ at\ the\ opening\ of\ the\ waiting\ room\ at\ Worcester\ Shrub\ Hill$ 

In England we gave 33 Network Railfunded grants, to a total value of £1,506,266. The biggest grants were both for £250,000, one towards the restoration of C H Driver's stunning gothic wall on the south side of London Bridge Station, and the other to improve the lighting in the Dark Arches under Leeds Station. At the other extreme, we gave a grant for less than a thousand pounds for a new bench at Ridgmont Station.

In Scotland we only awarded 13 grants, to a total value of £309,502. This is under half of the value in 2014/15. Sadly, the change of the franchise at the start of the financial year brought all progress on Stations Community Regeneration Fundsupported projects to a halt for most of the year, and our ability to find work suffered accordingly. I am happy to

with adjoining land owners and local authorities to upgrade the route to full bridleway standards, so as to allow cycling over the viaduct as well. Looking to the future, we have identified projects for the next few years. In 2016/17 we have Castleford, and Bennerley in the Erewash Valley, but also, as we move ahead, we hope to open a walkway on a permanently-abandoned section of the Waverley Route, a viaduct over the River Eden at Carlisle.

We have continued to both record and support work on war memorials. Our project to recognise and honour the seven railwaymen awarded the Victoria Cross has advanced, and is now nearly half complete, and the plaques have been well recognised as they have gone up. The final funding for the replacement plaques for London Marylebone Station, where all the original memorials had

been lost or removed, was in this financial year, and we are particularly proud of our work to create a copy of an old Great Western Railway Roll of Honour from Worcester Sheet Department. The original is very frail and water-stained, and is permanently kept in the National Railway Museum. However, through the excellent work of our photographer, Paul Childs, and Malcolm Wood, we have been able to create a cleaned-up copy which has been mounted and framed and is now displayed near the Victorian Waiting Room at Worcester Shrub Hill Station, itself an award-winning project that we are most proud to have supported. I am also very happy that we could support a group of Virgin Trains staff at Manchester Piccadilly in creating a new memorial to replace one from London Road, shamefully lost in the 1960s' redevelopment of that station.

As far as the organisation of the Trust is concerned, I have been aware for some time that, having served as Chairman for 31 years, we need a strategy to find my successor. Happily, we have identified a most suitable potential future Chairman for when I do eventually stand down, but his present employment precludes him joining the Board at this time. However, I am delighted that Jim Cornell, our Executive Director for many years, has agreed to rejoin the Board as Deputy Chairman for the intervening period, ensuring that we have continuity should it be necessary. It is good to have Jim's experience even more available to us than it has been in the last six years.

I conclude, as ever, by thanking our sponsors, Network Rail and the Department for Transport through Highways England (Historical Railways Estate). I must also 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. I commend the 31st Annual Report and Accounts of the Railway Heritage Trust to you.

The Hon Sir William McAlpine Bt Chairman London July 2016



# LEEDS STATION: DARK ARCHES: LIGHTING IMPROVEMENTS

Leeds Station has had a chequered career. Originally it was two separate stations, the Midland Railway's Wellington Station, and the joint North Eastern and London & North Western Railways' New Station. After the 1923 Grouping the London, Midland & Scottish Railway (LM&SR) and the London & North Eastern Railway (L&NER) combined the stations as Leeds City, linking them with a distinctive LM&SR-designed, Art Deco, concourse, which the Trust helped restore in 1998/99. Subsequently, the above-tracks parts of the operational station were rebuilt to increase capacity, so little of heritage interest remains at that level, other than the 1930s' concourse, and the associated Queens Hotel, sold in

However, the undercroft is another matter. The River Aire passes directly under the station, which is built on a series of viaducts. Neville Street runs under the railway from north to south, and, almost at the southern boundary of the viaducts, the Dark Arches form a long arcade from it to the west, under the station and parallel to the tracks. The arcade is a wonderful piece of engineering, with the station supported on vaulting in both the longitudinal and transverse directions, but the 'Dark' name was well given: the arcade was poorly lit, and had only seen commercial, storage, and parking use for many years.

The opening of a southern entrance for Leeds Station in 2015 has now

*Top:* General view of arches *Right:* Detail of arch brickwork

### LEAMINGTON SPA STATION: UPSIDE CAFÉ

The Trust has supported various projects, undertaken by both the enthusiastic Friends of Leamington Station and Chiltern Railways, which have greatly enhanced the historic quality of this splendid, former Great Western Railway, Art Deco station, dating from 1938.

In 2011 we supported the refurbishment of the two waiting rooms, returning them to their 1930s' style. The works to the upside waiting room included the introduction of a doorway leading into the adjacent former refreshment room which, for some time, had been used as a train crew mess room. Chiltern Railways has now put together a project to refurbish this room and bring it back into use as a customer facility. The internal panelling on the wall backing onto the platform was in a poor state, but enough could be salvaged to enable a combination of repair and new provision to return the wall to its

original form. The plasterwork has also been repaired and new services installed, together with a new, appropriately tiled, floor. Lighting has been provided in a similar style to the waiting room and the windows and doors have been refurbished. Finally, a security shutter has been installed to separate the serving counter from the main area when the refreshment facility is closed, allowing the room to be used solely as a waiting room.

The Trust has supported the project with a grant focusing on the restoration of the panelling and the repairs to the windows and doors, and we are pleased to note that this scheme represents the culmination of works to the waiting rooms.

Sponsor: Chiltern Railways, London
Designer: WSS Construction Consultants,
Folkestone, Kent
Contractors: The Input Group, Derby & Guy
Goodwin Restoration, Warwick (interior

Below: Interior of café & waiting room

panelling)



transformed the area. The new entrance descends to ground level directly over the Aire, and people using it are naturally guided into the arcade, resulting in a vastly increased footfall. Consequently, Network Rail has decided to redevelop the space as a retail area. With new frontages to the arches, and the stunning vaulting, this promises to be a top-class



location. A necessary preliminary is to improve the lighting, particularly at the east end by Neville Street, and the Trust has given a substantial grant towards this. Network Rail has also removed as much of the electrical services routed in the vaulting as possible. Work started in the financial year 2015/16, and will carry on into 2016/17, and it is possible that we will give further support to improving the road surfaces as part of this exciting development project.

Sponsor: Network Rail London North Eastern Route, York

Designer & Contractor: Network Rail London North Eastern Route Works Delivery Group, York

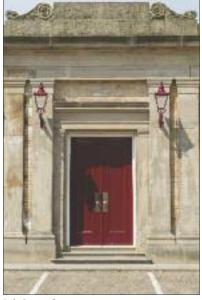
## NEWARK CASTLE STATION: RESTORATION OF MAIN BUILDING

Newark Castle was Newark's first station, opened in 1846 by the Midland Railway (MR) as part of George Stephenson's Nottingham to Lincoln line, six years before the Great Northern Railway opened its rival Northgate Station. Both stations remain open, and both are Grade II listed.



Newark Castle's building is a singlestorey structure, on the Nottinghambound side of the station, and dates from the opening of the line. Unusually for the MR, it is in a mainly classical style, and its rounded ends give it a unique appearance.

The station was unmanned in the 1970s, as part of the general run-down of the rail system at that time, but the building survived and was initially transferred to the British Rail Property Board. The Trust made its first grant to the structure in 1987/88, when it contributed towards general restoration works. Between 1995 and 1997, with



Left: Station frontage Above: Entrance door detail Below right: Interior view

the building transferred back into the maintenance of the operational railway, the Trust awarded a further three grants, as part of a major restoration. This coincided with the creation of a Conservation Area for the part of the town between the canal, which borders the castle itself, and the railway. On conclusion of this project, Railtrack, the then infrastructure controller, let the building out as a wine bar but, sadly, this was not a success, and, after only a few years' operation, the structure was once more abandoned.

Nearly a decade of legal arguments followed before the railway was able to reclaim it, and by then there was considerable deterioration, with the new roof that the Trust had funded being allowed to leak, with consequent damage to the interior. Network Rail has now transferred the structure into the train operating company's lease, and East Midlands Trains (EMT) has led a further restoration, with the help of a grant from the Trust. In a completion of the circle, the line has now become so busy that EMT considers it appropriate to once more have a manned booking office on the station, and it has installed this in the west, Nottingham, end of the building. The east end of the structure has been refitted for use as a café/newsagent and EMT has now identified a tenant to take this space on.

The restoration of this station has been a long and, at times, heart-breaking slog for the Trust. We hope that, after this third set of funded works, the building will now have a happier future than its experiences of the last thirty years.

Sponsor: East Midlands Trains, Derby
Architect: William Saunders LLP, Newark,
Nottinghamshire
Contractor: Bowmer & Kirkland Ltd, Heage, Belper,
Derbyshire



# APPLEBY EAST LEVEL CROSSING: REMOVAL OF EQUIPMENT

Appleby East Station lay on the Penrith to Barnard Castle line of the North Eastern Railway (NER), near the later, but more well-known, station on the Settle & Carlisle line. The NER line opened in 1862, and was primarily intended to carry iron ore from Cumbria to the furnaces of the north east. It closed to passengers in 1962, although the Appleby to Warcop section survived for freight for some years more.

A preservation society is now gradually reopening parts of the line east of Appleby, but Appleby East Station

itself is now out of railway usage of any sort and the road level crossing over Station Lane at the Penrith end of this former station has also been abandoned. However, the trackbed under this crossing, and towards the Settle & Carlisle route remains in the ownership of Network Rail. Fortuitously, much of the underground level crossing mechanism remained in situ, including both the locking boxes in the middle of the road, which had simply been tarred over. The South Tynedale Railway (STR) identified this material and, after seeking expert advice from North Yorkshire Moors Railway's signalling department, was keen to reuse it at Slaggyford Station, on the STR's extension back

towards Haltwhistle. The original fourgate crossing here was removed when the Alston branch was closed and lifted in 1976, but now, in another lane immediately next to an original ex-NER station, the former Appleby East mechanism will once again be connected to a (replica) NER signal box, fulfilling its original purpose of operating a four-gate manual level crossing. The Trust was pleased to help facilitate release of the equipment from Network Rail, and gave a grant to both cover its removal to the STR, and make good the road.

Sponsor: South Tynedale Railway Preservation Society, Alston, Cumbria Contractor: Cubby Construction Ltd, Carlisle, Cumbria

## ULVERSTON STATION: PROVISION OF CYCLING FACILITY

Railway historian Gordon Biddle describes the 1878-built Furness Railway station at Ulverston as 'the most elaborate station of its size in the north west', and the Trust has, in the past, sponsored work on the main buildings, and hopes to do so again in the future. However, this year our attention has been elsewhere. On entering the station approach drive there is a two-storey, rectangular, building on the trackside, reaching down to the platform below. This structure, built in red sandstone with cream ashlar trim, is contemporary to the main station building, which is of the same material, and linked to it by a screen wall. It was once the gents toilets, but it is a massive structure for such a function, and the Trust wonders whether the station water tank was originally located on top of it.

First Transpennine Express, the then operator of the station, designed and fitted out this building as a cycle store and workshop. The work has been done with due sympathy to the historic nature

Above: Upper floor interior

Relow: External view of building



of the building, and to fit in with the rest of the station. The Trust was happy to give a grant for this work, and congratulates First Transpennine on undertaking it at a time when franchise changes meant that responsibility for the station was about to transfer to another operator.

Sponsor: First Transpennine Express, Manchester Designer & Contractor: The Input Group, Derby



# PECKHAM RYE STATION: STAIRCASE REFURBISHMENT

The magnificent station building at Peckham Rye was designed by the eminent Victorian architect, Charles Henry Driver, for the London, Brighton & South Coast Railway, and was opened in 1866. Whilst the three-storey building does not exhibit the more extreme details of polychromatic brickwork usually associated with Driver, the Second Empire style of the structure incorporates his trademark cast-iron work, floral-decorated keystones and string courses.

In our 2012/13 Report we described the start of remedial work to the building's south tower staircase, which was allied to works to the doors and windows on the matching tower on the north side of the frontage. Our grant support in that year covered the engineering design for a new staircase to access the impressive, large, space of the former waiting room (later a billiard hall) at platform level. Work has now started to install that contemporary glass and steel structure, which will supplement the original stone stair flight, with its associated cast-iron balustrade, which still exists at the lower level. As well as installing the new flight to a design which has minimal intrusion on the structure of the tower, and relieves load



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on the intermediate stone landing, the wall finishes are being treated in a manner which will leave as much of the original detail as possible.

The Trust helped fund completion of this major piece of work and hopes it will

enable local groups to use the large waiting room to promote the station and environs, with an aspiration that the space will eventually be sympathetically restored, bringing an important element of the station back into viable use.

Sponsor: Network Rail Commercial Property, London

Architect: Benedict O'Looney Architects, London
Engineering Designer: Structure Workshop Ltd,

Contractor: Spence, London



TORKSEY VIADUCT: PROVISION OF CYCLEWAY

In the Report for last year we described the history of Torksey Viaduct, and the historic importance of the two spans over the River Trent, across which we funded the provision of a cycle path. We also explained that there was an ongoing need to do the same work on the

Above: View of the side viaduct Right: The Sir John Fowler viaduct

side span bridge on the Lincolnshire part of the viaduct before this cycleway could be opened. We were very pleased to be able to use our 2015/16 sponsorship from Highways England to carry out this further work, so that the new link across the river is now open for both pedestrian and cyclist use.

# BOOK ABOUT RAILWAYMEN & RAILWAYWOMEN AT WAR

In our last Report we briefly mentioned the work that Anthony Lambert is doing in developing a book on the heroism of the railwaymen and railwaywomen who fought or otherwise supported the country in the Great War.

Anthony's research in the last year has taken him to several sources. At the National Archives at Kew he has researched records from the Railway Clearing House, the Government's Director of Railway Transport, the Railway Executive Committee, the Great Western Railway Board, the Ministry of Transport, and the Royal Engineers. At the National Railway Museum the range of sources varies from a 1946 speech to

the fifth Pan-American Railway Congress to the wartime diary of the Shropshire & Montgomery Railway, and also includes railway company magazines and retrospective reports both by locomotive manufacturer Beyer, Peacock and by the Railway Clearing House.

Anthony has paid particular attention to the development of railway war memorials and the services of dedication, and still has to consult both union archives and the Imperial War Museum.

The current target is to complete research in the summer of 2016, and have the manuscript written by spring 2017, well on target for publication for the centenary of the Armistice in November 2018.

Sponsor: Railway Heritage Trust, London Author: Anthony Lambert, London The side viaduct is almost as long as the two main spans over the Trent, but consists of 17 separate spans. If not of the historic significance of Sir John Fowler's main structure, this one is almost equally interesting. The decks are of lightweight wrought-iron, of relatively small span, and are as conventional as the river ones are ground breaking.



However, they are supported on an amazing set of cast-iron trestles, that appear to have been constructed using prefabricated components of a standard design. Whilst most of these trestles are one unit high, and carry the line over the flood plain, those at the west end are over a side creek of the river, and needed to be much higher to reach down to a suitable footing. The same castings have been used, but bolted up into two layers to achieve the height needed, and the whole substructure is reminiscent of the principles of Meccano.

Sponsor: Railway Paths Ltd, Birmingham Contractors: Hankinson Group, London (steel painting); Hutchinson Ltd, Gainsborough, Lincolnshire (walkway) & Moulds Fencing (Torksey) Ltd, Torksey, Lincolnshire (fencing)

# NEEDHAM MARKET STATION: RESTORATION

The station at Needham was completed in 1849, to the design of Frederick Barnes of Ipswich. The building was commissioned by the Ipswich & Bury Railway, but by completion that company had been incorporated into the Eastern Union Railway, whose initials still grace the structure, although that company in turn lost its identity to the Great Eastern Railway in 1862. Although of a similar Jacobean style to other stations on the line, the building was undoubtedly extravagant for the needs of the town. Although one of the last surviving minor stations to stay open between Ipswich and Norwich, Needham Market closed for passenger traffic on 2nd January 1967, but happily survived to reopen almost five years later, and has remained open ever since.



The building, being too large for railway needs, and then having been closed and leased out, had deteriorated badly by the time of reopening, but it was listed in 1986, and the Trust has pursued its renovation almost since we were founded. We funded restoration of the exterior in 2000/01, and of the forecourt and interior in 2001/02, when it became an architects' office. Appropriately, the tenant designed the works.

In our Report for 2001/02 we stated



that the pavilion at the south end of the platform was in desperate need of restoration, with cracking and collapsing brickwork, but nothing happened to rectify this and the structure continued to deteriorate. In 2014 the current train operator, Abellio Greater Anglia, approached the Trust to discuss a proposal to demolish the pavilion but the intervening decade and a half had not changed our view and we reiterated our opposition. After further discussion, we agreed a package of works that stabilised

Above: View of platform elevation Left: Window detail the pavilion to prevent its collapse, thus retaining the classic, balanced, appearance of the station. We also reinstated some of the windows that had been blocked up in the closure and industrial-use period, making the rear, platform-facing side, of the station more attractive for passengers, and adding to the earlier renovation of its front and interior. The original restoration work has stood up well since it was carried out, and we are glad to have resolved this unfinished business.

Sponsor: Abellio Greater Anglia, London Contractor: Hammond (ecs) Ltd, Cwmbach, Aberdare, Rhondda Cynon Taff

# LEEMING BAR STATION: FOOTBRIDGE

In our 2011/12 Report we described the history of the Wensleydale branch, and how the fact that it is still owned by Network Rail, and only leased to the Wensleydale Railway (WR), enables us to give occasional support to projects on that route.

Leeming Bar is the main intermediate station on the line, and its building, designed by GT Andrews of the North Eastern Railway, was listed, and survives in railway ownership. Andrews' goods shed also survives but is owned by the WR directly (and thus is outside our scope). Leeming Bar was, for many years, the eastern terminus of the preserved operation but trains now run to Northallerton in the east, as well as Redmire to the west. Incidentally, the

Northallerton extension passes through Scruton Station, recently restored with Railway Heritage Trust support.

As a result of this extension of its services, the WR wished to bring the second, eastbound, platform in Leeming Bar Station back into use, so that trains could pass each other there. However, that platform had no direct means of access, and the WR had been seeking a footbridge for some time. In late 2015 Network Rail renewed the footbridge at Brigg Station, in North Lincolnshire, and the Trust was able to fund the extra costs of carefully dismantling the old bridge, and moving it to Leeming Bar, where the WR will re-erect it in the near future.

Sponsor: Wensleydale Railway Association (Trust)
Ltd, Leeming Bar, Northallerton, North
Yorkshire

Contractor: Reid Freight Services Ltd, Longton, Stoke on Trent, Staffordshire



# ABERDOUR SIGNAL BOX: CONVERSION TO STUDIO

Aberdour Signal Box is a long-closed stone structure, built by the North British Railway in 1890 after the opening of the Forth Bridge. Along with all the other buildings on the station, it is listed, and its unique design, which conforms with those buildings, makes it particularly worthy of preservation insitu. Furthermore, its location at the rear

of the station platform, and away from the track, makes it suitable for leasing out and reuse, unlike so many other redundant signal boxes, which tend to be close up against operational railway lines.

However, in recent years the signal box has been a source of much frustration for the Trust. In 2009/10 we gave a grant to develop a feasibility study towards installing a café in the building and a proposed extension, but on-going planning and land ownership issues

dragged the process out over the next four years, when the opening of another café near the station made the proposal no longer viable, and we finally had to cancel a further grant we had awarded for the conversion. Since then we have been trying to think of a use for the signal box that would not involve either catering, or an extension, since it was this that caused the previous problems.

Readers of this Report in 2010/11 and 2011/12 may recall that we gave two grants to Lynette Gray to convert Kinghorn Station, some five miles west of Aberdour, into an art studio and training room. This project was most successful, and Lynette now runs a flourishing business there, to the extent that she no longer has space for her personal artistic endeavours. A chance conversation led to us showing Lynette Aberdour Signal Box, and she is now busy converting it into a further studio; a very happy outcome, and another addition to the many projects that the Trust has sponsored along the railway routes of Fife.

Sponsor: Lynette Gray, Kinghorn, Fife Architect: IDP Architects LLP, Glasgow Contractor: CPMS Ltd, Glasgow

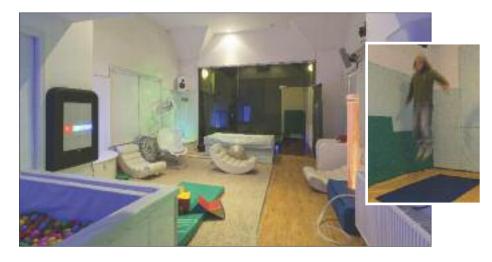
## HEADINGLEY STATION: THERAPY ROOM

In our 2014/15 Report we described how the 1849 station building at Headingley was used as the headquarters of Sensory Leeds, a charity that gives high-quality sensory experiences to disabled people. During that year we gave a small grant towards improving disabled facilities. This year we have worked again with the charity, to help it develop a rebound therapy room in the most northerly part of the building. This new facility, in effect a giant trampoline and its surrounds, has proved most popular and an effective extra treatment in the charity's range.

We are in discussion with Sensory Leeds about installing a lift within the building, which would make the whole of the first floor wheelchair accessible, and so expect that the station will feature for a third time when we come to produce our 2016/17 Report.

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

Main picture: Interior of therapy centre Inset: The room in action



# BLAIR ATHOLL STATION: WAITING ROOM DOOR

Blair Atholl Station has always been one of contrasts. On the southbound platform is a magnificent rubblestone building, which had to be approved by the Duke of Atholl before the Inverness & Perth Junction Railway could build it. Even today, cut back by a third of its length, it remains a splendid structure, which fully justifies its Category B listing.

In contrast, the shelter on the

northbound platform is, at best, mean. It is a small timber building, and has minimal facilities apart from a room for the passengers to wait in. Sadly, even this was not weather-proof, as it had no door. After local pressure, train operator ScotRail approached the Trust to see if we could help by contributing towards a new one. We were content to fund the door itself, and ScotRail carried out the installation.

Sponsor: ScotRail, Glasgow Contractor: CPMS Ltd, Glasgow





LIVERPOOL: JAMES STREET STATION: REFURBISHMENT

Liverpool's James Street Station and its sister station at Hamilton Square are the oldest deep line underground stations in the world. James Street opened in 1886 as the Liverpool terminus of the Mersey Railway (MR) but became a through station in 1892 when a tunnel was extended to Liverpool Central Station. Electrification followed in 1903 and by 1938 expansion of the electrics enabled through trains to run to West Kirby and New Brighton.

The original street level station building was destroyed by German bombing during the blitz on Liverpool in 1941, and a new surface structure was constructed in the 1960s, well in time for the further expansion of services on the Liverpool central area 'loop', which occurred in the 1970s.

Whilst the main James Street entrance provides access via four lifts, a secondary access from Water Street, dating from the 1938 build, is available during weekday peak hours, with the booking hall accessed by stairs and then a long, ramped, subway linking to the platforms. The booking hall contains some

Above: Water Street booking hall Left: Access subway Below: Water Street entrance

particularly fine mosaic designs and features in the Art Deco style.

Merseyrail embarked on a programme of refurbishment work in 2014 which included restoration of the tiling and mosaic work, new feature lighting to the subway, and the introduction of signing and poster panels based on original MR examples as formerly located in the station. At street level, the Water Street entrance has been furnished with feature signing as originally styled.

The Trust was pleased to support the heritage aspects of the project with a grant, thereby assisting in what has been a fine transformation of an historic element of Liverpool's transport infrastructure.

Sponsor: Merseyrail, Liverpool Architect: Mersey Design Group, Liverpool Contractors: Lorne Stewart PLC, Leigh,

Lancashire: Stone Edge, Nelson, Lancashire (stone & mosaic work); Signs 3000 Ltd, Liverpool (external signs) & Leander Architectural, Dove Holes, Buxton, Derbyshire (specialist heritage signs)



# ABERDEEN: FERRYHILL TURNTABLE: RESTORATION

The steam locomotive (with the notable exception of the Ffestiniog Railway's double Fairlies) was a very unidirectional machine, and although it could be driven in reverse, this was not good for it or its operators. In order to keep the chimney leading, the railway companies provided a large number of turntables throughout the network but, almost half a century after the end of steam, few remain on today's operational railway. Whilst most surviving turntables on Network Rail lines are associated with regular steam excursion traffic, there are a few that are not, and the Trust has become involved with two, at opposite ends of Great Britain.

Neither project is fully in hand yet, and we have not made any award towards the St Blazey turntable in Cornwall, but, many miles to the north, the Ferryhill project at Aberdeen is getting under way. Somehow the turntable here has remained as an operational asset, but it is physically very remote from the station, at the end of a long raft of sidings, which have no other use, and, as a result, it has slipped into disrepair and the sidings have become overgrown. Whilst steam operators have pushed for its recommissioning, the revenue that excursions would generate would not cover the costs of restoring the turntable to working order. Happily, the Ferryhill Railway Heritage Trust, which leases an adjacent building, is prepared to take on both its restoration and maintenance and has now also leased the area the turntable is situated in.

The Railway Heritage Trust has offered a grant towards the restoration, to be carried out when the other funds are in place, but this year we have given a small grant so that the Ferryhill Trust can investigate why the turntable pit has flooded with water continuously in recent years. The investigation is now complete, and it has been established that a manmade blockage in the drain will have to be diverted past. This now goes into Ferryhill Trust's planning, and we hope to see the project come to fruition next year.

Sponsor: Ferryhill Railway Heritage Trust, Aberdeen

Contractor: Diamond Drainage, Aberdeen

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# FORMER MAIDENHEAD TRAIN SHED: ENGINEERING REPORT

The Wycombe Railway (WR) opened a route from High Wycombe to Maidenhead in 1854, with the line terminating at Castle Hill on the Bath Road. However, the Great Western Railway (GWR) route from Paddington had already arrived at the River Thames east of Maidenhead in 1838 with a station constructed at Taplow and known as Dumb Bell Bridge. Intended as a temporary measure, the original plan was to move the station one mile further west once the Maidenhead river bridge had been completed and the line to Bristol had come into operation, but this did not happen, even though the bridge and line opened to traffic in 1839. Dumb Bell Bridge remained the station for Maidenhead on the main line until November 1871 when the GWR opened a new station which also received trains from the WR, who, by then, had closed the Castle Hill site.

Although this station was extended in 1893, when the route was widened from two tracks to four, the original 1871

train shed and canopies remained on the Wycombe branch platforms. The shed was based on a design principle for overall train sheds that Brunel adopted in the 1850s and has remained effectively undisturbed since its construction.

However, the progress of Crossrail proposals and the wider Great Western Route modernisation and electrification programmes meant that, by 2014, plans to demolish the shed were well developed. Following a bout of frenzied negotiation regarding the need to save the structure for reuse elsewhere, a decision was taken that the building would be offered to the Cholsey & Wallingford Railway (C&WR).

The shed was dismantled and the sections delivered to the C&WR, after which the Trust gave funding for a report and drawings by specialist heritage engineers which will enable a plan to be developed to reconstruct the shed at C&WR's terminus at Wallingford.

We now await further proposals regarding that reconstruction.

Sponsor: Cholsey & Wallingford Railway, Wallingford, Oxfordshire Consulting Engineer: The Morton Partnership Ltd,

# HUDDERSFIELD: KING'S HEAD: IMPROVEMENTS

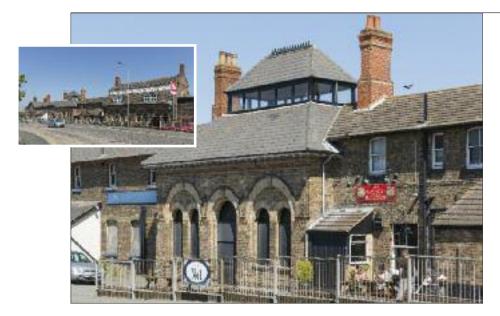
Constructed jointly by the London & North Western Railway (L&NWR) and the Lancashire & Yorkshire Railway, the Grade I listed Huddersfield Station is, quite rightly, regarded as the finest classical station in Britain. Designed by J P Pritchett Senior and Junior, the station was opened in 1847. J P Pritchett Senior was architect to Earl Fitzwilliam, one of the Ramsden family trustees, patrons of the town.

The Trust has given grant support over two years to the proprietor of the King's Head, one of the two public houses situated in the lofty, single-storey, pavilions which form the ends of the station frontage onto St George's Square, to undertake a significant internal refurbishment of the bar area and adjacent room. Last year we reported on the first year's grant-aided work which included removal of the low, suspended, ceiling to reveal a splendid original, plus restoration of flooring and wall panelling.

This year our grant has been used for works in the adjacent room, to form a dining area and complete the restoration of its stylish fireplace. Also, the main bar area now has a very appropriate, glazed, internal lobby to the entrance doors, and the immediate area around the side of the serving bar has been repanelled. Work is still required to complete the installation of large feature mirrors, which will complement the very impressive fireplaces in the bar area, and to install the new bespoke serving bar, an element which was outside the scope of the Trust's grant support. Overall, this has been a splendid transformation, revealing a magnificent space.

Sponsor: Mykanada Ltd, Huddersfield, West Yorkshire Contractors: Various





Main picture: Roadside view of central section Inset: View of station buildings

original features. The Trust is happy to support this project, which is now under way, although little progress was made before the end of the financial year. However, the Trust has allocated all its costs for the project in 2015/16.

The Trust has also been in contact with the tenant of the north wing, and would like to support a further scheme to restore this part of the station as well, so that the whole building is once more in use

Sponsor: First Transpennine Express, Manchester Consultant: ENGIE, Grimsby, North East Lincolnshire

# CLEETHORPES STATION: PROVISION OF CYCLING FACILITY

Cleethorpes Station is the terminus of the lines to north Lincolnshire which join at Grimsby and then carry on for the last few miles, and its original station building has gone through a long and varied history. The Manchester, Sheffield & Lincolnshire Railway (MS&LR) reached the resort in 1863, and constructed a station building to the south west of the platform. In later years the railway developed new structures across the head of the station, and all passenger facilities have been in the present, 1961, building on that site for the last 55 years.

The original MS&LR structure consists of a central block, with two wings to the north and south. Both are leased out, the south one as a pub, whilst the north one has been disused for many years. The central block has not been used other than as railway offices and storage facilities, and is in poor internal condition. Architecturally, the two outer wings of the building are relatively anonymous, but the central part is of more interest. It has an Italianate feel, dominated by a lantern roof, with three window arches below, the outer two of which contain smaller twin arches. Although this window detail was typical of the MS&LR, few examples have survived into modern times, and the Trust has had its eye on the restoration of this central area for some time.

The train operating company, First Transpennine Express, has developed a scheme to convert the whole central space into a cycle workshop and store, and done this in a way that retains many

# HERNE HILL STATION: ENTRANCE CANOPY

The London, Chatham & Dover Railway (LC&DR) opened the station at Herne Hill on 25th August 1862. The line originally served just Victoria, but by 1869 this had increased so that services ran to the City of London, Kings Cross, Kingston and Kent.

The station was designed by architect John Taylor, together with Joseph Cubitt and J T Turner, railway engineers. The imposing building, sitting against an equally imposing viaduct, is given height by a tower which rises above the structure and originally carried a water tank for the purpose of replenishing locomotives. The design appears to have caught the imagination of the contemporary press, and it was lauded for its decorative quality. The use of stock brickwork, with horizontal stone string courses, distinctive 'Taylor's Patent' clay roof tiles (sadly, here, now replaced by slates), polychromatic, gothic-styled, arches, and cast-iron features, resulted in LC&DR stations of this type being dubbed 'Chatham Gothic'.

The arrival of the railway was instrumental in the rapid growth of Herne Hill from a quiet area of villas to a bustling residential district and major changes occurred to the station in 1924 when the route was electrified and the platform adjacent to the upper floor was removed. Also in the early part of the 20th century, the projecting decorative canopy, which originally ran along the whole length of the station frontage, was truncated to the length of just two bays immediately over the centrally located entrance doors, the original LC&DR decorative valance board having already been replaced by a much later, and plain, dagger design.

The timber support brackets on the canopy had deteriorated to such a point that additional support work was becoming futile, and Network Rail had little option other than to remove the structure on safety grounds. The canopy has now been replaced, sadly not to the overall length of the frontage, but the Trust has supported the inclusion of LC&DR-style valance boards, as a means of reintroducing some of the decorative detailing lost many years ago.

Sponsor: Network Rail Kent Route, London Contractor: West Maintenance Services Ltd, Northfleet, Gravesend, Kent

 $\it Below:$  Reinstated canopy with original-style valance boards



# CARDIFF CENTRAL STATION: HISTORIC FANLIGHTS

Cardiff's principal station originated as a wooden train shed to a standard design by Isambard Kingdom Brunel, and was opened by the South Wales Railway in 1850. It was extended by the Great Western Railway (GWR) in 1882 and in 1893 the city's Riverside branch line, which had previously served the Glamorgan Canal Company wharves with goods traffic, was provided with two island platforms to form the adjacent Riverside Station.

Cardiff Station was renamed Cardiff General in 1924 and was heavily redeveloped in 1935 under the guidance of GWR company architect P G Culverhouse. The main building dating from this time was constructed in







*Top & bottom:* Restored fanlights *Centre:* Fanlight before restoration in original setting

Portland stone with a heavily detailed frontage defined by pedimented pavilions at each end and with the central façade bearing the legend 'Great Western Railway' in large incised letters. The platform buildings followed a standard design adopted by Culverhouse, executed in cream-coloured faience blocks.

At the same time, the adjacent Riverside Station was also redeveloped, and a new access was provided to both



# WAKEFIELD KIRKGATE STATION: REFURBISHMENT

This project has featured repeatedly in our Reports of the last few years, and the bulk of the work was completed, and celebrated in a station reopening event, by the time of our last publication. However, our final grant payment took place in this financial year, which gives us the opportunity to record that the project was awarded The Crossrail Award for Urban Heritage in the 2015 National Railway Heritage Awards, which we are obviously delighted about, and that the office spaces in the station building are now well on the way to all being let. There is also now a flourishing café in the station. All in all this is a very different position from the dereliction of five years ago and a satisfactory conclusion to a major project, to which



 $\label{eq:main picture & inset: Café interior} Above: Station frontage$ 

the Trust's contributions have been essential.

Sponsor: Groundwork Wakefield, Normanton, West Yorkshire

Architect: SBS Architects, Manchester Contractor: G F Tomlinson Building Ltd, Derby

stations at low level, with a red-brick booking hall with two arched entrances, each furnished with a wrought-iron fanlight screen. One screen incorporates the 1930s' GWR 'roundel' logo and the words 'Booking Hall'. However, the cruder-style lettering of 'Cardiff Central' on the other screen suggests this was a later modification dating from 1973 when the station name changed again (the separate Riverside Station having long since been integrated into the main station).

During 2014, the Cardiff Area Signalling Renewal project began a major redevelopment of the south side of the station to introduce a new platform and to remodel the entrance. The two fanlight screens were removed and some debate ensued about what to do with them. The Trust offered a small grant to pay towards their restoration. This has been carried out very skilfully by a specialist contractor, and the screens are now in a new position, looking splendid on the internal walls of the new entrance hall.

Sponsor: Network Rail Wales Route, Cardiff Contractor: Metal Fabrication Co (Cardiff) Ltd, Cardiff





# STOKE ON TRENT STATION: DOWNSIDE ENTRANCE

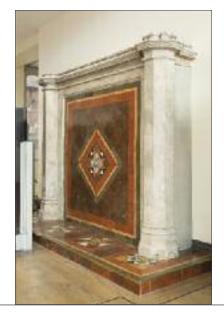
One of the masterpieces from the drawing board of architect H A Hunt, Stoke on Trent Station was constructed between 1846 and 1848 for the North Staffordshire Railway. The buildings were described in the press at the time of opening as being in the Neo-Jacobean Manor House style and were furnished with elaborate gables, patterned claytiled roofs and diaper brickwork. The station was modified in 1893 when a new, trussed, overall roof was added and the upper levels of the station flank walls raised. In 2003 the main station roof was fully refurbished, but other elements were not addressed, particularly the former downside entrance building which had been severely altered by the removal of the original pitched roof and associated gable structures. However, in 2010 the Trust supported Network Rail

Left: Downside entrance
Below left: Panelling & windows in retail area
Below: Restored fireplace with inset tiling

with a grant to assist with the reinstatement of these lost roof elements, with replacement roof tiles and crested ridge tiles to the original style.

Virgin Trains recently addressed the lack of a formal access from the station car park on the downside by reopening the former entrance building. This was a substantial scheme which required some major internal alterations to a structure whose layout had already been severely changed in previous years, although some very important historical details remained. Amongst these the most interesting were the timber wainscot panelling in the southern end of the range, an original gothic-styled fireplace, and sections of Minton-tiled floors, probably the last surviving elements from the decorative flooring of HA Hunt's original designs.

The internal space has now been opened up to include new access gating, and the fireplace has been refurbished. Unfortunately, the surviving Minton flooring turned out to be restricted to a relatively small area but that patterned tiling was salvaged for reuse as a decorative feature and a panel has been installed on the fireplace. The internal window surrounds had lost a significant proportion of their original, moulded, architrave details, as well as the internal cornice details at the springing point of the arched fanlights, but these have now been restored. The Trust has contributed to all this work, and has also supported the reinstatement of missing external stone quoins at the northern corner of the building.



This is certainly a good example of how a project to install facilities commensurate with the needs of the 21st century railway can also ensure that original detailing is not only saved, but also carefully restored, to provide a glimpse of the intended form of the building. Virgin Trains is to be commended for encompassing these heritage elements in its project, and the Trust looks forward to supporting work on other significant and protected buildings in its franchise.

Sponsor: Virgin Trains West Coast, Birmingham Architect: AHR, Manchester Quantity Surveyor: Vextrix Management Ltd, Liverpool

Contractors: MPH Construction Ltd, Mold, Flintshire & Bullen Conservation Ltd, Oldham, Lancashire (heritage sub-contractor)

# EDINBURGH WAVERLEY STATION: RESTORATION OF MOSAIC FLOOR

In our Report for 2014/15 we described the restoration of the former first class dining room at Edinburgh Waverley. In the Report we spoke of how the original mosaic flooring had been uncovered, but that areas of it had been infilled with cement. We concluded by saying that we hoped to support further restoration of the mosaic, and we are now very happy to note that Virgin Trains East Coast, the new franchisee, has been able to co-fund this work.

Although not a large grant, the project has been very complex, involving a photo record of the floor, tracing the missing areas, consolidating the original floor by injection of a conservation resin under it, manufacturing the missing sections off site, applying them, and grouting with a matching colour. That the floor is made of unglazed ceramic tiles (Gres mosaic) has added an extra complexity, as very few manufacturers now survive, but Virgin Trains East Coast has taken the project very seriously, and employed one of the few specialist contractors that is certified to work on this material. The contractor has drawn heavily on Italian experience, and employed experts who have worked on mosaics in the Royal Palaces at Turin, and on the Roman mosaics at Pompeii. This is a splendid restoration of a heritage feature, which we hope will last for many years.

Sponsor: Virgin Trains East Coast, York Contractor: The Input Group, Derby



KILMARNOCK STATION: RESTORATION OF ROOMS

In 2014/15 we reported on the restoration of eight of the nine platformlevel rooms at Kilmarnock Station. This project was completed, with a formal opening in August 2015, since when the resultant facilities have been successfully operating, and have brought muchneeded life to the station. An incidental heritage extra of this project is the use of British Railways' Gill Sans-style enamel signs to give a consistency to the activities of the local organisation, Kilmarnock Station Railway Heritage Trust; highlighting the railway heritage connections, but in a way that fits in with current train operator ScotRail's own branding.

We also reported last year that we had not been able to conclude a project for the ninth room. However, despite considerable delays that arose from the change of train operator franchisee in Scotland, by financial year end we had worked out a scheme for this remaining room, and ScotRail had awarded a Stations Community Regeneration Fund (SCRF) grant which, along with the Trust's funding, has allowed work to get under way. The room will form an initial cycle hub for the station, building on the business of an existing tenant in the new offices there, and should be in operation by the autumn of 2016.

Left: General view of clock tower

We have also been pleased to work with Network Rail to renew the windows in the clock tower. This has certainly been to the benefit of the tenants using the refurbished offices below, who found that having water leaking from the tower did not increase their enjoyment of the new space.

Following on from all this work, and as foreseen in our 2014/15 Report, we hope that we will be able, together with the SCRF, to fund a further stage, this

time for the conversion of the lower floor of the building into a full cycling workshop and additional office accommodation. Kilmarnock Station has moved, in a very short time, from being a large but abandoned station to one that is now a new hub in the town.

#### Room 2

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

Sponsor: Network Rail Scotland Route, Glasgow Architect: IDP Architects LLP, Glasgow Contractor: CPMS Ltd, Glasgow



NEW CUMNOCK STATION: GATES TO CAFÉ

In our 2014/15 Report we explained how we had helped local community organisation Passage to Monthraw with the conversion of this station into a café, and how we hoped to see it opened shortly.

At a late stage in the project Passage to Monthraw and train operator ScotRail



Above: Platform view of building Below: Newly installed gates

agreed that ScotRail would provide a new platform shelter. This allowed the open glazed area at the building's south end, leading to the café entrance, to be secured out of use when the facility was closed, and this year we funded suitable gates to seal this space off as required.

However, despite completion of works, with the help of a second Trust grant, the café has not yet opened, and it is clear that Passage to Monthraw has developed problems. ScotRail is in contact with the local community, and is trying to find a way to get the restored building back into use, as originally intended, but this is proving problematic. This is a disappointing state of affairs for a project that promised so much in its early days, and we hope that a resolution can be found that will permit the facility to open soon.

Sponsor: Passage to Monthraw Ltd, New Cumnock, East Ayrshire Architect: add+, Dunfermline, Fife Contractor: John Gilmour & Co (Metal Workers) Ltd, Prestwick, Ayrshire

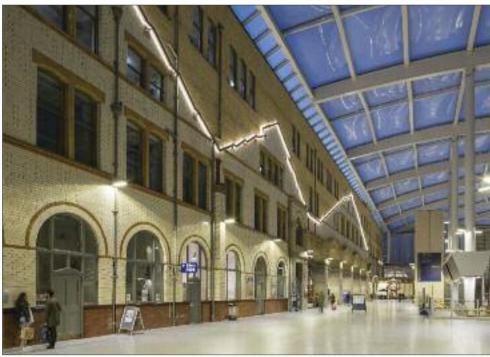


# MANCHESTER VICTORIA STATION: HERITAGE WORKS

Last year we reported on the continuing works at Manchester Victoria Station, the grand terminus of the Lancashire & Yorkshire Railway (L&YR), designed by William Dawes and opened in 1909.

Above left: Interior of former refreshment room Above right: Concourse area at night Below: Soldiers Gate





The concourse works are now fully completed, with the assistance of a third grant from the Trust. The light and airy area created beneath the 'torus'-styled main roof structure highlights the restoration carried out to the high brickwork to the rear of the building, while the impression of space is balanced by the historical details at lower level. The ornate, mosaic, Art Nouveau signs now sparkle in the light and the associated interior spaces are bright and welcoming once again.

The former first class dining room area now houses a coffee outlet and the modern styling of the interior presents a contrast to the white Burmantoft-tiled walls. The refreshment room and bar have also been refurbished, the highlight being the restored domed, glazed, rooflight. The detailed renovation work is also highly prominent on the station's exterior, where the glazed, Art Nouveau, promenade canopy has been fully restored, and the station frontage is now illuminated at night. Refurbishment of the L&YR war memorial has been completed, with missing vase stands replaced, and St George once more armed with a fearsome spear. The poignant Soldiers Gate has also been fully restored, with the arch now containing a memorial to the fallen, representing, in abstract form, the World War I grave sites and cemeteries in Northern France and Belgium and the numbers buried at each location.

The station is now very much fit for life in the 21st century and the extensive works have lifted it from its position as one of the worst large stations, to one of the most spectacular.

Sponsor: Network Rail London North Western Route, Manchester Architect: BDP, Manchester Contractor: Morgan Sindall Construction & Infrastructure Ltd. Manchester



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# CORROUR SIGNAL BOX: REFURBISHMENT

When the North British Railway opened its West Highland line to Fort William in 1894, it provided a station at Corrour, more or less at the summit of the line, and massively remote. Although some ten miles from the nearest road, the station was built to serve the Corrour Estate, and its provision was a condition of the estate owner, Sir John Stirling-Maxwell Bt, when he permitted the line to be built across his land. The station was on a passing loop on the single line, and hence had a signal box. Because of its remote site the box was attached to a small building, where the signalman could sleep, and consequently is a twostorey structure, unlike all the other original boxes on the route.

The passing loop was decommissioned in 1985, although it remains as a siding, and the box subsequently closed, but was retained as a messing point for the local

maintenance staff, and for a while was also made available for walkers as a bothy to sleep in. Surprisingly, and unlike all the other original West Highland signal boxes, it was not listed at the time that the line was resignalled, although Corrour Station itself gained fame by featuring in the film 'Trainspotting', and has also appeared in several other movies.

In 2012 Historic Scotland, along with Cadw and English Heritage, carried out a nationwide review of all signal boxes, and as a result Corrour was listed Category C. At this stage the box was in a very poor condition, and a long series of discussions took place between the Trust, Network Rail and the Corrour Estate. Network Rail and the Estate agreed that the signal box should be restored, and operated in conjunction with the station house as a walkers' bunk house. The Trust agreed two grants to Network Rail towards this work, an initial larger one to restore the exterior of the signal box, which had suffered badly in the exposed conditions at the top of Rannoch Moor, and a second smaller one towards interior repairs. The refurbishment was carried out through the winter of 2015/16, despite atrocious weather cutting the site off regularly, and the box is now in fine condition for its new use.

Sponsor: Network Rail Commercial Property, Manchester Architect: IDP Architects LLP, Glasgow Contractor: CPMS Ltd, Glasgow

General view of signal box *Inset:* Interior view of accommodation



### GLOSSOP STATION: HERITAGE LIGHTING

Opened on 9th June 1845 by the thirteenth Duke of Norfolk, Glossop Station is the terminus of a one and a half mile long branch line, constructed without an Act of Parliament. The intention was to link the developing town with Manchester, connecting at Dinting to the route of the Sheffield, Ashton-under-Lyne & Manchester Railway (SA&MR). The branch line became part of the SA&MR in 1846, which itself later became part of the Great Central Railway.



Above: Newly installed lighting

The Trust has supported several elements of work at the station, starting with the reduction to a single platform and commercial development of the goods shed, followed by platform and booking hall improvements, and window refurbishments. The hugely enthusiastic Friends of Glossop Station have also been very keen to improve lighting so that it is more in keeping with the station's heritage, and this year the Trust has joined that initiative with some modest grant funding to Northern Rail, to support the manufacture of a set of period-style lanterns, which have been installed by Network Rail.

Sponsor: Northern Rail, Manchester Contractor: DW Windsor, Hoddesdon, Hertfordshire



LONDON BRIDGE STATION: ST THOMAS STREET WALL RESTORATION

Throughout almost all of its long history London Bridge has been a divided station. The tracks here run from east to west, just to the south of the River Thames. The north side of the station was originally opened in 1836 by the London & Greenwich Railway and, after passing to the ownership of the South Eastern Railway, eventually provided a through route to both Cannon Street and Charing Cross Stations. However, only shortly after the north side opened, the London & Croydon Railway opened a second station adjacent and to the south of the first. This station, which passed to the London, Brighton & South Coast Railway (LB&SCR), was, and has always remained, a terminus.

Both stations developed over the years, and in 1866 the LB&SCR side was completely rebuilt to the designs of Charles Henry Driver (see our 2012/13 Report). The rebuild included a light overall roof, mounted on cast-iron columns, with an arched central aisle propped by two side, ridge and furrow,

Left: General view of viaduct wall Below: Detail of arches

roofs. The southern wall of the station, facing St Thomas Street, is a fine example of Driver's design, with decorative stonework and polychromatic brick window surrounds to sets of triple arches, with two smaller ones surrounding each major arch. The west end of the wall rose to a height of two storeys, to support the ridge and furrow roof, but the east end functioned solely as a retaining wall to support the elevated station above the highway. The east end of the wall is some 27 feet (eight metres) high, and mainly consists of triple arch sets, along St Thomas Street and Crucifix Lane. Bermondsey Street passes through the wall as a single span at the junction of these two streets, and, in addition, one triple arch on St Thomas Street was subsequently removed and replaced by a single span as part of the construction of The Shard.

Time was not kind to the station. Both the Southern Railway and British Rail, once they had both sides under their ownership, tried to improve permeability between them, but with limited success. Driver's roof proved to be of an extremely lightweight construction, and the western end of the roof arch could not be accessed for safety reasons, whilst the east end had been bombed out in the 1940s, and replaced with a much stronger structure, of a consequently more intrusive visual design. The roof was listed, but the south wall was not recognised for the unique survivor that it was, and it eventually took on an uncared-for appearance.

However, the development of the Thameslink route has meant that Network Rail has now finally addressed the design of the station. The number of terminating trains using it has decreased, whilst the Thameslink project has already increased the number of through ones, albeit with great difficulty as the line from the north does not readily fit in with all the other routes. In its new role Thameslink will take 24 trains an hour: Network Rail realised that it had to expand the number of through lines to give these trains a dedicated route, and to do this it had to reduce the number of terminating platforms on the LB&SCR side. At the same time Network Rail also decided to construct a new passenger concourse, crossing the entire site from north to

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south, and with a width of some 70 metres (230 feet) east to west, so that access between the differing parts of the station could become much more intuitive.

Unfortunately the consequence of these two items of work was that some 75% of the roof columns would have been either positioned in thin air over the new concourse, or in the way of the new Thameslink tracks. After considerable debate it was agreed that the roof could be dismantled, although the Driver arch roof and its columns have been preserved: the Trust plans to contribute to their eventual re-erection in Aberystwyth. The south wall remained, and the Trust was keen to see it recognised. In discussion with the then English Heritage, we encouraged listing of the east, singlestorey, part of the wall, and this was agreed and implemented some five years ago.

The loss of the roof, and also of the associated supporting west end of the south wall, which had to be demolished to allow the building of the new concourse, means that the eastern end of the south wall is now the main remaining feature of Driver's work, and the Trust encouraged Network Rail to come up with a plan to restore it properly. This has involved the 394 feet (120 metres) length of St Thomas Street, which contains 12 triple arch sets. The work consisted of cleaning the brickwork, making good the polychromatic surrounds, and renewing the various designs of glazed screens, which infilled most of the arches, with new ones to a replica of Driver's original design, so that



RAILWAY HERITAGE TRUST 2016

there is once more a common style along the front of the arches.

This project has been a heavy draw on the Trust's budget this year, and other features of it will continue to do the same for the next couple of years. However, the Trust is determined that the remaining heritage features of the station should be suitably recognised, and restored where possible, so that the new station design at track level can be compared with the more historic nature of the station below. We also hope, eventually, to see the Crucifix Lane section of the wall renewed, but this is not part of the station complex.

Sponsor: Network Rail London Bridge Project, London

Architect: Donald Insall Associates, London Contractor: Stonewest Ltd, London

# GLASGOW CENTRAL STATION: 240 ARGYLE STREET: RESTORATION

Glasgow Central is one of the two great stations that form the centre of the Scottish railway network. Like Edinburgh Waverley, which provides the focus in the east, the station grew piecemeal, and was then totally redeveloped at the turn of the 20th century. Glasgow's southern terminus station started life south of the Clyde, at Bridge Street, and was extended north to the present site in 1879. However, the station was cramped, and never had sufficient capacity. In 1896 a subterranean east-west line opened, crossing under this site on the line of Argyle Street. This line had its own separate station, but almost immediately after it opened the Caledonian Railway set about a total rebuild and development of the upper station, which included access to the lower level facility. This was completed in 1906 and the station remains, today, largely as designed.

The new station was built to a wider footprint, and occupied all the space between Union Street to the east and Hope Street to the west. However, like its predecessor, it was raised up on a series of arches to give the railway sufficient height to cross the Clyde, and its shipping, to the south, and to discharge passengers at street level, at Gordon Street, in the north. This height meant that considerable retail development could take place in the undercroft, and this was particularly the case at Argyle Street, where the low-level platforms



Above: View of restored frontage Below: Interior view of impressive structure Insets: Contrasting views over time

retained an access, and a major tram route passed under the station. Despite the closure of the low-level lines in 1964 (they were reopened 15 years later, and now form a key part of the Glasgow suburban network, linking lines to the north west of the city with those to the south and south east), Argyle Street has remained a key retail area, and No 240, on the corner of Argyle Street and Hope Street, fronting both and also the south entry to the station, is perhaps the most prominent shop in the area.

Sadly, as in so many cases, the unit had been most inappropriately developed, with the classic Edwardian frontage replaced by an aluminium monstrosity, which would not have been out of place in a late 20th century station, but was totally unsuitable for such a key location in a listed structure. The garish decoration used by the

occupant made matters worse.
Fortunately, the unit fell vacant, and
Network Rail Commercial Property took
the opportunity, with support from the
Trust, to replace the frontage with a
timber and stone one, very much in
keeping with the original design, which,
luckily, was well recorded. The new
frontage, the prime location, and the
unusual interior features of large,
riveted, girders supporting the station
above, make this unit attractive and
attention-grabbing: we expect that, once
a tenant is installed, this will be a most
successful business.

Sponsor: Network Rail Commercial Property, Manchester

Architect: Capita Property and Infrastructure, Cheadle Hulme, Cheshire Contractor: CPMS Ltd. Glasgow





# PENKRIDGE STATION: EXTERNAL REFURBISHMENT

Celebrated engineer, Thomas Brassey, developed the Grand Junction Railway line between Wolverhampton and Stafford in 1836 and one of his best achievements was the construction of Penkridge Viaduct, spanning the River Penk. The route was opened to traffic in 1837, by which time three stations had been completed, but, of these, only Penkridge has survived. The station comprises platforms on top of an embankment with a two-storey structure rising from the lower forecourt to a single-storey elevation at platform level.

This building retains much of its original form with paired windows to the frontage and a slightly offset entrance door leading to an internal staircase. There is evidence that the frontage may have been extended to the south, possibly when additional accommodation was constructed, although the now truncated chimneys appear to be symmetrical on the roof. The structure has been neglected for many years, resulting in the original

window openings being bricked up but with the windows left in situ. Shutters have been placed over the window areas

and this, the projecting hood moulds, the

rendered exterior, and the deep, extended,

Network Rail undertook repairs as

eaves, give the whole building a

Mediterranean appearance.

Left: Building frontage Below: View at platform level

part of its on-going maintenance responsibility, but the Trust felt that the building, which lies in a Conservation Area, should be given more opportunity to attract a viable future use, to ensure its survival. The repairs have done enough to maintain the structure in a steady state, but have been supplemented by our grant funding, which has ensured that the exterior is now in a condition which would enable a smooth transition to a further stage of works if a tenant appeared. The project has included rendering, renewal of damaged shutters, work to door panels, replacement of rainwater goods, and the interior being made safe with areas of rotten flooring replaced. All this will greatly assist in the future restoration of this interesting little building.

Sponsor: Network Rail London North Western Route, Birmingham Contractor: Arm4 Rail Ltd, Prescot, Merseyside



# COMMEMORATION OF THE CENTENARY OF THE GREAT WAR

The Trust continues to work on the restoration and reintroduction of recently found, or missing, railway war memorials throughout the network. This work is carried out using funding from the bequest of Henry Basil Maber.

This year the work related to three plaques at London Marylebone, as described in our last Annual Report, was finally completed. The replica memorials for the staff of the Goods Office and the Engineers' Office were supplied through this year's funding and when they were installed on the station it was in the position of a blue plaque to the memory of Sir John Betjeman which had to be relocated. The blue plaque was fixed in such a manner that, despite careful removal, some minor damage resulted, which was rectified with a small grant from the Trust.

At Manchester Piccadilly work has been progressing, with support from the Trust, on a memorial to replace the one

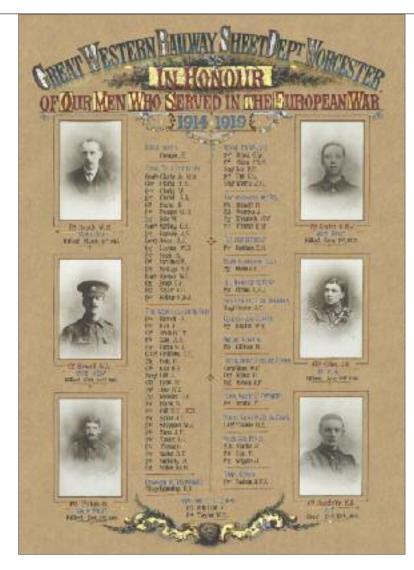
from the London & North Western
Railway London Road Goods Department
which was lost in the 1960s. The
replacement takes the form of a foursided granite obelisk and a great deal of
research was carried out by local railway
staff to ensure that the names on the
memorial were correct, and also to try to
trace surviving relatives. The Trust has
given a grant towards the manufacture
of the memorial and will support
installation with a further grant next year.

Following the memorial at London Euston to Lance Corporal 'Jock' Christie Right: GWR Worcester Sheet Department Roll of Honour

Below: Victoria Cross memorial plaque

VC (see our Annual Report for 2013/14), the Trust has, this year, supported the production of a second plaque in memory of a railwayman who was awarded the Victoria Cross in the Great War. This was Lance Corporal Charles Graham Robertson VC MM, who, at the time of his enlisting in 1915, was employed by the Great Eastern Railway at Blackwall Station, and who was awarded the Victoria Cross for his bravery in action west of Polderhoek Chateau on the Menin Road in March 1918. The Trust worked in conjunction with Transport for London to install the plaque at East India Station on the Docklands Light Railway, now the nearest location to the former Blackwall Station. The plaque was unveiled at a simple ceremony in September 2015.

Finally, a surprising discovery was made at the National Railway Museum, where a rare example of a Great Western Railway (GWR) local Roll of Honour was discovered. This was produced to commemorate staff from the GWR Sheet Department at Worcester Shrub Hill who had enlisted in the Great War. The memorial, which was in poor condition, was unusual in that it included photographs of the six members of staff





who had made the ultimate sacrifice. With Trust funding, the document was photographed by Paul Childs and, with skilled work, a new master copy was produced from which two copies were made, and framed locally in Worcester. One of these is now displayed at Worcester Shrub Hill Station and the other was presented to the Mayor of Worcester for display at the Guildhall.

London Marylebone Station: Memorials Sponsors: Railway Heritage Trust, London (war memorials) & Chiltern Railways, London (Sir John Betjeman plaque)

Contractor: Leander Architectural, Dove Holes, Buxton, Derbyshire

Manchester Piccadilly Station: Memorial Sponsor: Virgin Trains West Coast, Manchester Contractor: Mossfords, Cardiff

East India Station: Victoria Cross Memorial Plaque

Sponsor: Railway Heritage Trust, London Contractor: Leander Architectural, Dove Holes, Buxton, Derbyshire

Worcester Shrub Hill Station: Roll of Honour Sponsor: Railway Heritage Trust, London Contractors: Spheroview, Tunbridge Wells, Kent (photography); Tapestry MM, London (printing) & Braemar Frames, Worcester (framing)

x Worth, Leander Architectural





provide much-needed bus access and a better approach from the restricted local road system. At the same time, refurbishment of the station building has brought the lower floor back into use as a waiting and ticketing facility, together with a small retail kiosk to serve commuter traffic.

The Trust awarded a grant towards heritage detail work, to reinstate missing internal panelling, improve windows and doors to bring them back to their original quality, and support some minor internal alterations to make reuse of the building viable.

The work has greatly improved the environment for the travelling public, and is a good example of how a focussed approach, allied to good attention to

Top: Original 1856 SER design drawing Left: Detail of windows Right: Station frontage detail, can bring even the most tired and apparently unloved buildings back to life.

Sponsor: Southeastern, London
Designer: WSS Construction Consultants,
Folkestone, Kent
Contractor: Hollywell Building Services, St Albans,
Hertfordshire



# SNODLAND STATION: REFURBISHMENT

Constructed in 1856 by the South Eastern Railway, this elegant, Grade II listed, station building has been relatively little altered, with the exception of the original platform canopy, which was supported on columns sitting perilously close to the platform edge. This was replaced at the end of the 19th century by a cantilevered structure which did not retain the elegance of the earlier construction. The glazing to the archedheaded windows has also been altered in some instances, which breaks up the consistency of the façade, and the trackside elevation at first floor level has, at some point, been inappropriately finished in white masonry paint, as an attempt to mask vandalism.

The building had been unused for some time, and during the last occupancy, as a restaurant, the interior had suffered, with some panelling details, doors and windows badly treated.

In association with local councils, Southeastern has embarked on a major redevelopment of the station area to

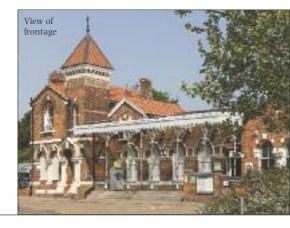
# LEATHERHEAD STATION: REFURBISHMENT

The Epsom & Leatherhead Railway opened the first station in Leatherhead in 1859 but only a year later the company was taken over jointly by the London & South Western Railway (L&SWR) and the London, Brighton & South Coast Railway (LB&SCR). By 1867 these two companies were operating separate stations, but in 1927 the L&SWR facility closed, leaving just the LB&SCR building.

This surviving station reflects the style of the architect Charles Henry Driver, whose designs had become part of the LB&SCR architectural palette. It is a confection of details, executed in decorative brickwork, stone friezes and cast-iron. In 2013 the Trust gave a grant to Network Rail Property to undertake some restoration work to the station house roof, as well as renovation work to damaged doors and windows.

Govia Thameslink Railway (GTR) has now embarked on a programme of refurbishment of various details in the station, notably the replacement of two windows with doors, the spaces' original function, leading into the booking hall. Other works to the windows and interior have followed, including the opening up of a doorway from the platform to the ground floor room of the station house to create a waiting room, with original detailing preserved and enhanced. The Trust has given a grant to GTR to support these works and also further refurbishment of the station house, to allow a new tenant to take up occupancy.

Sponsor: Govia Thameslink Railway, London Architect: The Trevor Patrick Partnership, London Contractor: Leslie J Thorpe Ltd, Sayers Common, West Sussex



### WICKHAM MARKET STATION: NEW CANOPY

Wickham Market Station lies on the East Suffolk line, which runs from Ipswich to Lowestoft and on to Norwich. The station lies some three miles from the town of Wickham Market, and is actually situated in Campsea Ashe. It opened to traffic on 1st June 1859, and served both its local community, and also, for many years, as the junction for a branch to Framlingham, although the branch closed to passengers in 1952, and to freight a decade later. The whole East Suffolk line was proposed for closure in the Beeching era, but was one route that survived. It is now seeing growing traffic and an increase in the level of train services.

Wickham Market had a typical station building, with living quarters upstairs and commercial facilities on the ground floor. The structure has a hipped, slated, roof and its basic rectangular shape is broken up by a series of string courses at first floor level. The symmetrical buildings at each end, along with the window spacing and drain pipes, show a







Top: Existing elevation awaiting canopy Upper left: Pattern for columns Lower left: Raw column castings Bottom: Historic picture showing canopy

fine attention to detail, and give the approaching passenger a pleasant view of the station.

However, as a part of the price of keeping the line open, all the intermediate stations lost their staff: the East Suffolk was an early example of the paytrain concept. Not surprisingly, British Rail sold off the then unwanted station building at Wickham Market, but it remains in situ and has been reasonably maintained. In recent years a Community Benefit Society has taken it over, and raised money to restore it, both to serve passengers and to provide a facility for the local community. As part of its project the society has planned the provision of a canopy for the platform, which was desperately lacking in passenger shelter. The new canopy will be railway-owned, and hence the Trust was able to contribute to it. The Great Eastern Railway (GER), which operated the line, had a fine range of cast-iron columns for its platform canopies, and we were pleased to be able to award a grant towards providing new columns to the standard GER 'Japanese' design. These columns will be installed as the new canopy is built during 2016.

Sponsor: Station House Community Connections
Ltd, Campsea Ashe, Suffolk

Designer: Cross Surveys Ltd, Framlingham, Suffolk Consulting Engineer: The Morton Partnership Ltd, Halesworth, Suffolk

Contractor: Elliston Steady & Hawes (Building) Ltd, Great Blakenham, Ipswich, Suffolk Foundry: Hargreaves Foundry, Halifax, West Yorkshire



# FILM ARCHIVE: RAILWAY SIGNALLING & PEOPLE

In our Report last year we explained how Network Rail is closing its remaining mechanical signal boxes, and how the Friends of the National Railway Museum (NRM), with the Trust's support, are interviewing and recording signallers at work. In the two years since the project started the Friends' volunteers have visited and recorded at some 130 signal boxes, about 25% of the total on the network when the task got under way. It is a tribute to both the volunteers and the signallers themselves that this has been achieved with virtually no friction, despite it being the approaching end of the signallers' jobs that has led to the exercise taking place.

The raw material of the interviews is a very useful resource and is passed to the NRM for storage in the National Archive. However, the Friends are also making the films available on the web, but to do this requires a massive amount of editing. The Trust's grant this year has been put towards this editing, and, at the time of writing, material on 23 boxes is available on the Signalling Record Society's



Shrewsbury Severn Bridge Junction Signal Box

website, which can be found at http://www.s-r-s.org.uk/archivevideo.php. Very positive feedback has been received for these films and they are also being used as introductions to Network Rail induction and signalling classes. Much of the present material on the website covers locations in the north east but the intention is to eventually represent all regions of Britain, so far as possible. Doubtless by the time this Report is published, many more films will be available on line, making an excellent record of a rapidly vanishing skill.

Sponsor: Friends of the National Railway Museum, York



Above: Accommodation interior Below: View of station



# MAXWELL PARK STATION: IMPROVED POWER SUPPLY

In our 2014/15 Report we explained how we had funded the upgrading of the power supply to the ground floor of this building, to allow the Glasgow South Model Tram & Rail Group to occupy the space on a permanent basis. No sooner had we done this than the tenant for the upper floor pointed out that they had power supply problems as well. A quick survey showed that the issue was, in fact, the internal wiring, and we happily funded the necessary alterations, so that both the kettle and the heater can now operate at the same time!

Sponsor: ScotRail, Glasgow Contractor: CPMS Ltd, Glasgow

# BROXBOURNE STATION: CABLE ROUTE RATIONALISATION

It is rare for 1960s' stations to feature in these Reports, but, amidst the general move to functional buildings, British Railways (BR) did produce some modernist gems in the late 1950s and into the following decade. These stations were generally designed by regional architects, and hence varied between the different areas. The three outstanding stations of this period on the Eastern Region were Barking, Harlow Town, which featured in the Trust's Report for 1997/98, and Broxbourne, to which we have now turned our attention.

Broxbourne Station lies on the West Anglia route out of Liverpool Street, and is located at a nodal point where the lines through Seven Sisters and Tottenham Hale have joined from the south, whilst to the north the branch line to Hertford East splits from the main line to Cambridge and Kings Lynn. The station was relocated to its present site in 1961,

with the new building to the design of Peter Rainiers, working under the supervision of Regional Architects Harold Hamilton Powell and John Ward. The structure has an exposed concrete frame, which defines the station, with horizontal bands at first floor and ceiling level and buff brickwork to the main building, but three purple brick towers for lift shafts. It was listed in 2009, when English Heritage (as was) described it as 'one of the most powerfully composed stations of the period ... one of a small number of post-war railway stations of clear architectural distinction'.

Perhaps inevitably, the fifty years since its construction have seen the building suffer from some neglect, and it is now subject to considerable improvements, which the Trust is pleased to be able to support. With funding from the local authority, train operator Abellio Greater Anglia is rationalising and consolidating the rash of minor buildings that have appeared in front of and around the station, and in conjunction with this the Trust has supported a two-fold approach. As is so often the case, BR and its successor companies have run electrical service routes across the surfaces of the station willy-nilly, with no consideration for anything except ease of installation. The Trust has given a grant to trace all the cable routes, and to conceive a rationalisation scheme to minimise the visual intrusion from them. Although there is no change as a result, this design work will hopefully be followed by the actual rationalisation in 2016/17. Our grant also covers the reinstallation of the BR-era lettering on the station frontage, a very distinctive feature of the original design.

Sponsor: Abellio Greater Anglia, London Contractors: Hollywell Building Services, St Albans, Hertfordshire (tag & trace wiring) & Merson Signs Ltd, East Kilbride, South Lanarkshire (signage)

*Below:* Station entrance with original-style lettering on brickwork



# CAMBRIDGE STATION: CABLE ROUTE RATIONALISATION

Cambridge Station was built in 1845 for the Eastern Counties Railway. Its design has been variously credited to Francis Thompson, and to Sancton Wood, who is now accepted as having had the major input. Amazingly for such a major station, it has lasted substantially as originally designed. The most dominant feature is the colonnade of 15 arches at the front of the building, with crests of all the Cambridge colleges on it. Originally the colonnade functioned as a porte cochère, allowing vehicles to drive through it, but it has long since been adopted to pedestrian and retail use: between 1986 and 1989 the Trust contributed to its restoration.

The rear of the station building is far less impressive, but remains a good example of a large, early, Victorian station. Sadly, it has been spoilt by the usual careless attitude of the industry to installing service runs, which dominate

it and give it a cluttered look. Train operator Abellio Greater Anglia (AGA) has a particularly enlightened attitude to tidying up such neglect, and has, in conjunction with the Trust, initiated a two-year survey and clear up of this face of the station, to remove as many redundant service runs as it can, and to consolidate the remaining runs into conduits that are placed to minimise visual intrusion.

The Trust is delighted with AGA's approach to this issue, and commends it to other operators and maintainers of listed buildings on the network. The poor quality of cable installation on such structures is, perhaps, the worst issue in the industry's handling of its built heritage today.

Sponsor: Abellio Greater Anglia, London Contractors: Taylor Technology Systems Ltd, Erith, Kent (communications cables) & SEE Rail Ltd, Hainault, Essex (electrical cables)

Below: Platform elevation detail





# RIDGMONT STATION: PLATFORM BENCH

Ridgmont Station is located on the route opened by the London & Birmingham Railway (L&BR) between Bletchley and Bedford in 1846. The L&BR constructed the stations on the route in a Cottage Orné style, as part of an agreement with the Duke of Bedford to complement the buildings on his estate, through which the line passed. The L&BR later became part of the London & North Western Railway (L&NWR), and the platforms were then furnished with standard L&NWR fittings.

The attractive station house at Ridgmont was restored by Bedfordshire Rural Communities Charity between 2010 and 2012, with grant support from the Trust. However, one of the lost features of the station, visible in period photographs, were the L&NWR platform benches. To complete its restoration project the charity decided to obtain an L&NWR-style bench, built up around some original parts, and dedicate it to the memory of Harry Maughan, one of the Friends of Ridgmont Station.

The Trust gave a very modest grant towards this work, which is an appropriate completing touch to this very well restored station.

Sponsor: Bedfordshire Rural Communities Charity, Cardington, Bedfordshire Contractor: Steelway Fensecure, Wolverhampton, West Midlands

# GREAT EASTERN RAILWAY BRIDGE REGISTERS: CONSERVATION

A key part of the techniques for the management of the railway's assets has always been bridge registers, which record the details of structures down the years. Until very recently these documents were the prime record, and although now largely superseded by modern information technology, it is a brave asset manager who disposes of them.

Network Rail's Anglia Route bridge registers had ended up being stored in its Plan Arch at Waterloo, but the Route only realised that they were there when a preservation group asked if they could take over the old Great Eastern Railway (GER) records. The registers were rapidly restored to the Route HQ at Stratford, but it was obvious that they were in a very poor state, and in particular the binding of the covers had almost totally disintegrated.

Network Rail approached the Trust to

see if we would be able to sponsor new covers, and obtained a very reasonable price for the work, which we were glad to underwrite. In total, 16 registers from the early British Rail era, and three 1880s' documents of GER provenance, were rebound in replicas of the original bindings, thus ensuring the survival of these essential records for many years to come.

Sponsor: Network Rail Anglia Route, London Contractor: Cats Solutions Ltd, Swindon, Wiltshire

### KILPATRICK STATION: RESTORATION AS OFFICE

Kilpatrick Station lies just over 11 miles west of Glasgow, on the North British Railway's North Clydeside line to Helensburgh Central. Originally opened by the Glasgow, Dumbarton & Helensburgh Railway on 28th May 1858, the twoplatform station survived down the years with few changes, apart from being electrified as part of the North Clyde system in 1960. However, in 1989 there was an armed robbery at the station, when the booking office clerk was held at gunpoint, and British Rail closed the station building immediately thereafter. The windows and most of the doors were bricked up, and the building sat untouched for the next quarter of a century, so that when the Trust first entered it there was pre-closure stationery on the booking office desk.



The structure is a single-storey, rough stone, construction, and originally had a rectangular, timber-framed, screen window in front of the waiting area, although all other windows were arched, with a dressed stone surround. Nearby Cardross is of a similar design, and shows what Kilpatrick was like when open.

The station is not listed, although there are Conservation Areas immediately to the north and south. Serendipitously, we made the acquaintance of Keni Allan, owner of A&A Associates building firm, through his involvement in his brother Stuart's conversion of Helensburgh Central's station master's flat to a martial arts gym (see the Trust's 2014/15 Report). Keni was looking for premises for his firm to use as an office and, with the help of ScotRail's Stations Community Regeneration Fund, we have been able to put together a package for this work, which was under way at the end of the 2015/16 financial year.

Sponsor & Contractor: A&A Associates, Helensburgh, Argyll and Bute



# ROYDON STATION: BUILDING RESTORATION

The Northern & Eastern Railway (N&ER) was initially proposed in 1833 as a line from Islington to York. It obtained its Act three years later, in 1836, but for a drastically reduced scheme from London to Broxbourne, and it was only after May 1838, when Robert Stephenson became engineer, that construction got going, with an extended target of Bishop's Stortford.

The line from Stratford to Broxbourne opened in 1840, but it was not until 1842 that it finally reached Bishop's Stortford. Several intermediate stations were opened as the line extended. including Roydon. The station was of an unusual design. Some sources credit this to Francis Thompson, and he certainly had close links with Stephenson, designing the buildings for both the North Midland Railway and the Chester & Holyhead line. It is quite possible that Roydon, with its atypical semi-circular portico, could have been his work. However, there is nothing else like it surviving on the route.

The single-storey station was built of low-cost material, but to a complex

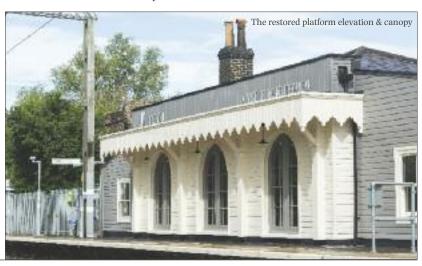
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finish. It is mainly timber framed and plastered, with some brick and stone parts at low level, and a slated roof. The road side of the building, with the portico, and round-headed windows behind, is opposite the entrance to Briggens Park and it may be that the somewhat ornate structure is the price the N&ER had to pay to get permission for a station by the estate.

The building was listed in 1971. The booking office was relocated in 1978 and two years later the main building was converted to a restaurant, as which it served until a couple of years ago. Unfortunately, the operators applied modern colours and fencing to the station, and, after the restaurant closed, it deteriorated and became quite shabby. However, train operator Abellio Greater Anglia has let the building to a new tenant, who is in the process of restoring it back to a more conservative appearance, with help from a Trust grant. The building will still be a restaurant, and we expect it to do well.

Sponsor: Just ... at the Station Ltd, London Architect: Spacely Ltd, New Malden, Surrey Contractor: No 1 Sterling Construction

Engineering Services Ltd, Loughton, Essex



### **NETWORK RAIL ARCHIVES**

Once again we have given grant-funding support to the Network Rail National Records Centre, for the conservation of important historic documents held in the archive.

The first drawings reported this year relate to the Conwy and Britannia tubular bridges, documents which had been kept safely under lock and key by the civil engineers in Manchester. These drawings arrived at the centre together with a volume of 46 individual illustrative plates dating from 1850. Received in poor condition, all these documents are now cleaned and rescued, with bindings repaired.

Three Great Western Railway drawings dating from 1901 for Dawlish New Sea Wall have also been recovered and photographed and used to support the recent repair works at that location.

The original reason for the Trust's support of the archive was the conservation of drawings from the

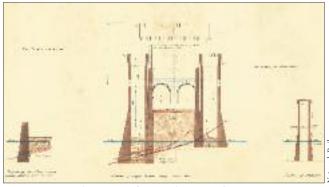
Brunel era, and this year four drawings of Harbury Tunnel and adjacent cuttings, signed by I K Brunel for the

Birmingham & Oxford
Junction Railway, have been
conserved and
photographed, and again
have found current use,
supporting the teams
dealing with the recent
Harbury landslip.

What may be the largest drawing encountered in Network Rail's collection is the 12 feet long by three feet wide (four by one metres) coloured plan of Runcorn Bridge (London & North Western Railway, William Baker, 1868). This is just one of a set of drawings of the bridge currently being addressed.

Finally, a set of ten previously restored drawings was loaned to the National Railway Museum to support an exhibition exploring the history of station development called 'Destination Stations', which is also being turned into an online resource pack for schools.

Reporting to the Trust on the work



Above: Historic drawing of Conwy Bridge

undertaken, Network Rail Archivist, Vicky Stretch, recognised the importance of the archive, the support of the Railway Heritage Trust, and the on-going value of collecting and conserving these historic engineering drawings and also making them available.

Sponsor: Network Rail National Records Group, York



# ST ALBANS ABBEY STATION: GATEWAY RESTORATION

The first railway station to serve this Hertfordshire town was called simply St Albans. It was opened by the London & North Western Railway (L&NWR) on 5th May 1858 and was the terminus for the six and a half mile route from Watford Junction. The L&NWR had aspirations to extend to Luton and Dunstable, although these were never realised, and from 1868 the company's route was challenged when the Midland Railway constructed its own station further to the east of the

city centre. By 1924 the London, Midland & Scottish Railway owned both St Albans stations, with the former L&NWR one renamed St Albans Abbey.

This station was served by a brick-built structure designed in the style of a single-storey rural villa, with a low, gabled, roof and imposing chimneys. A gabled canopy spanned both the platform and adjacent running line, with its outer face carried on six circular-section columns. The station building was demolished in the 1960s and the single platform is now served only by two modern shelters.

Left: Newly installed gates

The approach road to the station is accessed through a gateway comprising two square-section brick piers with stone caps, which had been badly mutilated by attempts to rationalise the entrance, including the erection of a height restriction barrier, to prevent illegal access. The Abbey Line Community Rail Partnership (CRP) engaged with Network Rail and train operator London Midland to resolve the appearance of the entrance by promoting a competition for local schools to design a new set of gates integrating the height restriction barrier. The winning design incorporated themes from St Albans' Roman history and the railway, and the Trust agreed to support the Abbey Line CRP with a modest grant, to restore the gateway piers and replace the stone caps. The result is a fine transformation of the street frontage, and a huge uplift to the overall appearance of the station.

Sponsor: Abbey Line Community Rail Partnership, St Albans, Hertfordshire Designers: Pupils of The Marlborough Science

Academy, St Albans, Hertfordshire

Contractors: Murrill Construction Ltd, Greenford,
Middlesex; H S Jackson & Son (Fencing) Ltd,
Ashford, Kent (gate structure): Campbell
Design & Engineering Ltd, Mattersey,
Doncaster, South Yorkshire (gate panels) &
Arundel Stone Sussex Ltd, Bognor Regis, West
Sussex (pier caps)

### LOUGHBOROUGH STATION: DOOR TO CAFÉ

Loughborough opened as part of the Midland Counties Railway in 1840, but the present station was not built until 1872 with the design tentatively allocated to J H Sanders. The structure is unlike most other Midland Railway stations of its time, although the canopies were absolutely typical: sadly, they were butchered by British Rail in the 1970s, and, although partially restored by Network Rail, are cut back and do not provide adequate protection for passengers joining trains in the wet, a situation that the Trust still hopes to rectify.

Despite the canopy issues, the industry

Right: Detail of door



has done a lot to improve the station in recent years, particularly for the 2012 Olympics. On a wider scale, East Midlands Trains, the train operating company that manages the station, has worked hard to improve the catering on offer at many of its locations, and this included transferring responsibility for the Loughborough facility, in Sanders' building on the northbound platform, to the Gourmet Coffee Bar & Kitchen Ltd. This company approached us to see if we could help in its refit of the café and although our scope for action gave us little opportunity to assist them, we were delighted to sponsor a new door into the premises.

Sponsor: Gourmet Coffee Bar & Kitchen Ltd, Wrexham, Clwyd Contractor: Dr DIY, Ellesmere, Shropshire

# CAMDEN: WINDING ENGINE VAULTS: CONSERVATION MANAGEMENT PLAN

In 1833 Robert Stephenson laid out the London & Birmingham Railway from Camden to Curzon Street in Birmingham with an amazingly level route, featuring no gradient steeper than 1 in 300. Unfortunately, the 1835 decision to extend the line from the canal basin at Camden to the 'New Road' (now Euston Road), a mile further south, presented a problem that was to curse every terminus of a line coming into London from the north: how did the railway cross the Grand Union Canal, which was high up the lower slopes of the Hampstead Ridge, but be low enough to allow passengers to join and leave trains at the New Road, south of which no railway was to be authorised? Each of the four northern lines chose a different solution, but Stephenson's line to Euston, crossing over the canal, and dropping to street level at the New Road (or more accurately at Drummond Street, some

two hundred-odd yards (183 metres) to the north), inevitably meant there was to be a relatively steep gradient of 1 in 85. When this decision was taken in 1835, locomotive design was still in its infancy (it was only six years after the Rainhill trials) and there was much suspicion of the noise and atmospheric pollution caused by steam engines, so the railway was required to use rope haulage up the incline.

Thus, just to the north of the canal at Camden, Stephenson built massive vaults under the four tracks into Euston (two for the London & Birmingham, and two for the planned Great Western Railway, before Brunel's diversion into the broad gauge led to that line having its own terminus at Paddington). The vaults were 170 feet long and 135 feet wide (52 by 41 metres), and contained boilers, coal stores, winding engines, and the equipment to tension the ropes on the incline. Tellingly, the system was not ready when the railway opened, and the first trains out of Euston were locomotive hauled, but three months later, in

October 1837, rope haulage started. Whilst the system worked, it built in massive capacity and time constraints, and, with the development of locomotives, it must have been with a huge sigh of relief that conventional haulage started in 1844, although it was not until the electrification of the route in the 1960s that the provision of banking engines could be abandoned.

The chimneys and above-ground elements of the rope haulage system quickly vanished, and the vaults were stripped of all their equipment, but clearly it was felt an unnecessary expense to fill them in, and, as a result, 170 years after they were abandoned, the vaults are still there, and all trains on the West Coast Main Line travel over them to this day. Unfortunately, the vaults gather water, so they are normally flooded, although they are pumped out every six years for a full examination.

If one of the Trust's roles is to find a new use for structures that have reached the end of their operational life, the vaults have to be our longest-outstanding piece of business! In recent years we have discussed options with the Camden Railway Heritage Trust, which has developed an exciting vision of how the vaults might be used commercially, possibly as a restaurant and event venue, and linked to the nearby Camden markets. Network Rail has shown an interest in this, as it would offer some revenue from the structure, and allow regular inspection and maintenance if the vaults were kept permanently dry. It is even possible that the passage of HS2 tunnels



Railway Heritage T

under the vaults might offer a way of draining the vaults without any pumping.

The Trust has funded a number of conservation management plans over the years, and recommended that such a plan be developed for the Camden vaults. Network Rail agreed this, and has commissioned the work, with Trust support. The heritage and documentary review has now been carried out, and the vaults are being pumped out again to

allow for the excavation of the floors – much silt having accumulated in the last century and three-quarters. Completion of the plan is a necessary pre-step to hopefully getting the vaults, a unique feature of early railways, back into use once more.

Sponsor: Network Rail London North Western Route, Manchester Architect: PPIY Ltd, York



The station and York Chambers both sit in the Wigan Town Centre Conservation Area, and in its Conservation Area Appraisal of 2010 Wigan Council noted that there was a need for commercial buildings with vacant space to be brought back into viable use, as a means of improving and preserving the character of these protected areas. York Chambers, a mixed use property, with vacant commercial space in the upper storey, was exactly the sort of building the report referred to, and in 2014 Network Rail Commercial Property embarked on a programme of refurbishment to replace the badly deteriorating sash windows and to address urgently required stone and brickwork repairs.

The works reflect the aim of the Trust to bring viability back to historic structures on the railway, so that they may earn their keep, and we were happy to give funding support towards the stone and brickwork repairs, the replacement of the sash windows to the road frontage and minor works to the rear elevation. The building now has a consistent appearance, and is ready to start a new lease of life.

Sponsor: Network Rail Commercial Property, Manchester

Designers: Network Rail Commercial Property, Manchester & Capita Property and Infrastructure, Cheadle Hulme, Cheshire Contractors: CPMS Ltd, Glasgow & James Stone Masonry Ltd, Manchester (stonework)



WIGAN WALLGATE STATION: YORK CHAMBERS

The Lancashire & Yorkshire Railway (L&YR) began running services through Wigan in 1848, to Liverpool, Bolton, Bury and Manchester. As new routes developed the original station moved location by just a short distance, but in February 1896 it was replaced by a totally new station, opened on a bridge built into the historic Wallgate Street, an



Above: External details of windows

Below: Internal view of windows

extension of the ancient main route into the heart of Wigan. In 1924 this station was renamed Wigan Wallgate.

Opposite the main station building the L&YR erected a two-storey structure in red brick, with a pitched, slated, roof and an upper floor with paired sash windows. This building was named York Chambers. The lower floor consisted of shop units with typically classical details, while the upper floor, built as commercial offices, was accessed via a central doorway surmounted by a Flemish-styled pediment.

# NATIONAL RAILWAY HERITAGE AWARDS

The Railway Heritage Trust Conservation Award for 2015 was won by the Wensleydale Railway for its excellent restoration of Scruton Station.

The following projects, to which grants were awarded by the Trust, were also recipients of 2015 National Railway Heritage Awards: Gleneagles Station (Network Rail, ScotRail and IDP Architects), Worcester Shrub Hill Station's Victorian waiting room (Network Rail), Wakefield Kirkgate Station (Groundwork Wakefield), Newcastle Station (East Coast Main Line Company Ltd), Ladybank Station's Laird's Waiting Room (Ladybank Development Trust and Fife Historic Buildings Trust), Falsgrave Gantry and Grosmont North End Signalling (North Yorkshire Moors Railway and Network Rail).

## **GRANTS AND EXTERNAL CONTRIBUTIONS: 2015/16**

### **NETWORK RAIL**

The Trust has supported 46 projects (2014/15: 40) with 47 grants, which totalled £1,816,888 (2014/15: £1,787,280). 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 five grants were either cancelled or deferred.

### HIGHWAYS ENGLAND (HISTORICAL RAILWAYS ESTATE)

The Trust has supported one project (2014/15: two) with a grant of £200,000 (2014/15: £400,000). The grant assisted Highways England (Historical Railways Estate) in its management of non-operational buildings and structures, which include redundant viaducts on closed lines.

### MABER BEQUEST

The Trust has supported six projects (2014/15: six) with ten grants, which totalled £23,418 (2014/15: £23,140), 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.

The projects were:

	NET	TWORK RAIL GRANT	HE (HRE) & MABER BEQUEST GRANT	EXTERNAL CONTR'B'N NETWORK RAIL	EXTERNAL CONTR'B'N HE (HRE) & MABER BEQUEST
Page		£	£	£	£
ENGL				(4)	
5	Appleby East Level Crossing: Removal of heritage equipment to Slaggyfo	ord 9,453	= 0.40 (MARER)	375 <sup>(1)</sup>	
7	Book about railwaymen & railwaywomen at war	27.500	7,848 (MABER)	650 000 (2)	0
24	Broxbourne Station: Cable survey & heritage lettering restoration	27,500		650,000 <sup>(2)</sup>	
25 28	Cambridge Station: Cable removal & tidying up Camden: Winding Engine Vaults: Conservation management plan	207,000 4,000		1,533,403 (3)	
12	Cleethorpes Station: Refurbishment of central block of MS&LR building into cycle workshop & store	50,000		0 73,805 <sup>(4)</sup>	
20	East India Station, DLR: VC plaque for Lance Corporal Robertson		754 (MABER)		0
23	Film Archive: Railway signalling & people		6,500 (MABER)		7,699 (5)
25	GER Bridge Registers: Conservation	2,000	.,	0	,
17	Glossop Station:				
	- Heritage lights installation (£8,000)*	CANCELLED			
	- Heritage lights installation	8,000		7,998 (6)	
9	Headingley Station: Room conversion for therapy facility	6,772		10,000 (7)	
12	Herne Hill Station: Entrance canopy reinstatement	2,200		0	
11	Huddersfield Station: King's Head: Restoration works	22,000		40,708 (8)	
	Lancaster Station: Café upgrade & restoration (£20,000)	DEFERRED			
4	<b>Leamington Spa Station:</b> Restoration of former mess room as café & waiting room	9,609		16,646 <sup>(9)</sup>	
22	Leatherhead Station: Heritage works	70,000		105,155 (10	0)
4	<b>Leeds Station: Dark Arches:</b> Lighting improvements for conversion to retail use	250,000		250,000 (1)	1)
8	<b>Leeming Bar Station:</b> Dismantling & relocation of footbridge from Brigg	6,200		0	
10	Liverpool: James Street Station: Heritage works	15,000		32,730 (12	2)
18	<b>London Bridge Station:</b> Restoration of Driver arches on St Thomas Street	250,000		0	
20	London Marylebone Station:				
	- Replica of Engineers' Office memorial plaque		492 (MABER)		0
	- Replica of Goods Office memorial plaque		2,412 (MABER)		0
	- Repairs to Sir John Betjeman blue plaque	4.600	163 (MABER)	20.670.4	0
28	Loughborough Station: New door as part of café refurbishment	1,680		20,670 (13	5)
11	(Former) Maidenhead Train Shed: Structural assessments to inform re-ere	ction 15,160	3,717 (MABER)	0	2 720 (14)
20 16	Manchester Piccadilly Station: New L&NWR war memorial	75,000	3,/1/(₩₩₩	60,481 (15	3,720 (14)
8	Manchester Victoria Station: Heritage works  Needham Market Station: Structural repairs & heritage features improven			17,920 (10	
27	Network Rail Archives: Conservation of historic drawings	10,000		0	
5	Newark Castle Station:	10,000		Ü	
	- Main building restoration (£77,000)*	CANCELLED			
	- Main building restoration	79,250		0	
6	Peckham Rye Station: South staircase restoration	46,500		6,500 (17	7)
20	Penkridge Station: Fabric works to station building	16,500		0	
25	Ridgmont Station: Replica L&NWR platform bench	940		945 (18	3)
26	Roydon Station: Refurbishment as restaurant	36,600		54,767 (19	9)
27	St Albans Abbey Station: Gateway restoration	3,790		16,470 <sup>(2)</sup>	0)
	Sheffield Station: Conversion of former station master's flat into offices (£38,000)	CANCELLED			
	* Grant reissued to a different client				

### **GRANTS AND EXTERNAL CONTRIBUTIONS: 2015/16**

	1	NETWORK RAIL GRANT	HE (HRE) & MABER BEQUEST GRANT	EXTERNAL CONTR'B'N C NETWORK RAIL	EXTERNAL ONTR'B'N HE (HRE) & MABER BEQUEST
Page		£	£	£	£
22	Snodland Station: Refurbishment	32,000		48,000 (21)	
14	Stoke on Trent Station: Works to downside entrance building	75,000		118,543 (22)	
7	Torksey Viaduct: Provision of cycleway		200,000 (HE (HRE)		180,000 (23)
6	Ulverston Station: Conversion of building into cycle workshop	49,000		72,526 (24)	
13	Wakefield Kirkgate Station: Refurbishment	40,000		804,000 (25)	
23	Wickham Market Station: Replica GER canopy installation	36,573		54,861 <sup>(26)</sup>	
29	Wigan Wallgate Station: York Chambers: Refurbishment & repair of windows & stonework	32,433		0	
21	Worcester Shrub Hill Station: Roll of Honour				
	- Photography		1,200 (MABER)		0
	- Printing		167 (MABER)		0
	- Framing		165 (MABER)		0
SCOT					
10	Aberdeen: Ferryhill Turntable: Restoration	4,000		6,002 (27)	
9	Aberdour Signal Box: Conversion to studio	66,929		104,391 (28)	
9	Blair Atholl Station: New door to waiting room	680		0	
17	Corrour Signal Box:				
	- Refurbishment	80,000		0	
	- Interior fit out	20,000		0	
14	Edinburgh Waverley Station: Restoration of historic floor	12,500		12,500 (29)	
19	Glasgow Central Station: 240 Argyle Street: Heritage features restorati	ion 18,000		0	
15	Kilmarnock Station:			0.0 = 0.0 (20)	
	- Room restoration	44,000		90,587 (30)	
26	- New windows in clock tower	16,000		0	
26	Kilpatrick Station: Restoration of station building as office	30,000		41,900 (31)	
24 15	Maxwell Park Station: Electrical wiring upgrade to first floor meeting re New Cumnock Station:	oom 733		0	
15		12.100		25,021 <sup>(32)</sup>	
	<ul><li>Conversion to youth hub &amp; community café</li><li>Gates &amp; works to improve security</li></ul>	12,100 4,560		25,021 (32)	
WALE		4,560		U	
VVALE	Aberystwyth Station: Re-erection of Driver roof from	DEFERRED			
	London Bridge Station (£100,000)	DEFERRED			
13	Cardiff Central Station: GWR fanlights refurbishment	1,120		0	
		1,816,888	200,000 (HE (HRE)	4,276,904	180,000 (HE (HRE))
			23,418 (MABER)		11,419 (MABER)
CO141	DINIED NETWORK DAIL HE (HDE) AND MADED DECHEST CRANTS TO	TAL 2.040	206		

COMBINED NETWORK RAIL. HE (HRE) AND MABER BEQUEST GRANTS TOTAL

2,040,306

### COMBINED NETWORK RAIL, HE (HRE) AND MABER BEQUEST EXTERNAL CONTRIBUTIONS TOTAL

4,468,323

External contributions were from:

- (1) Appleby East Level Crossing: South Tynedale Railway Preservation Society
- (2) Broxbourne Station: Abellio Greater Anglia, Hertfordshire County Council
- (3) Cambridge Station: Abellio Greater Anglia
- (4) Cleethorpes Station: North East Lincolnshire Council, NSIP (Department for Transport)
- (5) Film Archive: Friends of the National Railway Museum
- (6) Glossop Station: Northern Rail
- (7) Headingley Station: Heritage Lottery Awards for All
- (8) Huddersfield Station: King's Head: Mykanada Ltd
- (9) Leamington Spa Station: Chiltern Railways
- (10) Leatherhead Station: Govia Thameslink Railway
- (11) Leeds Station: Dark Arches: Leeds City Council, West Yorkshire Combined Authority
- (12) Liverpool: James Street Station: Merseytravel, NSIP (Department for Transport)
- (13) Loughborough Station: Gourmet Coffee Bar & Kitchen Ltd
- (14) Manchester Piccadilly Station: Virgin Trains West Coast
- (15) Manchester Victoria Station: Department for Transport (SCPF), MSSP, Transport for Greater Manchester
- (16) Needham Market Station: Abellio Greater Anglia

- (17) Peckham Rye Station: London Borough of Southwark
- 18) Ridgmont Station: Ridgmont Station Heritage Centre visitor donations, The Railway Correspondence and Travel Society
- (19) Roydon Station: Just ... at the Station Ltd
- (20) St Albans Abbey Station: Hertfordshire County Council
- (21) Snodland Station: Kent County Council, NSIP (Department for Transport)
- (22) Stoke on Trent Station: Virgin Trains West Coast
- (23) Torksey Viaduct: Developer, Lincolnshire County Council, Railway Paths Ltd
- (24) Ulverston Station: Department for Transport Cycle Rail Fund
- (25) Wakefield Kirkgate Station: ENTRUST, Grand Central, Groundwork Wakefield, The Headley Trust, Metro, Northern Rail, Wakefield MDC
- (26) Wickham Market Station: Abellio Greater Anglia, ACoRP, Community Right to Bid (DCLG), individual donations, Suffolk Coastal District Council
- (27) Aberdeen: Ferryhill Turntable: The Architectural Heritage Fund, Ferryhill Railway Heritage Trust, Historic Scotland
- (28) Aberdour Signal Box: Lynette Gray, SCRF
- (29) Edinburgh Waverley Station: Virgin Trains East Coast
- (30) Kilmarnock Station: East Ayrshire Council, SCRF
- (31) Kilpatrick Station: SCRF
- (32) New Cumnock Station: Passage to Monthraw Ltd

The Annual Report and Accounts covers the operations of the Railway Heritage Trust during the period 1st April 2015 to 31st March 2016.

Established in 1985, the Trust is an independent registered company limited by guarantee, supported by Network Rail and Highways England (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 nonoperational property, including the possible transfer of responsibility to local trusts or other interested organisations.

In 2015/16, the Trust awarded 58 grants towards the costs of 53 restoration and other projects. Five grants were either cancelled or deferred.

### **AUDITED ACCOUNTS**

Begbies, London, audited and approved the Trust's Accounts for 2015/16. At the Trust's Annual General Meeting in July 2016 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 2016 and of its surplus 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, based on the work undertaken in the course of our audit, the information given in the Directors' Report for the financial year for which the financial statements are prepared is consistent with the financial statements, and the Directors' Report has been prepared in accordance with applicable legal requirements'.

Begbies Chartered Accountants and Registered Auditors London July 2016

### FINANCIAL REPORT

The Trust's financial activities in 2015/16 are summarised as follows:

FUNDING ALLOCATED TO PROJECTS	£
From Network Rail	1,812,128
From Highways England (Historical Railways Estate)	200,000
From Maber bequest	23,418
	2,035,546

#### **EXPENDED ON PROJECTS**

47 grants to Network Rail projects	1,816,888
One grant to a Highways England (Historical Railways Estate) project	200,000
Ten grants to Maber bequest projects	23,418
	2.040.306

### **FUNDING FOR TRUST'S OPERATIONS**

From Network Rail	209,872
From Highways England (Historical Railways Estate)	10,000
Net movement in Maber bequest	32,374

Total Income	252,246
Total Expenditure – Administration	211,686

#### EXECUTIVE DIRECTOR'S COMMENTARY

I stated in the last Report that our challenge for 2015/16 would be to keep up that rate of delivery without the major schemes of previous years, and so it has proved. We ended the year with all the grant money allocated, but an unusually high number of projects incomplete, although all are now well on the way to delivery. As always, we would not have been able to deliver our programme without the support I receive from Malcolm and Claire, for which, as ever, I am most grateful.

Sir William, in his introduction, has summarised the projects that we have helped fund in the year, and the Report itself shows the detail of what we have done. Rather than repeating that material, I would note that the differences between the various train operating companies (TOCs) that we have seen in the past have reduced, and we are now working with all of them to good effect. The change of operator in Scotland undoubtedly led to a hiatus until the new ScotRail franchise bedded down, but by the end of the year projects were once more marching ahead, and the franchise, supported as ever by the Stations Community Regeneration Fund, is looking to resume its place of receiving the most grants of any TOC.

After some years of office moves, weaker financial support than we would have liked, and very clunky IT, it is a pleasure to report that everything on our support side has gone really efficiently this year. Our thanks to those Network Rail colleagues who provide these back-up services for us at no charge to the Trust.

However, we have seen a very sad loss in our financial support. Last year we reported on the merger of our auditor Price Firman into Begbies. Begbies has delivered an excellent service to us, but we were soon aware that Michael Cox, who had led our audits for many years, was not well, and sadly he passed away early in 2016. I would like to place on record my personal gratitude for all the support he gave us over many years, and for the efforts I know he put in, even though he was so ill, to ensure the transfer to the new arrangements went smoothly. That this year's audit, the first for a very long time without him present, has gone so well, is a credit to his work and dedication.

Andy Savage Executive Director London July 2016

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



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