

RAILWAY
HERITAGE
TRUST

Annual Report and Accounts 2017/18



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Sir William McAlpine
12 January 1936 – 4 March 2018
Chairman Railway Heritage Trust
1985 – 2018

Chairman's statement

Inevitably the main item of this statement has to be to record our sense of loss at the death of our Chairman of 33 years' standing, Sir William (Bill) McAlpine. Bill was taken ill in early December 2017, and, after a long struggle, passed away on 4 March this year. We all miss him greatly, and have joined many others in paying tribute to him, and offering our condolences to Judy, his children Andrew and Lucinda, and the rest of the family. I, and everyone else in the Trust, are delighted that Judy has agreed to become the Patron of the Trust.

Bill's involvement in the Trust went back to the very beginning. When Simon Jenkins first suggested the idea, everyone agreed that the Trust needed to be independent, and to have a Chairman with sufficient stature to be able to capture the notice of the industry. As soon as Bill was recruited he made his mark, stamping hard on any suggestions of a large Board ('Anything more than three people is too much, they can't make a decision') but also suggesting the Advisory Panel, which has created a reserve of expertise and goodwill that the Executive Director can call upon. In the early years the Trust would tour the system in Bill's saloon carriage,

GE1: the combination of such a unique vehicle and Bill's hospitality undoubtedly helped free up many grants from local authorities. Bill steered the Trust through the privatisation process, so that it now finds itself as one of the oldest companies in the national rail industry.

Looking at the Trust's achievements in 2017/18, the successful transfer to being able to manage all our grants financially, and to pay them out directly, has been a big change for us, but very much for the better as we now fully control our financial affairs. We have made 57 grants from our Network Rail funding, to a total value of £1.93m, and these projects have drawn in £2.87m of external funding to the industry. I'm pleased to see that the workload on my old stamping ground of Scotland has continued to rise, and 2018/19 looks as if it will be an all-time record there: indeed we are having to approach Network Rail for more funding this year. Wales has seen another pretty flat year, but we are making more grants in 2018/19, and the new Wales and the Border franchisee is looking to do much more heritage work, so we hope to see an upturn here as well.

Our work with the Historical Railways Estate, owned by the Department for

Transport and managed by Highways England, continues, and we have sponsored work on two viaducts, and a closed station. This latter is a new activity in this Estate, although we have plenty of practice on the Network Rail system.

Our work to honour the railway's contribution in the Great War is reported in detail within, but is now coming to an end. The Maber legacy has enabled us to do much more in this area than we would otherwise have been able to do, and we are extremely grateful for Mr Maber's generosity. We anticipate completing spending all the legacy during 2018/19.

The Trust has achieved a great deal in a very unsettled year, and I thank Andy Savage, Malcolm Wood, Paul Childs and Claire Pickton for all their hard work.

I also thank our sponsors, Network Rail and Highways England's Historical Railways Estate, for their ongoing financial and logistical contributions. I commend the 33rd Annual Report and Accounts of the Railway Heritage Trust to you.

Jim Cornell
Chairman
London July 2018



Aberdeen

Restoration

The Trust's previous two reports have described the refurbishment of the Aberdeen turntable and the construction of new fabrications to replace failed cast-iron elements of the structure. The fabrication work was completed late in 2017 and the new pivot positioned early in 2018. There followed a frustrating period of several months waiting for the temperature to rise sufficiently to allow epoxy grouting of the new pivot. Once

this was done the restored turntable structure was rapidly craned back into position, completing the work sponsored by the Trust. Since then the Trust has maintained an informal interest in the project and in arranging the overhaul of the track so that the turntable is once more accessible from the rail network. We hope to see *Tornado* running to Aberdeen, trying out the turntable in early 2019.



© Mike Cooper



Attleborough

Restoring the station building

The Norfolk Railway line from Bishop's Stortford to Norwich reached Attleborough in 1845. The Grade II listed station now contains a booking office, waiting room and station master's house, plus a signal box added in 1883. All are on the Norwich-bound platform. The station buildings have been abandoned for some time but restoration has started this year, with a grant from the Trust for external works to make the building watertight and prevent further deterioration. The Trust has earmarked further funds to refurbish the interior once Greater Anglia has identified a tenant to take on the premises. An interesting detail is a memorial plaque on the building, dedicated to the USA 452nd Bomb Group, which was based at nearby Deopham Green airfield during the Second World War.



Eastbourne

The London Brighton & South Coast Railway built Eastbourne Station in 1886; it is now a Grade II listed building. Train operator Southern Railway is carrying out major works to improve access and upgrade passenger facilities. The side entrance of the station has been made wider and remodelled to give step-free access from the car park and taxi rank. The Trust has provided a grant for the purchase and installation of heritage-style gates which will enable the station to be closed outside operational hours.

Appleby

Provision of waiting shelter

Appleby-in-Westmoreland Station opened in 1876 when the Midland Railway inaugurated the magnificent Settle – Carlisle Railway across the Pennines. Midland Railway engineer J S Crossley and architect J H Sanders designed the Grade II listed building, typical of other stations along the route and of robust build.

The station building is closed for much of the day and consequently offers no shelter for passengers. Following last year's work at Settle, the Trust supported the erection of a new stone shelter with a slated gabled roof and glazed frontage at Appleby. As at Settle Station, the structure follows the Settle – Carlisle design guide, intended to preserve the architectural integrity of new construction alongside the railway's traditional buildings.



Bat & Ball

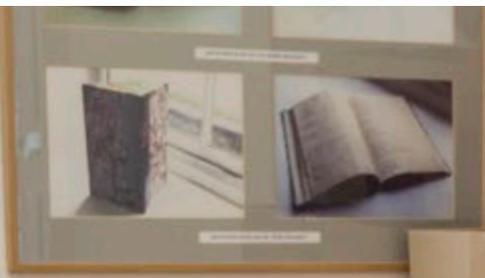
Heritage elements of refurbishment

Built in 1862 by the London Chatham & Dover Railway (LC&DR), this Grade II listed station was the original terminus for Sevenoaks. It was used by Queen Victoria when travelling to Knole House. The curious name is derived from a local pub: it was decided to change the name to Bat & Ball to differentiate it from Sevenoaks Station on the later mainline after it opened in 1868. The station is made up of offices, a waiting room and the station master's house; it is built in characteristic LC&DR red and polychrome brick with a dark blue slate roof.

The building was boarded up in 1991 and had become a public safety concern, and subject to vandalism. Sevenoaks Town Council is committed to the regeneration of the Bat & Ball area and sees bringing the station back into public use as a catalyst for the wider development of the locality, with a community centre, leisure park and new homes also planned. The Council has secured a £755,600 grant from the Heritage Lottery Fund for the refurbishment of the station.



When this is completed, the station will have a café, two community rooms, public toilets and bicycle racks. The Trust has provided a small grant to support heritage elements of the project, including station lighting, signing, the restoration of the station clock and traditional seating.

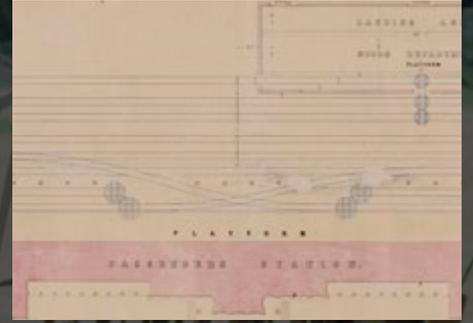
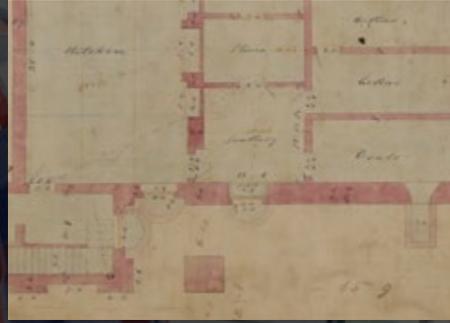
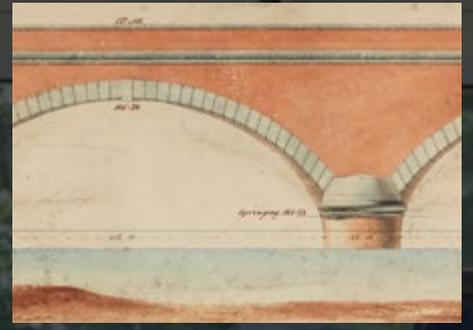
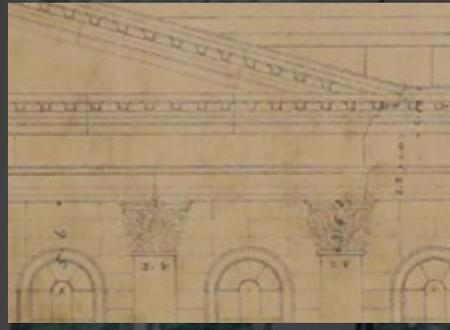


VANILLE
8 x 2500 ml





This year the Trust has supported the conservation and scanning of seven original construction drawings of Grade I listed Huddersfield Station dated 1846, and later 19th century drawings showing the development of the station within the locality. In addition, the Trust's grant has been used for remedial work on eight original contract drawings for Brunel's Grade II* listed Moulsoford Viaduct which were in a fragile condition and damaged by repair with adhesive tape in the past. The drawings are beautifully coloured and include an unusual aerial view of the bridge. Conserving documents related to the Forth Bridge continues with the Trust's help and 60 original construction drawings have been cleaned and flattened for storage.



National Records Centre

Conservation of historic drawings

A feature of the Trust's annual report has been the regular updates from the Network Rail National Records Centre in York about the work of Archivist Vicky Stretch and her team. The Trust has supported the archive and conservation of historic drawings for the last ten years, including a Brunel-era collection of Great Western Railway drawings in 2008; early documents pertaining to the York & North Midland Railway in 2013 signed by George Stephenson; and drawings related to the construction of the Forth Bridge to support the successful bid for UNESCO World Heritage status in 2015.

The National Record Centre opened in 2008 to amalgamate eleven previously regional archives that had belonged to the original railway companies, British Rail regions and Railtrack Zones. The York

facility provides a secure, state-of-the-art repository for Network Rail's records from the Victorian pioneering period up to present day railway infrastructure, and includes a digital resource for the storage of historical documents part-funded by the Trust in 2012.

The Trust's work on the restoration of historic railway buildings continues to be assisted by the invaluable resource provided by the National Record Centre. Archive drawings show how stations were originally built and developed over time, and are an important reference for restoration work. Drawings recently retrieved from the archive for Trust funded projects at Stoke on Trent, Taunton and Weston Super Mare have been especially useful in determining the original features and layouts of these buildings.



Carlisle

Drinking fountain relocation and additional stone cladding to roof counterweights

Originally named Carlisle Citadel after the law courts opposite, the station, designed by Sir William Tite for the Lancaster & Carlisle Railway (later part of London & North Western Railway), is a Grade II* listed building. As part of the Great North Rail upgrade, Network Rail invested £14.5 million to refurbish the glazed roof which dates from 1847 when the station was constructed. The glass panels have been replaced by a lightweight material, ETFE (ethylene tetrafluoroethylene), which has also been used to renovate the roofs of Manchester Victoria and Birmingham New Street Stations. For passengers at Carlisle the new roof has transformed the station, bringing about a brighter, airier and more pleasant environment.

The use of ETFE combined with the Twinfix glazing bar system provides a much lighter roof than traditional materials but required additional tie-downs fixed to counterweight blocks on the platforms. The Trust suggested the blocks be clad in stone to be more in keeping with the station's listed status and agreed a grant for this purpose. One of the counterweights obscured a drinking fountain on Platform 3 and the Trust provided a further grant to move the fountain to another location and make good the stonework on the platform wall. With the Trust's help this historical feature has been retained and continues to be used.



Battle

Stone wall and railings

The station opened in 1852 on the Tunbridge Wells and Hastings line and was designed by architect William Tress for South Eastern Railway. Battle is a Grade II listed station and regarded as one of the finest examples of Victorian Gothic Revival railway architecture in the country, its style probably influenced by the Benedictine abbey nearby.

The current operator Southeastern Trains wanted to increase parking capacity for bicycles at the station and secured funding from the Rail Delivery Group and East Sussex County Council for this purpose. Available parking for bicycles was severely restricted and a larger facility was proposed at the side of the station in an area previously used for a staff car park and bin storage. This raised concern over the visual impact this new bicycle park would have on the station, given the building's historical importance.

In consultation with the local conservation officer, the Trust agreed to provide a grant for a screen wall with traditional railings to enclose the cycle area. The Trust requested the wall be detailed to match the plinth of the main station building, using rough course stone with ashlar dressings. The Trust has also agreed a significant grant for 2018/19 to restore the station roof which will feature in next year's annual report.

Leeds

The transformation of the Dark Arches in the undercroft of Leeds Station by multi-coloured waves of light, funded by the Trust in partnership with Network Rail, has much improved the illumination and accessibility of this arcaded thoroughfare. Last year the Trust also agreed to make additional funds available to resurface the road running underneath the arches in a lighter material to enhance visibility further and to match the paving of the Neville Street station entrance, opened in 2015. At the time of going to press work had yet to commence on the resurfacing because of unanticipated conditions on site but is expected to be completed this year.





The Trust identified improvements to concourse elevations to open up the view to the trains, and had new concrete pavers installed, alongside heritage fencing and gates.



Bognor Regis

Station renovation and refurbishment

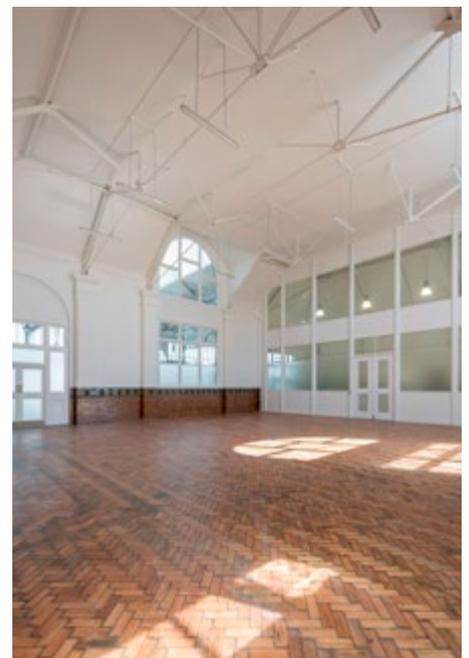
Bognor Regis Station site dates from 1864, with the opening of a branch line to Bognor from Barnham Junction. The station was rebuilt in 1902 following a fire and renamed in 1930 when the seaside resort was awarded the appellation Bognor Regis by His Majesty King George V.

For the recent redevelopment of Bognor Regis town centre, improving the station environment was seen as an important aspect of the redesign of public amenities, which run from the railway terminus towards the sea front.



Southern Railway is managing a £2.5 million programme of renovation and refurbishment of this Grade II listed Edwardian building with support from the Trust. Other funding comes from the National Stations Improvement Programme which aims for better passenger facilities at over 200 medium-sized stations.

Initially, Bognor Regis Town Council and Arun District Council funded improvements to the station forecourt and building frontage. The Trust and Southern Railway then developed the scheme, with particular attention to the heritage features. The aim was to reopen areas of the station that had been closed for many years, mainly the old ticket and parcel offices, and bring them back into public use with their original features restored or replicated.



A new modular ticket office based on the original design of the bookstand (believed to be an early WHSmith stall) was built on the station concourse. The work also included brickwork and roof repairs, window and door refurbishments, enhancements to concourse and canopy lighting, and general building repairs.

Durham

Parcels office to micropub

The Grade II listed buildings at Durham Station are generally credited to North Eastern Railway architect Thomas Prosser and are neo-Tudor in design. The original building on the southbound platform dates from 1857 when the station first opened on a branch line to Bishop Auckland. A later building was constructed in 1872 on the northbound platform when services through Durham became part of the East Coast Main Line from London to Edinburgh. The Trust has funded restoration works at the station since 1992, most recently with Virgin Trains East Coast to upgrade the roofing and rainwater goods of the former parcels office and ladies waiting room on the northbound platform. A grant had also been earmarked for a potential tenant to refurbish the interior as a bar but that scheme did not go ahead. However, licensee Graeme Robinson has

now opened a micropub on the site, aptly called *The Waiting Room*. It serves a range of beverages, specialising in regional real ales with selections from local breweries. The bar has an authentic period atmosphere, not least thanks to the Trust funding the restoration of original features dating back to 1872, including the reinstatement of two Victorian fireplaces and the original bay windows.



Downham Market

Follow-up fencing

Last year the Trust gave a grant for improvements at this Grade II listed station, which involved an upgrade and reinstating British Rail's Network SouthEast branding. Having completed this project, the Trust gave a further small grant to replace an unsightly fence that detracted from the recent improvements.



Doncaster

New automatic doors

The main station building at Doncaster was built by the London & North Eastern Railway in 1933 in a restrained Art Deco style in red brick with ashlar dressings, metal windows and a tiled roof. As part of a multi-million-pound scheme to attract investment and jobs to the region, the station forecourt is being redeveloped to pedestrianise the station approach and the car park there is being relocated. More convenient passenger drop-off facilities, a new taxi rank and better access for cyclists will also be provided, along with sympathetic landscaping. The 1930s booking hall is Grade II listed and the Trust has contributed to the purchase and installation of new automatic entrance doors in period Art Deco design. In 2018/19 the Trust will support the recently rebranded London North Eastern Railway (formerly Virgin Trains East Coast) by funding the construction of a contemporary glass canopy along the front of the building to provide shelter for people entering and leaving the station, replacing a previously unattractive structure.

Dunbar

Station lodge back from dereliction

The former entrance lodge on the approach road to Dunbar Station was once one of a pair. This Category B listed building in Tudor-styled sandstone rubble with grey ashlar dressings was for many years the station coal office, but had fallen into disuse. It has now been transformed into a micropub called *Station Yard*, selling local craft beers and high-end wines, spirits and soft drinks. The Trust contributed towards the general restoration to the interior and exterior of the building, as well as to new toilet facilities.



© Station Yard, Dunbar



Cleethorpes

Reinstatement of clock tower cladding

As reported last year, Cleethorpes Station consists of two parts: the original station buildings for the Manchester Sheffield & Lincolnshire Railway dating from 1863; and a later building, part modern-era,

but including a slender clock tower and cast-iron buffet. Both these structures were built by Lockerbie & Wilkinson in 1885 and are Grade II listed.

Last year the Trust agreed to part-fund minor repairs to the clock tower in partnership with Network Rail. However, when work started the tower was discovered to be in a far worse structural condition than originally anticipated. The original plan was to repair the clock in situ but, because of the rotted structure, the tower had to be dismantled and restored off site. Network Rail approached the Trust for an additional grant to carry out The restoration of the clock tower, which was granted in 2017/8. The tower was put back in place overnight in March 2018, concluding a very worthwhile project.



Haltwhistle

Clock repairs

Following last year's refurbishment of Haltwhistle's former booking hall, this Grade II listed building is now the home of the Tyne Valley Community Rail Partnership. This year, the Trust agreed to contribute to the restoration to working order of the double-sided station clock, dating from 1838. The Trust also funded the installation of secondary double-glazing to help reduce energy bills and make the building more comfortable for its users.



Lincoln

Heritage renovation

The Grade II listed Lincoln Station was built in 1848 by the Great Northern Railway (GNR). It has a Tudoresque design which is variously credited to John Henry Taylor or GNR architect Lewis Cubitt, who also designed London King's Cross. The Trust has a record of funding heritage renovations at Lincoln since 2001, including restorations to the roof and stonework, as well as a refurbished station buffet. The current internal fit-out involves bringing a former vacant room back into public use by converting it into a station pub, retaining the room's former heritage features.



External walls to the entrance have been cleaned and repaired, and missing faience blocks replaced. The Trust had previously funded the restoration of the station entrance canopy with its distinctive LC&DR wooden valance boards.

Herne Hill

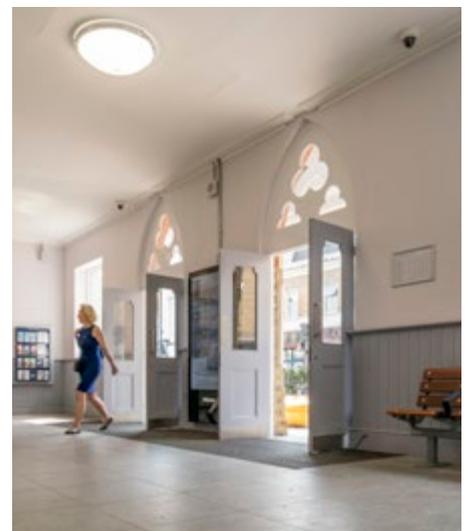
Heritage elements of refurbishment

The London Chatham & Dover Railway, which later became a principal part of the South East & Chatham Railway, opened Herne Hill Station in 1862. The architect was John Taylor who also designed other stations on the line, including Clapham High Street and Bat & Ball. The arrival of the railway helped drive the rapid growth of Herne Hill, transforming an area of genteel villas into a thriving residential district.

The Grade II listed building was designed to accommodate platforms for an elevated railway: hence the two-storey frontage. The station is of typical London stock with red brick detailing, trademark trefoil motifs for door fanlights, and corbel and keystone blocks to pointed low-arched window and door openings. The station tower originally gave access to a platform at the rear of the building which was later removed when the route was electrified and the junction

remodelled. The principal platform buildings date from the late 19th century but the platform to the east was rebuilt in the 1970s.

The Trust supported Southeastern with the restoration of some of the station's historic features as part of an overall £1.5 million upgrade. In the western platform buildings, parquet flooring, windows, wainscots and a historic fireplace were restored. In the main building, the 1970s interior was removed



to create a more open and enlarged booking hall. Period features such as wainscots have been introduced, windows restored to their original style, and traditional entrance doors installed based on an engraving of the station when it first opened.

The upgrade has enabled Southeastern to provide better and more accessible passenger facilities, including waiting room, toilets and ticket office, as well as new retail opportunities and a catering outlet in one of the viaduct arches.

West Calder

Relocation of listed footbridge to Birkhill Station

This Category B listed station and footbridge were built circa 1869, originally for the Cleland and Midcalder Line of the Caledonian Railway, which is now known as the Shotts Line. This route is being electrified and the wrought-iron footbridge had to be removed to allow adequate headroom for the wiring, and also to allow for the provision of access lifts. The bridge is being relocated to Birkhill Station on the Scottish Railway Preservation Society's heritage railway.

The Society has operated the Bo'ness & Kinneil Railway since 1979 and aims to provide a traditional railway environment at each of its stations. The footbridge will be factory restored prior to its reconstruction at Birkhill. The Trust has funded new footings which are already in place.



© Russell Kimber



© Russell Kimber

East Coast Main Line

L&NER lineside signs

During the inter-war years the London & North Eastern Railway operated the East Coast Main Line and introduced a series of initiatives to attract traffic. Most of these were associated with trains and have long vanished. However, a more enduring feature is the series of Gill Sans lineside signs designed to draw attention to features along the route, such as local landmarks, county boundaries and the distances to key stations. Thirty six of the signs survive but their condition is variable. The Trust is encouraging their restoration and in 2017/18 gave grants for work on the signs at either extreme of the route. A group of Network Rail staff volunteered to repaint the four signs in Scotland and the Trust funded the reconstruction of two signs south

of Peterborough, which had fortunately been kept in storage when they were removed from the trackside. The Peterborough 5 miles sign is back in situ and the other, indicating London 50 miles, will be re-erected in the autumn. The Trust is working with Network Rail to repair and repaint the remaining signs between Peterborough and the Scottish Border.



© Russell Kimber



Maidenhead

Former train shed restoration and relocation to Cholsey & Wallingford Railway

Maidenhead Station, 24 miles from London on the Great Western Main Line (GWML) was an interesting example of mid to late 19th century Great Western Railway (GWR) design. However, the needs of the Crossrail and the GWML electrification projects meant that there had to be substantial alterations. Although the station was not listed, the Trust felt that the train shed over the Marlow branch platform, built in a Brunel-inspired style, was worthy of preservation, being one of only four such sheds remaining.

The train shed had to be relocated from Maidenhead because it offered insufficient clearance for the overhead lines. Network Rail recognised the importance of the structure and agreed to dismantle and donate it to the nearby Cholsey & Wallingford Railway (C&WR), whilst the Trust offered financial help towards its re-erection.

Unfortunately, a misunderstanding between Network Rail and its contractor resulted in the train shed not being dismantled as planned, and it arrived at Wallingford as a complex jigsaw of damaged, missing and

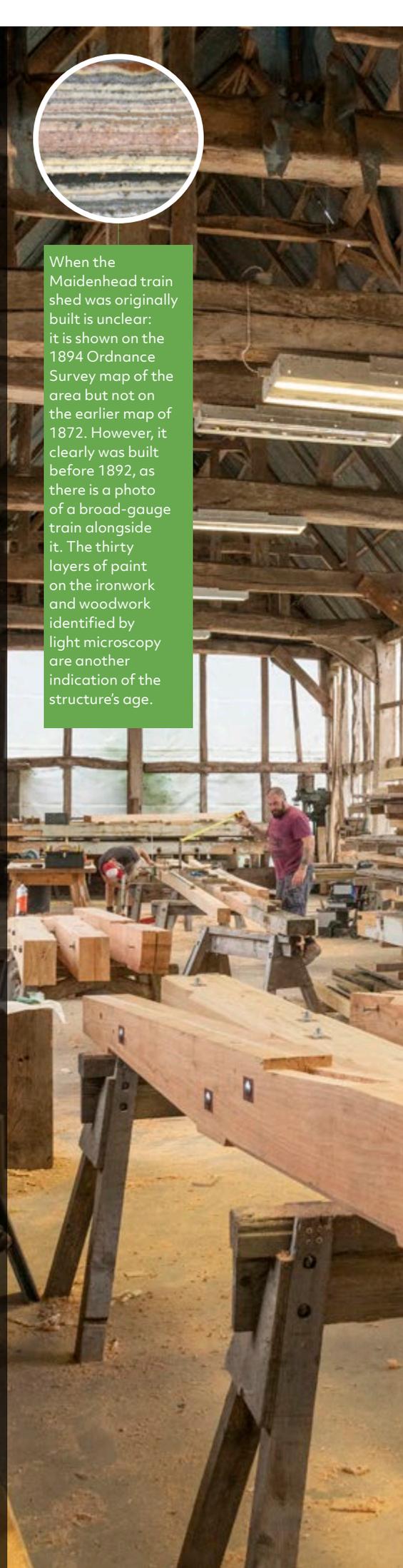
unrelated components. Restoration was clearly not going to be a straightforward task.

Network Rail agreed to make a financial donation to the Trust towards the cost of rectifying the dismantling error. The Trust has consequently been able to continue to support the project, even though its cost is far more than originally budgeted. In 2017/18 the Trust gave the C&WR grants towards structural assessment and design, as well as column replacement and significant repairs and restoration of the damaged material.

In 2018/19 the Trust will award further grants towards the preparation and painting of the restored structure and its re-erection at Wallingford.



When the Maidenhead train shed was originally built is unclear: it is shown on the 1894 Ordnance Survey map of the area but not on the earlier map of 1872. However, it clearly was built before 1892, as there is a photo of a broad-gauge train alongside it. The thirty layers of paint on the ironwork and woodwork identified by light microscopy are another indication of the structure's age.





Leamington Spa

Replica bar servery fascia, restoration of GWR notice boards and heritage railings

The Great Western Railway (GWR) rebuilt this station in 1938. The new station was designed in a period Art Deco style, with the use of hardwoods and chromium plating for the interiors, and is justifiably Grade II listed.

The Trust has supported various projects at Leamington in recent years, including restoration of the polished walnut wall panelling in the waiting rooms and upside refreshment room, which had latterly been used as a train crew mess. This year the Trust, working with tenant Little Italy, has

funded the replication of panelling to the servery bar fascia, with counter detailing appropriate to the original room design.

The Trust has also agreed a small grant for the restoration of two GWR notice boards with the Friends of Leamington Station, with whom the Trust has had a long association. Finally, at the request of Chiltern Railways, the Trust has additionally funded the installation of GWR-style railings around the station's landscaped garden maintained by the Friends.



Kilmarnock

Restoration of lower floor

The Trust has agreed to fund a third phase of restoration works at the Category B listed Kilmarnock Station. During phases one and two, the Trust helped the Kilmarnock Station Railway Heritage Trust (KSRHT) to convert nine platform-level rooms into a thriving community resource, with a café, bookshop, gift shop and rail heritage archive rooms, as well as a cycle hub. The next phase is to renovate the lower floor of the platform building and return redundant railway offices to public use. These rooms have back walls against the ground, which means this phase of work will involve considerable damp-proofing and tanking of the walls at this lower level.

KSRHT raised the balancing funding to complete this phase of the works from various sources outside the rail industry. The final phase will include the installation of sound recording studios and the work is due to be carried out during the summer of 2018.

Keighley

Internal ceiling to water tower

The Trust has a record of funding restoration work at Keighley, a Grade II listed station, and part of the steam-operated Keighley & Worth Valley Railway (K&WVR) as well as Network Rail. The current station dates from c. 1885 and includes the main building and platforms, a wooden signal box and stone water tower, all in the listing. The water tower is owned by Network Rail and will eventually be used by K&WVR as a museum and display area. In order to make the building serviceable for this purpose, the Trust has agreed a grant for the restoration and refitting of the corrugated roof between the bottom of the water tank and the interior space below. Further funding is in the pipeline to refurbish the toilets on the platforms used by K&WVR.





Ladybank

Conversion of rooms to house a psychotherapeutic centre

The Trust has previously funded several heritage projects at this Category B listed station, built mainly in 1847 and designed by architect David Bell. Previous projects included refurbishment of the station master's house to create art studios and workshops, as well as the restoration of the Laird's waiting room as a local community meeting room.

The wooden building on the easterly platform is largely disused, although there is a functioning passenger waiting room, albeit with its windows boarded up. Reflexologist Jackie Hamilton proposed taking over part of the building as a psychotherapeutic centre, in the rooms either side of the waiting room. The Trust agreed a grant to refurbish the rooms that would make up the centre and an additional grant to ScotRail to reinstate the window glazing in the waiting room, to create a more positive impression for the building.

Bridge of Orchy

New windows to former signal box

This exposed station at the head of Glen Orchy, with mountains on either side, is one of the most scenic in Scotland. The Category B listed station, opened in 1894 with its island platform building and square, matching pavilion-style signal box, is typical of James Miller's stations on the West Highland Line. In 2016 storm-force winds blew the roof off the redundant signal box and damaged the rest of the structure. Network Rail repaired the building but did not reinstate the windows. The Trust gave a grant to restore the former timber-framed glazing.



© George Fossey



© George Fossey

Harwich

Conversion of station building into a railway museum

Harwich Town Station is a standard Great Eastern Railway structure, built in 1866 after the original building burnt down. In 2013 the Trust financed the refurbishment of most areas of the station to create an apprentice training facility, offering boat-building skills. Sadly, the project lacked long-term financial support and had to be put on hold.

Since then, the Mayflower Trust has repurposed the building as a museum. With funding from the Trust, seven formerly disused rooms have been refurbished and their historical detailing restored. These rooms now house the

Harwich Mayflower Heritage Centre, a rail and maritime museum, which opened in April 2018. Local railway enthusiast Bob Clow donated memorabilia and other interesting artefacts to help recreate railway station scenes from the 1920s.

With the opening of the new museum, training workshops are envisaged as part of the £2.5 million redevelopment of the site as a major tourist attraction. Plans for 2020 still include the completion of a full-size replica of the *Mayflower* to mark the 400th anniversary of the pilgrim ship sailing from Harwich to America in 1620.



Middlesbrough

Roofing upgrade

Middlesbrough is often cited as the first town to owe its existence to the railways. This former riverside community grew rapidly after being chosen for the location of docks by the Stockton & Darlington Railway (S&DR) in 1830 to link the region's collieries with the coast, and its first station opened in 1847. After the S&DR's 1863 amalgamation with the North Eastern Railway (NER), this impressive station, designed in neo-Gothic style by William Peachey, architect for the NER, opened in 1877 to serve a growing population and the needs of heavy industry. The station is Grade II listed.

The Trust has a record of funding restoration at Middlesbrough going back to 1990. However, during recent years parts of it had fallen into disrepair and the southern car park has been closed since 2014. Today the renovation

of Middlesbrough Station to create a regional transport hub is a key aspect of the planned revival of the town centre. The work funded by the Trust is part of Network Rail's £2.7 million programme to overhaul the station.

The Trust has contributed to the refurbishment of the original ashlar stonework and the slate roofs to improve the appearance and functionality of the building. This work permitted the reopening of the former main entrance earlier this year, and rail customers now have the benefit of a step-free walking route from the station directly into the town centre, although the car park itself remains out of use. The Trust has also agreed a further grant for 2018/19 to help the restoration of the station frontage along Zetland Road, a necessary intermediate step to bringing the parking area back into public use.





Mytholmroyd

Restoration for community use

Famed for its literary connections, including Ted Hughes, the Brontes and contemporary poet Simon Armitage, Mytholmroyd is a scenic part of West Yorkshire. The town is served by Arriva Rail North (ARN) trains on the Calder Valley line between Leeds and Manchester, and a separate branch to Preston. The station opened in 1847 but the Grade II listed station building was closed to the public in the 1980s and subsequently became derelict.

Mytholmroyd Community Rail Partnership (CRP) has actively campaigned for the station building to be brought back into public use and its restoration was a requirement of the 2016 Northern Rail Franchise. Network Rail is responsible for the renovation of the old station building structure and has agreed work to ensure it is safe and watertight. In conjunction with this, the Trust agreed to fund the restoration of many of the station's historical features, including the provision of new windows and doors. The CRP has formed a charity to manage the building on behalf of the local community and to work in collaboration with ARN. The operator has undertaken to furnish the building for rail passengers and provide accommodation for community use. Proposals for the newly refurbished station include a Pennines walking and cycling hub, craft and artisan food manufacture and a café serving local produce, art studios and community gallery, as well as small shops and offices. The Trust's grant for the present works is spread over two financial years.



© Andy Savage

Nairn

Men's Shed project

Nairn is a fine example of a late 19th century Highland Railway station, which dates from 1885, when it was rebuilt to meet the town's increasing popularity as a seaside resort. The former waiting room and shelter on the south platform fall within the Category B listing for the station and its ancillary buildings, as do the disused signal boxes at both ends.

The waiting room building had been vacant for over a year, following the previous tenant surrendering the lease, when the local branch of community group Men's Shed expressed an interest in restoring it and moving in. The international Men's Shed project aims to

foster social inclusion by offering men (and women) of all ages a place where they can share ideas, learn new skills and stay active. Its plans for the Nairn building include metalwork and woodwork workshops and a room for people to boost their IT skills. It is also considering up-cycling old furniture for resale. The Trust has agreed a grant for the restoration of the building and this work is well advanced.

With more trains now stopping at Nairn as services between Elgin and Inverness increase, the Trust has suggested giving a further grant to upgrade the former toilet block, adjacent to the Men's Shed building, to increase their available space.

National Railway Heritage Awards

Network Rail won The Railway Heritage Trust Conservation Award for 2017 for its excellent restoration of Pantyffynnon Station on the Central Wales line. The following projects, to which grants were awarded by the Trust, were also recipients of National Railway Heritage Awards: London Euston Station, East and West Lodges (Euston Tap Ltd); Wickham Market Station (Station House Community Connections Ltd); Huddersfield Station, Northern Pavilion (Mykanada Ltd); and Cambridge Station (Greater Anglia).





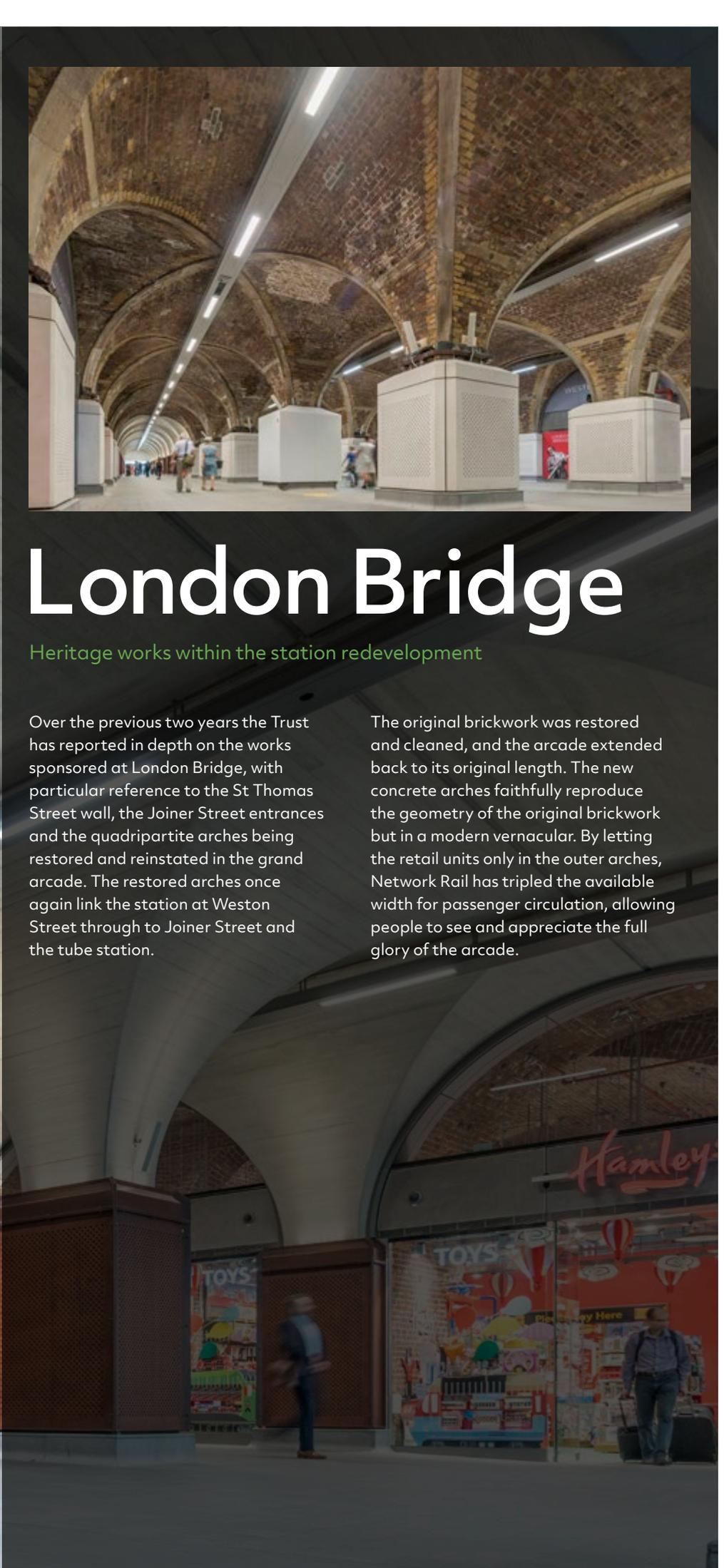


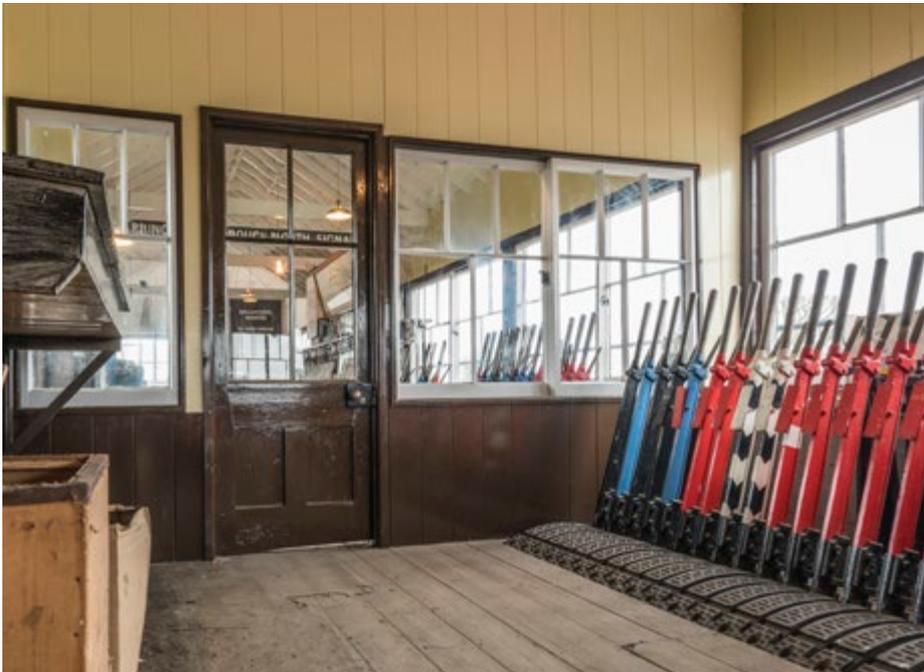
London Bridge

Heritage works within the station redevelopment

Over the previous two years the Trust has reported in depth on the works sponsored at London Bridge, with particular reference to the St Thomas Street wall, the Joiner Street entrances and the quadripartite arches being restored and reinstated in the grand arcade. The restored arches once again link the station at Weston Street through to Joiner Street and the tube station.

The original brickwork was restored and cleaned, and the arcade extended back to its original length. The new concrete arches faithfully reproduce the geometry of the original brickwork but in a modern vernacular. By letting the retail units only in the outer arches, Network Rail has tripled the available width for passenger circulation, allowing people to see and appreciate the full glory of the arcade.





Princes Risborough

Signal box restoration

Princes Risborough North Signal Box is the largest surviving Great Western Railway signal box in the country. The Grade II listed building was built in 1904 and housed 126 signal levers. It closed in 1991 when electronic systems controlled from London Marylebone replaced its mechanical signalling. The building then deteriorated over time and was in very poor condition when the Chinnor & Princes Risborough Railway Association (C&PRR) approached the Trust for help to restore it. The Association owns and operates the railway line between Chinnor and

Princes Risborough. The signal box will be open to the public as a working museum and visitor attraction.

The Trust provided a grant towards the materials required for the signal box's restoration, with the work mainly carried out by volunteers. The building had structural damage, cracked brickwork and rotted timbers, a leaking roof, broken windows and pigeon contamination. For more than five years the Association has attended to structural tasks and improvements to make the signal box safe to use for workers and visitors. During this period, the Trust funded a new staircase to replace the original structure which had been demolished.

Part of the Trust's grant this year has funded the construction of a partition screen to divide the signal box into two interior spaces. The larger northern section will be open to visitors as a demonstration signal box using a computerised simulator to recreate signalling procedures from the 1960s. The southern section will be a working signal box to control the movement of trains on the C&PRR into its part of the station. To this end the Association has recently rebuilt the previously disused fourth platform at the station to extend the heritage line into Princes Risborough and interchange with the national rail network.

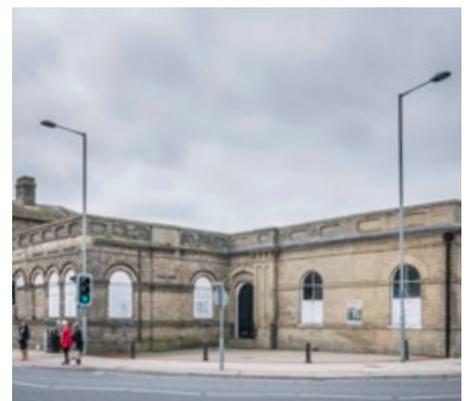
Lowestoft Station opened in 1847. The main station dates from 1855 and is the work of Victorian contractor Sir Morton Peto, as are the other imposing buildings on the square where it is located. Peto is credited with helping to transform Lowestoft from a small fishing port into a fashionable resort. British Rail partially demolished his once grand station building with its Italianate towers and many of its remaining areas were left derelict or unused. The station buildings are not listed but are in the South Lowestoft Conservation Area.

To bring the vacant buildings back into community use, the Trust is contributing to the £100,000 refurbishment of the station's former parcel office by East Suffolk Lines

Community Rail Partnership (CRP). New indoor and outdoor community areas are planned for hosting events, such as produce markets, antique fairs and local exhibitions. As part of the restoration, the entrance gates leading into the station are to be reinstated in the original design to make the station more accessible from the town centre. The CRP believes preserving the station's heritage will be a catalyst for further improvements to the station buildings and those in the immediate vicinity.

Lowestoft

Community rail facilities





Perth

Refurbishment for lounge and training centre

Perth Station is Category B listed and was a major interchange in the 19th century for passengers travelling by train to the Highlands of Scotland from the south. The station was built in 1848 and designed by architect Sir William Tite in Tudor Gothic style at a scale in keeping with Perth's once important status at the convergence of rail routes, owned by three different companies. Although later developments have hidden much of Tite's work, his original building survives and newer building extensions are sympathetic to his style. Today fewer people make the holiday journeys that were once a ritual in Victorian times, with most trains for Aberdeen and Inverness now starting from Glasgow or Edinburgh. As a consequence, the size of the station

building is out of proportion to current passenger use and many of the rooms are empty.

Caledonian Sleeper (CS) took over the franchise for overnight train services from Scotland to London in 2015. Its strategy included a major upgrade to passenger facilities with a new fleet of sleeper carriages about to come into service, better customer information and improved amenities, such as customer lounges for passengers descending from northbound sleeper trains in the early hours of the morning. The challenge at Perth was how best to utilise the vast available space. On the first floor at the north end of the station was a large area that had originally been waiting rooms for

travelling gentry. Despite years of neglect, the former splendour of the interiors was still evident.

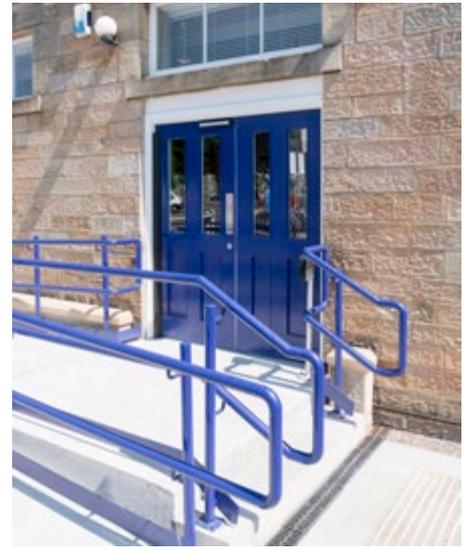
CS approached the Trust for support to restore the interior décor. When that was forthcoming, the operator went on to lease the entire station wing to house a training centre, complete with prototype mock-ups of the new sleeper carriages and offices for permanent staff. On the east side CS has refurbished two rooms as a First Class lounge, which will be one of the largest and most luxurious in Scotland. The Trust's grant has made a significant contribution to heritage restoration at the station and was also the catalyst for CS to take on the premises, bringing previously unused areas back into service.

Welwyn North

Conversion of station house into a hotel reception

This Grade II listed building, in local red brick with a Welsh slate roof, was opened in 1850 by the Great Northern Railway. Located on the East Coast Main Line from London King's Cross, the station serves the villages of Digswell and Welwyn in Hertfordshire. The station is Italianate in style and the platform canopies and footbridge are of cast and wrought iron. The former residential part of the station

had ceased to be operational and was in need of renovation, including repairs to the roof. As part of our remit to bring back vacant buildings into sustainable use, the Trust funded restoration work to help secure a commercial tenant. The nearby Tewin Bury Farm Hotel, a popular venue for weddings and conferences, has agreed to lease the restored building as a reception area for hotel guests arriving by rail.



Stirling

Heritage-style doors for sleeper lounge

As part of Caledonian Sleeper's (CS) programme to upgrade passenger facilities for its overnight rail routes to London, the Trust has funded the reinstatement of heritage-style doors to the new CS lounge at Stirling. This Category A listed building is an excellent example of an early 20th century station in Scotland and was designed by eminent Glaswegian architect James Miller. The refurbished doors reflect well on the station's heritage status and distinguishing architectural features.

Southport

Heritage restoration works

This station house is all that remains of the first, albeit temporary, Southport Station, built by the Liverpool Crosby & Southport Railway in 1848. The station subsequently closed in 1851 when the line extended to Southport Chapel Street. The charming Grade II listed building in brown brickwork has a gabled slate roof with decorative barge boards. Network Rail's Commercial Property division overhauled the building last year with a grant from the Trust towards external and internal restoration, helping to make it a more attractive proposition for commercial use. The works included refurbishment of the roof, windows and doors, as well as repointing the chimneys. This year the Trust further funded replacing the flat roof on the single-storey porch extension with an apex pitched roof in Welsh slate, along with the renewal of the associated cast-iron rainwater goods.





St Erth

Heritage works to buildings

Originally named St Ives Road, the station was opened in 1852 by the West Cornwall Railway. It was renamed St Erth in 1877 when the Great Western Railway (GWR) took over the Cornwall lines and opened the branch to St Ives. Today the station is still a country junction but now an important rail gateway to Cornwall's western peninsula.

To promote sustainable transport in the area and reduce traffic congestion, Cornwall Council is developing a

multi-modal transport hub at St Erth with park and ride facilities for onward connections to St Ives and further west. Diverting road users from the A30 to travelling by rail means that this hitherto small station will see a significant increase in passenger numbers.

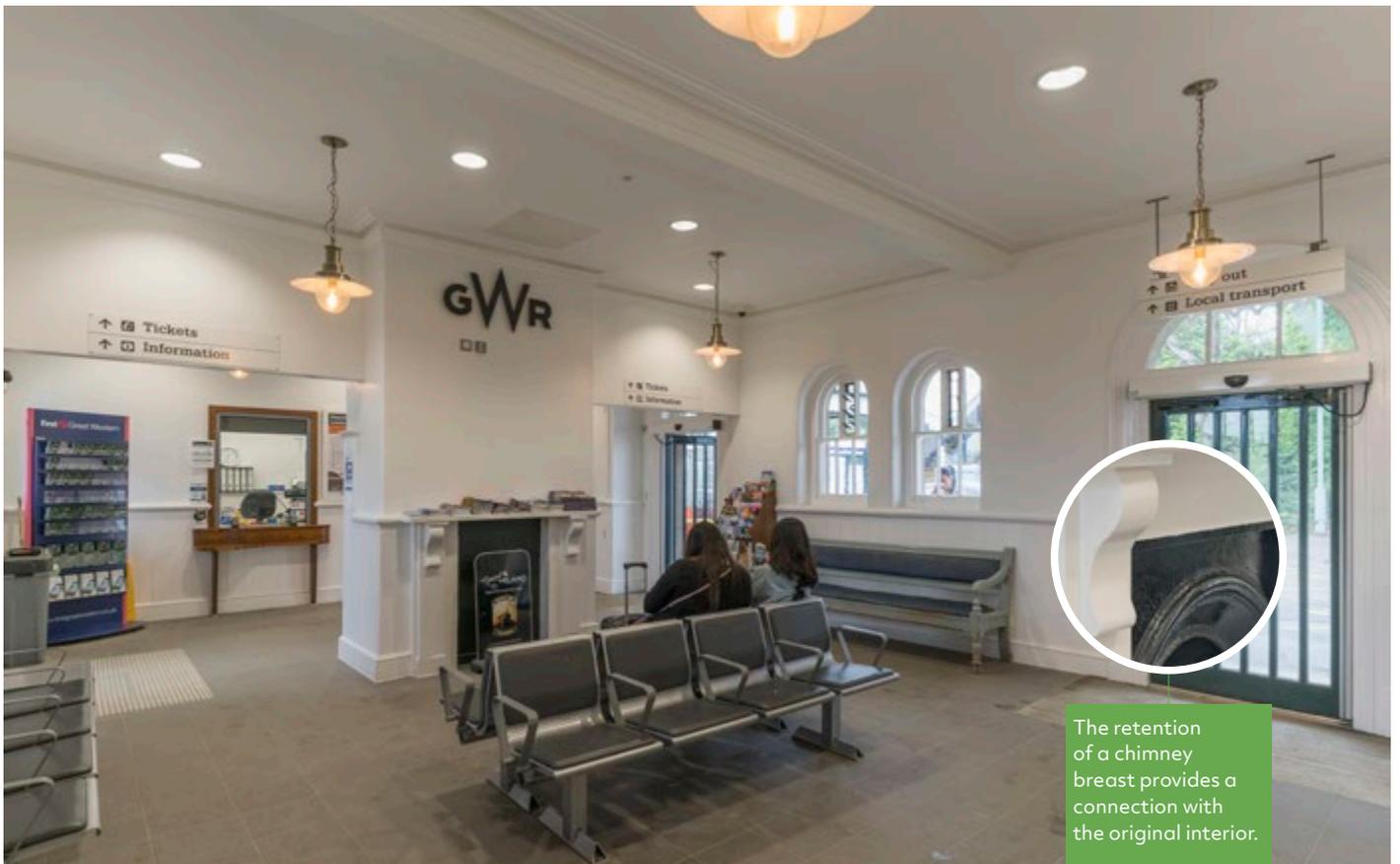
GWR has undertaken works at St Erth to improve operational capability and open up previously cramped spaces. For this Grade II listed building, it was important to maintain the station's



historical ambience while creating an efficient, up to date transport interchange. The Trust provided guidance to ensure upgrades to the waiting area, toilets, ticket office and café were carried out in a manner sympathetic with the station's heritage status.

The removal of an internal wall has increased circulation space around the ticket office. Modern glazing to the entrance doors replicates the previous vertically panelled doors, thought to be the original GWR design.

An architectural drawing from the late 19th century found in the archives provided the basis for the design of a new platform building with features in keeping with the period. This building replaced the GWR corrugated-iron lamp room, the former shed having been moved to Helston.



The retention of a chimney breast provides a connection with the original interior.



VICTORIA HOTEL

Wigan Wallgate

Zone ENDS

McColl's



Wigan Wallgate

Heritage repairs and refurbishment

At Wigan Wallgate the Trust contributed a grant towards the £1.014 million refurbishment of the town's historic station. This Grade II listed building was designed by architect Henry Shelmerdine in 1896 to replace an earlier station dating from 1848. One of the station's most striking features is the tall, three-bay canopy or porte-cochère over the entrance, with its glazed roof supported by cast-iron columns and latticed girders. Over the years, the canopy had deteriorated and leaked in wet weather, and other parts of the building fabric had fallen into disrepair.

Part of the Great North Rail Project, the station refurbishment aims to give Wigan Wallgate a significant upgrade ahead of the introduction of new trains while maintaining the building's historical context. In addition to replacing the entrance canopy, a new slate roof has been installed, decayed windows and cast-iron rainwater goods replaced, and repairs carried out to the station chimneys and brickwork. The canopy roof was glazed using a Georgian wired-glass type polycarbonate modern glazing material.





Portslade

Platform building refurbishment

The London Brighton & South Coast Railway erected the present station buildings at Portslade in 1881. They are Italianate in style like many other stations on the coastal line. The single-storey building on the north side of the station had become derelict after many years of disuse and train operator Southern Railway approached the Trust to help fund its restoration. This involved upgrading the building's interior, including the doors, windows, floors and ceilings, mainly to create a new waiting room.

In addition, the improved facilities include a new café and cycle hub, as well as new toilets.

The refurbishment is a significant improvement for passengers as previously there were only basic shelters on the platform. The main two-storey building on the south side has previously benefitted from restoration works funded by the Trust and bringing the smaller building opposite back into viable use has significantly enhanced the appearance of this Grade II listed station.



The Trust also part-funded repairs to the building exterior, including new stone steps to the cycle hub entrance and side access.



Newtongrange and Gorebridge

Recommissioning buildings on the Borders Railway

The restoration of these two Category C listed buildings is part of a larger programme of revitalisation of stations along the Borders Railway. The line, originally known as the Waverley Route, opened in 1847 to link Carlisle and Edinburgh, but was closed, amidst much public controversy, in 1969. Following years of campaigning, the Scottish Government decided to support the re-opening of the line from Edinburgh as far as Tweedbank, between Galashiels and Melrose. The Borders Railway opened again in 2015 and has since enjoyed much popular demand.

At Newtongrange Station the Trust has supported the restoration of a disused building to create a community space, bistro and training kitchen. The building had originally been accommodation for managers of the local oil drilling company, but was acquired by Network Rail for use as a construction office when the line reopened. Having no subsequent operational use, the building has been developed as a social enterprise hub by Apex Scotland. As a result of Apex's links with people in the criminal justice system, the hub will provide training opportunities for ex-offenders and those at risk of offending under its charitable offshoot Track2Train.

Gorebridge Station dates from the opening of the original railway. Its restoration is part of a wider regeneration project for the town called *Gorebridge Connected*. When completed, the station building will provide a café, craft shop and community meeting place. The Trust is providing funding to renovate the building and advising on the removal of unsympathetic additions to create something more in character with the original architecture, as well as making the upper floor accessible.

The Track2Train initiative at Newtongrange and *Gorebridge Connected* have benefitted from funding of around £3.4 million by the Scottish Government, Borders Railway and other sources including the Trust.



Wickham Market

New GER style benches

Last year the Trust funded the construction of a new station canopy to provide shelter for waiting passengers as part of a general restoration of Francis Thompson's Wickham Market station building. The Trust agreed an additional grant for replica Great Eastern Railway bench seating underneath the canopy and a plaque giving the history of the station. Sir William McAlpine unveiled the plaque in what turned out to be his last public appearance for the Trust. The restoration of the station won the 2017 National Railway Heritage Awards Taylor Woodrow Partnership Award.

March

Room restoration

March Station, between Ely and Peterborough, was once a major junction but the closure of the Spalding to Lincoln line in the 1980s made large parts of the station surplus to requirements. The Friends of March Station (formed in 2009) have made strenuous efforts to improve it, which the Trust has supported with a series of small grants. The Trust has funded a formal conservation management plan for the station and the restoration of three rooms for the Friends' use. This year's grant has contributed towards the refurbishment of two more previously disused rooms.



London St Pancras International

Victorian drinking fountain

Midland Railway opened St Pancras Station in 1868. A decade later there was a campaign led by the Metropolitan Drinking Fountain and Cattle Trough Association to provide the public with free, clean water. This philanthropic gesture on behalf of the Temperance Movement was to counter cholera outbreaks in the area and in 1877 the Association installed a fountain at the southern end of St Pancras Road,

on the outside wall of the station. The drinking fountain had been out of use for decades until the Trust supported HS1 in its restoration, and it is now back in public use. The fountain was restored by Chichester Stone Works, using specialist masonry conservation techniques, and reopened at the end of May 2018 on London History Day. The newly working fountain is a fitting addition to St Pancras as it celebrates its 150th anniversary.



Wateringbury

Condition survey

The railway goods shed at Wateringbury Station is a Grade II listed building dating from the mid 19th century. The shed was built by South Eastern Railway in red brick with a slate roof and lunette windows. Artist John Cockram approached the Trust with a proposal to convert the now redundant shed into a local arts centre, Junction Arts. Following a site visit, there was concern about the condition of the building and the Trust agreed to jointly fund a condition survey by AHR Building Consultancy in collaboration with the Kent Community Rail Partnership. The survey's findings are pending review to agree the next steps.

Oxford

Rewley Road Swing Bridge restoration

Listed as an Ancient Monument, this historic structure is one of only a few railway swing bridges still in situ. The bridge replaced an original wooden structure and dates from around 1900. It gave the London & North Western Railway access to Rewley Road Station while allowing boat navigation to continue in the Sheepwash Channel below, a waterway connecting Oxford Canal to the River Thames. After years of neglect since its closure in the 1980s, the bridge's restoration is now being part-funded by the Trust alongside Oxford Preservation Trust and Historic England. Its restoration as a working bridge will provide a historical context for the story of England's railways and Oxford's importance to their development.





Highways England

Planned cycle routes and restoring a building for public access

MARTHOLME VIADUCT

Martholme Viaduct (above) once carried the Lancashire & Yorkshire Railway across the Calder Valley at Great Harwood. Engineer Sturges Meek designed the 10-span viaduct, which opened in 1877 but closed to rail traffic in 1964. Thereafter the viaduct was used as a cycleway. However, the foot and mouth outbreak early in the millennium forced its closure from this secondary role. Fifteen years later, the Trust has given a grant to Railway Paths Ltd to allow the viaduct to reopen as a cycle route. The Trust's grant was mainly used to pay for new parapets. Volunteers from the Martholme Greenway group helped to clear vegetation and debris for the new pathway.

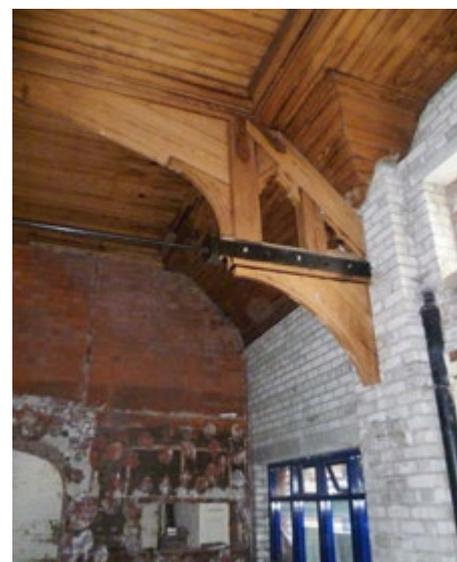


BENNERLEY VIADUCT

The Great Northern Railway built the 440m-long Bennerley Viaduct (below left) across the Erewash valley as part of its push to reach Derby. The line closed in the 1960s but the viaduct remains. It is now one of only two surviving multi-span, wrought-iron, lattice viaducts in England. For many years the Trust has worked with Sustrans and Railway Paths Ltd (RPL) to try to open the viaduct as a cycle route. The Trust allocated £85k as match funding in support of a Heritage Lottery Fund bid, which unfortunately was not successful. The money is currently held in the Trust's reserves whilst RPL develops a simpler scheme to meet the Trust's objectives that at the same time will be more affordable.

LEVENSHULME SOUTH

The Manchester Sheffield & Lincolnshire Railway (later the Great Central) built a line round the south of Manchester to access the city's Central Station and opened a station at Levenshulme in 1892 (below right). The station subsequently closed in 1958. The route, including the former station, is now part of the Railway Paths Ltd estate, and the Trust has agreed a grant to restore the shell of the building as a first step to returning it to public use. A further grant is expected to be made available as the building comes up to a usable standard.



© Railway Paths Ltd



Worksop

Repaint in heritage L&NER colours

The Manchester Sheffield & Lincolnshire Railway (MS&LR) opened Worksop Station in 1849. The railway station, station house and outbuildings date from this time, and are Grade II listed. The earliest, single-storey, building is Jacobean in style with a long irregular façade and gabled projections, and built in Steetley stone from nearby quarries. The design of the station is attributed to James Drabble. The station was extended in 1899 when the MS&LR became the Great Central Railway.

The Trust has funded restoration works at Worksop since the 1990s and the station has previously won a heritage award. More recently Network Rail approached the Trust to advise on, and contribute to, the refurbishment of the passenger footbridge and the main buildings and canopies in a simplified London & North Eastern Railway colour scheme. This has greatly improved the appearance of the station.





The Trust advised on the heritage colour scheme for the footbridge and station livery which follows the L&NER 1937 colour palette of green and cream, which is an attractive foil to the building's light coloured stone.





Springburn Works

James Kennedy GC plaque

James Kennedy was a security guard at British Rail's Springburn Works in Glasgow. He was viciously assaulted and shot dead in a payroll robbery on 21 December 1973, leaving a widow and three daughters under the age of ten. For his bravery he was posthumously awarded the George Cross in 1975, which Mrs Kennedy received from HM Queen Elizabeth.

British Rail named a loco after Kennedy and Glasgow named a street in his honour. Sadly, over time, the loco has been sold overseas and the street demolished, leaving no memorial for him. The Trust arranged for a plaque in Kennedy's honour with help from Knorr-Bremse, the current owners of Springburn Works. On the 44th anniversary of James Kennedy's death, the Lord Provost of Glasgow unveiled the plaque in the presence of Kennedy's three daughters. Trust Company Secretary Malcolm Wood designed the plaque and was present at the unveiling on his final day in the Trust's employment.



Stoke on Trent

Most of the pre-grouping railway companies erected memorials to their staff who fell in the Great War, including the North Staffordshire Railway (NSR). The company erected a memorial arch at Stoke on Trent Station, the centre of its business and headquarters, which was unveiled on 15 August 1922. The arch has survived and still stands over the main entrance to the platforms.

Mike Fell and David Woolliscroft of the North Staffordshire Railway Study Group carried out a detailed survey of NSR staff who served and died in the Great War (*Gone to War: The North Stafford's Fallen Railwaymen*, Lightmoor Press). Their research revealed that six members of staff who had fallen were not included on the memorial. The Trust was pleased to pay for two additional plaques to add the six names. The updated memorial was unveiled in September 2017 by Margaret Dale, the niece of one of the six men.

Great Central Railway

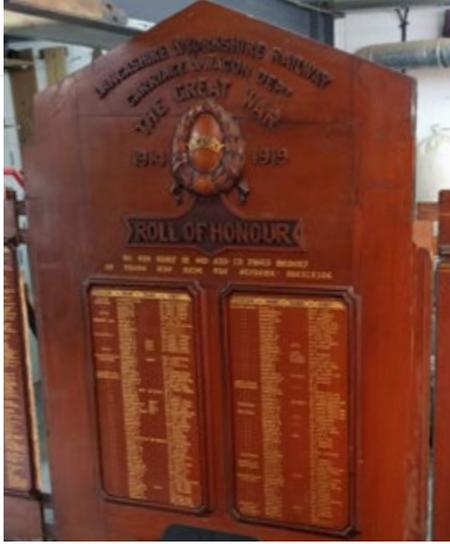
First Aid Shield

Before the 1974 Health & Safety at Work Act forced industry to take workforce safety more seriously, the railways relied on staff volunteers trained in first aid. This was encouraged by annual first aid competitions between teams from different stations and depots, which were enthusiastically contested. Many rail companies provided shields for the winning teams. Shields from before the 1922 grouping continued to be handed down and competed for until the end of the British Rail era in the mid 1990s, usually displayed in BR offices. With privatisation, title to the shields initially

remained with the BRB (later BRB (Residuary) Ltd) and the Railway Heritage Committee decided on the transfer to new recipients. It was agreed to transfer the GCR shield to the Great Central Railway Society on the understanding it would be displayed in the planned Nottingham Heritage Centre. This did not happen and the shield was instead stored in a garage where it was subject to damage and deterioration.

In 2013 the Government replaced the Railway Heritage Committee with the Railway Heritage Designation Advisory

Board, part of the Science Museum. During the audit which took place at the handover the poor state of the GCR shield was discovered. The shield evidently needed repair but it was not within the remit of the bodies involved to fund the work. The Trust has a degree of flexibility over grants from the Maber bequest and was able to fund restoration of the shield and a new case for its protection. Once the shield has been restored, it will be transferred to the National Railway Museum at its proposed Leicester depot on the preserved Great Central Railway, a welcome homecoming.



Newton Heath Works

LYR C&W department memorial

The Lancashire & Yorkshire Railway's (LYR) main war memorial is in Manchester Victoria Station (see the Trust's 2015/16 report). However, its Carriage & Wagon (C&W) department produced a series of Rolls of Honour, sign-written on varnished mahogany boards. Many were small local boards, an example of which is on display at Bury Bolton Street Station on the heritage East Lancashire Railway (ELR). The LYR's main C&W board was a magnificent piece of work, six metres long with two side boards honouring those who had served, and a centre board listing the fallen. The memorial was in the company's Newton Heath C&W works north of Manchester. Sadly, the works closed in 1928.

The memorial was initially moved to the local town hall but the trail went cold until twenty years ago when the name boards were found in the undercroft of Manchester Piccadilly Station. Unfortunately, there was no trace of the memorial's mahogany framing. BR staff were under instructions to clear all unwanted material to skips, but the then Divisional Civil Engineer moved the name boards to the ELR where they remained until recently, as the heritage railway had neither space to mount them nor money to restore them.

In recent years the Trust has been involved in restoring and finding a new home for this wonderful memorial. Arriva Rail Northern has agreed it can be mounted at its Newton Heath depot. There is a contractor keen to do the restoration work based on a photograph of the original mounting. In April 2018 the Trust funded new construction drawings (technically a 2018/19 grant) and next year hopes to show the finished result.



Railwaymen and war

How Britain's railways met the wartime challenges

Anthony Lambert's much anticipated book *Britain's Railways in Wartime* is to be published in October 2018, ahead of the Armistice centenary. The book charts the history of Britain's railways during the two world wars and the heroism of the men and women who worked on them. Rail transport was crucial to the logistics of war and neither war could have been won without the railways. Anthony contends the contribution of railway workers in wartime was often overlooked and his book pays tribute to their bravery, dedication and rapid response to events as they unfolded. Anthony's extensive research for the book has greatly assisted the Trust in documenting and restoring railway memorials from the Great War and commemorating

railwaymen awarded the Victoria Cross during the conflict.

The book is jointly published by the Trust and Historic England, and dedicated to Sir William McAlpine with a foreword by RHT founder Simon Jenkins. The Trust also acknowledges the assistance of Susannah Stone and her invaluable work on picture research. Author Anthony Lambert has written and contributed to various books on railway history and rail travel. He is a trustee of two railway museums, a judge for the National Railway Heritage Awards and a lecturer in railway history. His book can be purchased via Historic England's online bookshop for £25.00, with any profits from sales going towards restoring the Lancashire & Yorkshire Railway Carriage & Wagon department war memorial.

Mossley & Stockport

VC plaques

Over recent years the Trust has erected plaques to honour five of the railwaymen awarded the Victoria Cross. On 9 April 2017 a sixth plaque commemorating Mossley platelayer Ernest Sykes was unveiled. Ernest was decorated for his heroism saving wounded men under fire a hundred years earlier. On the 99th anniversary of the day when Stockport fireman Wilf Wood won his VC on 28 October 2017, a seventh plaque was unveiled in his honour. Wilf

saw action on the Italian front where he overpowered two machine gun posts, causing the surrender of 160 Austrian troops.

Members of both men's families attended the unveiling ceremonies. Since then a former Great Western employee awarded the VC has been brought to the Trust's attention. Consequently, the unveiling of an eighth plaque in his memory is planned for 2018.

Executive Director's commentary

2017/18 has been a year of high and low points. It concluded with the death of our Chairman, and my friend, Bill McAlpine. Our new Chairman, and my predecessor in this role, Jim Cornell, has written at more length about Bill's leadership of the Trust, but I can only say how wonderful a boss he was: he set the standards that he wanted, left me to get on with it, and was always there ready to support us when we asked for it.

The other big change has been in our Company Secretary, with Malcolm Wood retiring and Paul Childs taking over from him. Malcolm has been a stalwart for the nine years he worked with us, and his advice, and architectural ability, were always available. Happily he has joined the Advisory Panel, and the Committee of the National Railway Heritage Awards, so he has not escaped fully!

Paul, of course, is not a new face, and his photographic skill has graced these reports for many years. He is already proving a superb replacement to Malcolm, and I am enjoying working with him more

closely. With Geoffrey Wadsley also deciding to step down from designing the report, which he had done so well for many years, Paul has set up the new team to design and produce the report, the results of which are now available, and looking very good. Transport Design Consultancy (TDC) look to be a worthy successor to Geoffrey.

As well as personnel changes, 2017/18 saw us move from Network Rail paying our grants to having to manage income and expenditure directly. Our bank account, which only ever had a few hundred pounds in it when I joined the Trust, now has hundreds of thousands in it at times. Having direct control of our own funds now means that we pay invoices far more rapidly than previously, and this is a good thing both for us and for our Network Rail colleagues, as I am no longer having to chase them for payment of relatively small amounts.

This change has made a substantial difference to Claire's working pattern, with the need to manage company

accounts, cash flow and income as well as all her other duties. As ever she has done her work thoroughly, and our new accountancy systems are now well bedded in. I remain most grateful to Claire, and her abilities to organise our systems, and to hold everything together whilst Paul and I chase around the country.

As the report shows, 2017/18 has been another busy year. We are seeing that projects take longer to take through to a conclusion, and, as a result, many that we report on are not yet completed on the ground, a frustrating problem. However, we are seeing a considerable growth in demand for our grants, and we are in discussion with Network Rail about a possible increase in our funding, which has been unchanged for over a decade now. I hope that we will be able to carry on growing and delivering our contribution to making best use of Britain's built railway heritage.

Andy Savage
Executive Director
London July 2018

The Trust's accounts 2017/18

The Annual Report and Accounts covers the operations of the Railway Heritage Trust during the period 1 April 2017 to 31 March 2018.

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 non-operational property, including the possible transfer of responsibility to local trusts or other interested organisations.

In 2017/18, the Trust awarded 69 grants towards the costs of 64 restoration and other projects.

Audited Accounts

Begbies, London, audited and approved the Trust's Accounts for 2017/18. At the Trust's Annual General Meeting in July 2018 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 31 March 2018 and of its deficit 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 2018

Financial report

Summary of the Trust's financial activities in 2017/18

| | £ |
|--|------------------|
| Income | |
| Network Rail | 2,170,000 |
| Highways England | 210,000 |
| Maber Legacy funds | 39 |
| | 2,380,039 |
| Direct costs | |
| Grants from Network Rail monies | 1,930,264 |
| Grants from Highways England monies | 200,000 |
| Grants from Maber Legacy Funds | 24,700 |
| Plaques | 2,830 |
| | 2,157,794 |
| Gross Surplus | 222,245 |
| Administrative Expenses | (275,672) |
| Interest Received | 412 |
| Deficit for the Financial Year | (53,015) |
| External contributions | |
| Network Rail | 2,790,789 |
| Highways England | 127,340 |
| Total external contributions for the Financial Year | 2,918,129 |

Grants and external contributions 2017/18

Network Rail

The Trust supported 55 projects (2016/17: 51) with 57 grants, which totalled £1,930,263 (2016/17: £1,775,986). The grants funded repair and restoration work carried out on the heritage aspects of buildings and structures in Network Rail's ownership.

Highways England (Historical Railways Estate)

The Trust supported three projects (2016/17: two) with three grants, which totalled £200,000 (2016/17: £200,000). The grants 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 supported seven projects (2016/17: seven) with nine grants, which totalled £24,700 (2016/17: £31,451) from the bequest of Henry Basil Maber. These projects met the Trust's objectives and also reflected Mr Maber's sphere of railway interest.

ENGLAND

| | | | Grant award £ | External contribution £ |
|---|--|---|------------------|--|
| Appleby Station | Provision of waiting shelter | Page 4 | 10,000 | 22,000 |
| Sponsor Friends of the Settle-Carlisle Line | Contractor G. I. Hopley, Settle | Architect/Designer/Consultant Stephen Craven Building Design, Giggleswick | | Friends of the Settle-Carlisle Line, Northern Rail |
| Attleborough Station | Restoring the station building | Page 4 | 40,000 | 120,000 |
| Sponsor Greater Anglia | Contractor SEE Rail Ltd, Hainault | | | Greater Anglia |
| Bat & Ball Station | Heritage elements of refurbishment | Page 5 | 8,600 | 12,900 |
| Sponsor Sevenoaks Town Council | Contractor Lengard, Harlow | Architect/Designer/Consultant Theis + Khan, Tunbridge Wells | | Sevenoaks Town Council |
| Battle Station | Stone wall and railings | Page 8 | 7,500 | 6,508 |
| Sponsor Southeastern Railway | Contractor Leslie J Thorpe, Bolney & Steelway Fensecure Ltd, Wolverhampton (railings) | Architect/Designer/Consultant INVVU Construction Consultants, Folkestone | | Southeastern Railway |
| Bognor Regis Station | Station renovation and refurbishment | Page 9 | 100,000 | 201,000 |
| Sponsor Govia Thameslink Railway | Contractor Walkers Construction, Ashford | Architect/Designer/Consultant The Trevor Patrick Partnership Ltd, London | | Department for Transport NSIP |
| Carlisle Station | Drinking fountain relocation and additional stone cladding to roof counterweights | Page 8 | 5,300 | |
| Sponsor Network Rail | Contractor Askins and Little, Penrith | | | |
| Cleethorpes Station | Reinstatement of clock tower cladding | Page 11 | 50,000 | 120,000 |
| Sponsor Network Rail | Contractor Colt Construction Ltd, Hull | | | Greater Anglia |
| Doncaster Station | New automatic doors | Page 10 | 8,600 | 12,848 |
| Sponsor LNER | Contractor Strategic Team Group, Wakefield | Architect/Designer/Consultant Strzala Architects, Manchester | | LNER |

Grants and external contributions 2017/18

ENGLAND

| | | | Grant award £ | External contribution £ |
|--|--|---|------------------|--|
| Downham Market Station | Follow-up fencing | Page 10 | 7,500 | 4,921 |
| Sponsor Govia Thameslink Railway | Contractor J.D.P Contracts Ltd, Worthing | Architect/Designer/Consultant Stephen Craven Building Design, Giggleswick | | Govia Thameslink Railway |
| Durham Station | Parcels office to micropub | Page 10 | 14,220 | 20,828 |
| Sponsor Ouseburn Leisure Group Ltd | Contractor One Concept, Middlesbrough | Architect/Designer/Consultant Collective Design, Newcastle | | Ouseburn Leisure Group Ltd |
| East Coast Main Line | L&NER lineside signs | Page 13 | | |
| Sponsor Railway Heritage Trust | Contractor Network Rail Scotland, Volunteers | | 553 | |
| Sponsor Railway Heritage Trust | Contractor A1 Steel, Peterborough | | 3,360 | |
| Eastbourne Station | Replica heritage gates | Page 4 | 10,000 | 2,000 |
| Sponsor Govia Thameslink Railway | Contractor Hollywell Building Services, St Albans & Allied Security, Caterham (gates) | Architect/Designer/Consultant SNC-Lavalin, London | | Govia Thameslink Railway |
| Haltwhistle Station | Clock repairs | Page 11 | 275 | 275 |
| Sponsor Tyne Valley Community Rail Partnership | Contractor Mr George's Museum of Time, Haltwhistle | | | Tyne Valley Community Rail Partnership |
| Haltwhistle Station | Insulation works | | 1,500 | 2,148 |
| Sponsor Tyne Valley Community Rail Partnership | Contractor B L Scarf, Ltd, Haltwhistle | | | Tyne Valley Community Rail Partnership, EON |
| Harwich Station | Conversion of station building into a railway museum | Page 17 | 16,000 | 37,577 |
| Sponsor Harwich Mayflower Heritage Centre | Contractor SEE Rail Ltd, Hainault | | | The Harwich Mayflower Heritage Centre plus volunteer time |
| Herne Hill Station | Heritage elements of refurbishment | Page 12 | 50,240 | 90,043 |
| Sponsor Southeastern Railway | Contractor Hollywell Building Services, St Albans | Architect/Designer/Consultant The Trevor Patrick Partnership Ltd, London | | Department for Transport NSIP |
| Keighley Station | Internal ceiling to water tower | Page 16 | 950 | 1,408 |
| Sponsor Keighley & Worth Valley Light Railway | Contractor Keighley & Worth Valley Light Railway volunteers | | | Keighley & Worth Valley Light Railway plus volunteer time |

Grants and external contributions 2017/18

ENGLAND

| | | | Grant award £ | External contribution £ |
|---|--|---|---------------------|---|
| Leamington Spa Station | Replica bar servery fascia | Page 16 | 1,320 | 1,980 |
| Sponsor Little Italy Espresso Bar | Contractor Eclipse Building Contracts Ltd, Thame & Guy Goodwin, Warwick | Architect/Designer/Consultant Little Italy Espresso Bar, Haddenham and Eclipse Building Contracts Ltd, Thame | | Little Italy Espresso Bar, Haddenham, Buckinghamshire |
| Leamington Spa Station | Restoration of GWR notice boards | | 400 | 650 |
| Sponsor Friends of Leamington Station | Contractor Guy Goodwin Restoration, Warwick & Phil Taylor Signs, Leamington Spa | | | Leamington Town Council, Chiltern Railways, Friends of Leamington Station |
| Leamington Spa Station | Heritage railings | | 1,187 | 1,781 |
| Sponsor Chiltern Railways | Contractor Steelway Fensecure Ltd, Wolverhampton | | | Chiltern Railways |
| Leeds Station: Dark Arches | Resurfacing | Page 8 | 18,400 | |
| Sponsor Network Rail | | | | |
| Lincoln Station | Heritage renovation | Page 11 | 55,500 | 83,260 |
| Sponsor East Midlands Trains | Contractor The Input Group, Derby | Architect/Designer/Consultant The Input Group, Derby | | East Midlands Trains |
| London Bridge Station | Heritage works within the station redevelopment | Page 20 | 181,300 | |
| Sponsor Network Rail | Contractor Costains, Maidenhead | Architect/Designer/Consultant Donald Insall Associates, London | | |
| Lowestoft Station | Community rail facilities | Page 22 | 26,700 | 40,000 |
| Sponsor East Suffolk Lines Community Rail Partnership | Contractor M S Oakes Ltd, Oulton Broad | | | DCRDF, East Suffolk CRP, Wherry Lines CRP, Kingsley Healthcare |
| Maidenhead: Former train shed | Replacement columns for reconstruction | Page 14 | 2,400 | |
| Sponsor Cholsey & Wallingford Railway | | | | |
| Maidenhead: Former train shed | Structural engineering services in relation to repairs | | 3,733 | |
| Sponsor Cholsey & Wallingford Railway | Contractor The Morton Partnership, London | | | |
| Maidenhead: Former train shed | Repairs and restoration | | 209,260 | |
| Sponsor Cholsey & Wallingford Railway | Contractor McCurdy & Co. Ltd. Stanford Dingley | | | |

Grants and external contributions 2017/18

ENGLAND

| | | | Grant award £ | External contribution £ |
|--|---|---|---------------------|--|
| March Station | Room restoration | Page 29 | 3,170 | 4,200 |
| Sponsor Friends of March Railway Station | Contractor Friends of March Railway Station | | | Friends of March Railway Station volunteer time |
| Middlesbrough Station | Roofing upgrade | Page 18 | 100,000 | |
| Sponsor Network Rail | Contractor Colt Construction Ltd, Hull | | | |
| Mytholmroyd Station | Restoration for community use | Page 19 | 99,000 | |
| Sponsor Network Rail | Contractor CPMS Ltd, Manchester | Architect/Designer/Consultant Capita Property and Infrastructure, Stockport | | |
| Network Rail Archives | Conservation of historic drawings | Page 6 | 10,000 | |
| Sponsor Network Rail National Records Group | | | | |
| Oxford: Rewley Road Swing Bridge | Restoration | Page 30 | 136,000 | 369,000 |
| Sponsor Oxford Preservation Trust | | Architect/Designer/Consultant Morton Partnership Ltd, London | | Historic England, Oxford Preservation Trust |
| Portslade Station | Platform building refurbishment | Page 28 | 35,250 | 52,555 |
| Sponsor Govia Thameslink Railway | Contractor Leslie J Thorpe, Bolney | Architect/Designer/Consultant The Trevor Patrick Partnership Ltd, London | | Govia Thameslink Railway |
| Princes Risborough Signal Box | Signal box restoration | Page 22 | 6,150 | 18,000 |
| Sponsor Chinnor & Princes Risborough Railway Association | | | | Chinnor & Princes Risborough Railway Association |
| Sandown Station | Toilet refurbishment | | 10,000 | 18,560 |
| Sponsor Isle of Wight Community Rail Partnership | | | | South Western Railway CCiF, DCRDF, ACoRP |
| Southport: 57A Portland Street | Heritage restoration works | Page 24 | 6,707 | |
| Sponsor Network Rail Commercial Property | Contractor CPMS Ltd, Manchester | Architect/Designer/Consultant Capita Property and Infrastructure, Stockport | | |

Grants and external contributions 2017/18

ENGLAND

| | | | Grant award £ | External contribution £ |
|--|---|---|---------------------|---|
| St Erth Station | Heritage works to buildings | Page 25 | 26,552 | 39,830 |
| Sponsor Great Western Railway | Contractor Dribuild Ltd, Bristol | Architect/Designer/Consultant AHR Building Consultancy | | Department for Transport NSIP |
| London St Pancras International Station | Victorian drinking fountain | Page 30 | 2,000 | |
| Sponsor Highspeed1 | Contractor Build2Design Ltd, Keston, Beckenham | | | |
| Wateringbury Goods Shed | Condition survey | Page 30 | 900 | 900 |
| Sponsor Kent Community Rail Partnership | | Architect/Designer/Consultant AHR Building Consultancy | | ACoRP |
| Welwyn North Station | Conversion of station house into a hotel reception | Page 24 | 66,000 | 62,700 |
| Sponsor Govia Thameslink Railway | | Architect/Designer/Consultant M.J. Cook Architect, Tewin | | Tewin Bury Farm Hotel, Govia Thameslink Railway |
| Wickham Market Station | New GER style benches | Page 29 | 1,886 | |
| Sponsor Greater Anglia | Contractor East Coast Castings Ltd, Thetford | | | |
| Wigan Wallgate Station | Heritage repairs and refurbishment | Page 26 | 71,338 | |
| Sponsor Network Rail | Contractor Everlast Rail, Leeds | Architect/Designer/Consultant Network Rail | | |
| Worksop Station | Repaint in heritage L&NER colours | Page 32 | 100,000 | |
| Sponsor Network Rail | Contractor Construction Marine Ltd, Leeds | | | |

Grants and external contributions 2017/18

SCOTLAND

| | | | Grant award £ | External contribution £ |
|---|--|--|------------------|--|
| Aberdeen: Ferryhill Turntable | Restoration | Page 4 | 6,730 | 10,093 |
| Sponsor Ferryhill Railway Heritage Trust | Contractor e-blast Ltd, Kintore, Inverurie | | | Historic Environment Scotland, Ferryhill Railway Heritage Trust |
| Bridge of Orchy Station | New windows to former signal box | Page 17 | 6,000 | |
| Sponsor Network Rail | Contractor CPMS Ltd, Manchester | | | |
| Dunbar Station | Station lodge back from dereliction | Page 10 | 12,249 | 12,230 |
| Sponsor McSquared Partnership Ltd | Contractor McSquared Partnership Ltd | | | McSquared Partnership plus volunteer time |
| Gorebridge Station | Recommissioning buildings on the Borders Railway | Page 29 | 65,000 | 395,538 |
| Sponsor Midlothian Council | | Architect/Designer/Consultant AHR, Glasgow | | Borders Railway Blueprint Fund, Leader Grant |
| Kilmarnock Station | Restoration of lower floor | Page 16 | 75,000 | 187,976 |
| Sponsor Kilmarnock Station Railway Heritage Trust | | Architect/Designer/Consultant IDP Architects LLP, Glasgow | | Renewable Energy Fund, Kilmarnock Station Railway Heritage Trust, Viridor Credits |
| Ladybank Station | Conversion of rooms to house a psychotherapeutic centre | Page 17 | 53,000 | 127,500 |
| Sponsor Journey Counselling & Wellbeing | | Architect/Designer/Consultant IDP Architects LLP, Glasgow | | ScotRail SCRF, ScotRail Business Start-up Fund |
| Ladybank Station | Waiting room window glazing renewal | | 20,000 | |
| Sponsor ScotRail | | Architect/Designer/Consultant IDP Architects LLP, Glasgow | | |
| Nairn Station | Men's Shed project | Page 19 | 7,534 | 15,080 |
| Sponsor Nairn Men's Shed | Contractor Nairn Men's Shed, Nairn | | | Davidson (Nairn) Charitable Trust, Highland Council, Nairn Men's Shed volunteer time |

Grants and external contributions 2017/18

SCOTLAND

| | | | Grant award £ | External contribution £ |
|--|--|--|---------------------|--|
| Newtongrange Station | Recommissioning buildings on the Borders Railway | Page 29 | 40,000 | 252,500 |
| Sponsor Track2Train | Contractor John Smart & Sons (Kirkaldy) Ltd, Kirkaldy | Architect/Designer/Consultant Add+, Dumfermline | | Regeneration Capital Fund, Borders Railway Blueprint Fund, Scotrail SCRF, Midlothian Council |
| Perth Station | Refurbishment for lounge and training centre | Page 23 | 100,000 | 577,500 |
| Sponsor Serco Caledonian Sleepers Ltd | Contractor CPMS Ltd, Manchester | Architect/Designer/Consultant IDP Architects LLP, Glasgow | | Scottish Government Stations Fund |
| Stirling Station | Heritage-style doors for sleeper lounge | Page 24 | 5,000 | 10,000 |
| Sponsor Serco Caledonian Sleepers Ltd | Contractor CPMS Ltd, Manchester | Architect/Designer/Consultant IDP Architects LLP, Glasgow | | Serco Caledonian Sleepers Ltd |
| West Calder Footbridge | Relocation of listed footbridge to Birkhill Station | Page 13 | 25,000 | 55,500 |
| Sponsor Scottish Railway Preservation Society | Contractor Scottish Railway Preservation Society, Bo'ness | | | Scottish Railway Preservation Society, volunteer time |

WALES

| | | | | |
|--|---|--|--------------|--|
| Pontypridd: High Street Underbridge | Cleaning and restoration | | 5,000 | |
| Sponsor Network Rail | Contractor AMCO, Pontyclun, Rhondda Cynon Taff | | | |

HIGHWAYS ENGLAND (HISTORICAL RAILWAYS ESTATE) PROJECTS

| | | | | |
|----------------------------------|---|--|----------------|-------------------|
| Bennerley Viaduct | Planned cycle route | Page 31 | 80,000 | |
| Sponsor Railway Paths Ltd | | | | |
| Levenshulme South Station | Restoring building shell | Page 31 | 100,000 | 120,000 |
| Sponsor Railway Paths Ltd | Contractor K Pendlebury & Sons Limited, Lancashire | Architect/Designer/Consultant JBH Property Consulting, Bolton | | Railway Paths Ltd |
| Martholme Viaduct | Conversion for public access | Page 31 | 20,000 | 7,340 |
| Sponsor Railway Paths Ltd | Contractor (masonry works) Ram Services Limited, Burnley Contractor (fencing works) Preston Fencing, Leyland | Architect/Designer/Consultant Sustrans, Manchester | | Railway Paths Ltd |

Grants and external contributions 2017/18

MABER REQUEST

Grant
award
£

| | | | |
|--|--|---------|---------------|
| Britain's Railways in Wartime | Railway Heritage Trust & Historic England publication | Page 35 | 2,000 |
| Sponsor Railway Heritage Trust | Contractor Anthony Lambert (Author) | | |
| Britain's Railways in Wartime | Photo research and management | | 2,060 |
| Sponsor Railway Heritage Trust | | | |
| Britain's Railways in Wartime | Photo supply, reproduction and license | | 180 |
| Sponsor Railway Heritage Trust | | | |
| GCR First Aid Shield | Restoration | Page 34 | 1,150 |
| Sponsor National Railway Museum | Contractor Camelot Silverware Ltd, Sheffield | | |
| Glasgow: Springburn Works | James Kennedy George Cross plaque | Page 34 | 708 |
| Sponsor Railway Heritage Trust | Contractor Leander Architectural, Dove Holes | | |
| Maidenhead: Former train shed | Structural engineering services in relation to repairs | Page 14 | 13,670 |
| Sponsor Cholsey & Wallingford Railway | Contractor The Morton Partnership, London | | |
| Mossley Station | Ernest Sykes Victoria Cross plaque | Page 35 | 778 |
| Sponsor Railway Heritage Trust | Contractor Leander Architectural, Dove Holes | | |
| Stockport Station | Wilf Wood Victoria Cross plaque | Page 35 | 778 |
| Sponsor Railway Heritage Trust | Contractor Leander Architectural, Dove Holes | | |
| Stoke on Trent Station | Restoring missing names on war memorial | Page 34 | 3,376 |
| Sponsor Railway Heritage Trust | Contractor Leander Architectural, Dove Holes | | |

Officers

Executive Board

Chairman: The Hon Sir William McAlpine Bt
(until 4 March 2018)
Jim Cornell (from 22 March 2018)
Deputy Chairman: Jim Cornell
(until 22 March 2018)
Executive Director: Andy Savage
Director: Marcus Binney

Administration

Company Secretary: Malcolm Wood
(until 4 January 2018)
Paul Childs (from 5 January 2018)
Personal Assistant: Claire Pickton

Advisory Panel

Advisory Panel

Robert Baldwin
Gordon Biddle
John Boyle
Richard Broyd
Timothy Bryan
Anthony Byrne
Professor Dugald Cameron
Jamie Coath
Sir Neil Cossons
Philip Davies
Ian Hay Davison
Ptolemy Dean
Denis Dunstone
Lord Faulkner of Worcester
Dr William Fawcett
Christopher Fildes
Robin Gisby
Dr Ann Glen
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
Malcolm Wood*

*Appointed to the Advisory
Panel during 2018

Annual Meeting

The Advisory Panel Annual Meeting was held on 16 October 2017, at 1 Eversholt Street, London. Guest speakers were: the Rt Hon John Hayes MP, Minister of State for Transport at the Department for Transport; Vicky Stretch, Archivist, National Records Group, Network Rail and Keith Wallace, Managing Director, Serco Caledonian Sleeper Ltd. On the 23 October the Trust again held a successful second meeting in Glasgow, attended by Panel members and Scottish industry partners, with presentations from Vicky Stretch and Keith Wallace.

David Lawrence

The Trust learned, with regret, of the death in October 2017 of David Lawrence, who joined the Advisory Panel in 1993 after retiring from the post of Director of Property, British Rail.

Design

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Photography

Paul Childs

Text and research

Sue Evans | 26.org.uk/26-membership/sue-evans
Andy Savage | Paul Childs | Malcolm Wood

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The Trust is registered in England and Wales Company number: 1876790