

# RAILWAY HERITAGE TRUST

Annual Report and Accounts 2018/19



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# Chairman's statement

2018/19 has been the busiest year in the Railway Heritage Trust's existence, but it is good to start this Report with some excellent news for its future. After discussions with Network Rail, drawn out by its move from the private to the public sector, we were delighted to receive confirmation of a further five years of funding, especially as it is at an increased rate. The RHT is now guaranteed to be in business until at least 2024, a fine foundation to build on. We are particularly grateful to Network Rail Chairman, Sir Peter Hendy, for his support in agreeing this funding, and Director, Planning & Land Services, Tom Higginson, for his hard work to get the new sponsorship agreed and authorised.

In 2018/19 there has been a very heavy call on the RHT's funding, and we actually had committed all of our available resources in the first six months of the year. Happily, Network Rail had some surplus funding, and was able to increase our sponsorship by a further million pounds, enabling us to award some 65 grants, to a total value of £2.77 million. Just under a million pounds of this total was awarded to projects in Scotland, a great change from a couple of years ago. Although ten of our grants

were for £100,000 or over we have not seen any over £200,000, and the general trend is towards a larger number of smaller grants, as the recent run of major station restorations draws to an end.

We are also seeing a trend in the delivery of projects becoming more protracted, and the RHT is now having to manage budgets and grants over several years, with a large number of projects finishing in the year after the grant was awarded, and some taking two further years to close out: indeed, at the end of the financial year 2018/19 we still had two outstanding projects from 2016/17. Inevitably, such delays increase the workload on the small RHT team.

A further development that intensifies the pressure on the team, but which I think is excellent, is Network Rail's increasing focus on the design of buildings and structures, and its willingness to consult the RHT, even if it does not ask for grants. This approach is having real benefits for the travelling public, and I welcome it.

Although nothing like the number of the Network Rail projects, we have continued to work with Highways England (Historical

Railways Estate), and I am delighted to see a resolution of the long-standing Bennerley Viaduct issues finally appearing. I am also pleased to see how the Maber bequest has been so well used, as the final grants from it are working their way through our systems.

In closing, may I congratulate and thank Andy, Paul and Claire for their hard work in the last year, with its huge workload. In particular, Claire's retirement, after well over 25 years with the RHT, is rapidly approaching: she has been a tower of strength to Andy, to me when I was Executive Director, and to Leslie Soane before me. She will be greatly missed, and I know that Andy is thinking about how the RHT will operate without her support. We all owe Claire a great debt.

I also thank our sponsors, Network Rail and Highways England (Historical Railways Estate) for their on-going financial and logistical contributions. I commend the 34th Annual Report and Accounts of the Railway Heritage Trust to you.

**Jim Cornell**  
Chairman  
London July 2019





# Bat & Ball

Restoration for community use

Bat & Ball Station in Sevenoaks was built in 1862 by Thomas Crampton for the London, Chatham & Dover Railway (LCDR). It is Grade II listed and was the original terminus for the town until the mainline station was built in 1868. The building is a mirror image of Penge East Station and was one of the first of LCDR's characteristic red, dark blue and cream polychromatic brick Chatham Gothic style stations.

In 2017/18 we reported how Sevenoaks Town Council had successfully secured a £755,600 grant from the Heritage Lottery Fund to restore the building

for sustainable community use and how the RHT gave a small grant towards heritage elements of the project. This year, together with Southeastern, we have given additional support for further restoration and repairs that were not included in the original scheme.

This is an outstanding example of how a derelict station building of architectural merit can be repurposed as a valuable resource for the local community. At the time of writing, the project had been shortlisted for the RIBA South East Regional Awards 2019.



# Aberdeen, Inverness and Stirling

## Upgrades to stations

As part of its franchise commitment, Abellio, the current operator of ScotRail, has undertaken to upgrade five major stations. Three of the proposals fall within the scope of the RHT, and in 2018/19 we have awarded substantial grants for these projects, although the actual work will not take place until 2019/20. Pleasingly, two of the projects achieve objectives that we ourselves have long advocated.

At Aberdeen we are very happy to be supporting alterations to the retail facilities on the main station concourse. The work will include the removal of the very intrusive 1980s-designed café extension, and its replacement by a much plainer, glazed, structure, resulting in a great reduction in the visual impact on the historic buildings. We are also sponsoring improvements to the former information building on the front of the footbridge, which will bring the ticket office and first class lounge to a much more visible and natural location. With Network Rail's own work to finally reinstate long-unglazed canopies, the passenger facilities at this station are being vastly improved by restoring heritage features.

The frontage of Inverness Station, looking into Station Square, was rebuilt by British Railways in a very pedestrian design. ScotRail's plans replace this with a more definite scheme, which will be replicated at the two side entrances. In the case of the south side entrance in particular, this will give a much better appearance for the passenger. The scheme also includes removing

as many car parking spaces as possible from Station Square, and we look forward to its completion.

The third of these three schemes is a project that has long been on our wish list. James Miller's architecture runs throughout Scotland's railways, but Stirling is, along with its sister at Wemyss Bay, one of his most outstanding medium-sized stations. Recent works to reglaze the canopies, and to improve accessibility to the Alloa platforms, have been thoughtfully carried out, but the porte-cochère in front of the building has long let the station down, having been roughly halved in size to allow for a 1960s road scheme. Later developments have freed up the space that was taken for this, and we are delighted to be able to sponsor the restoration of Miller's structure back to its original design.



## Downham Market

### Cycle shelters

Between 2014/15 and 2017/18 the RHT funded a series of changes at Downham Market, which both improved facilities at the station and also repainted and branded it as an example of the former Network South East's (NSE) treatment of stations.

During the last year, train operator Govia Thameslink Railway consulted us about installing new, modern, shelters for the northern end of the platforms, as the Thameslink project meant that there would be longer trains running to Kings Lynn. In discussing this proposal, we realised that there was an opportunity to review the layout of the cycle stands by the main building, which had been installed over several years, with no uniformity. Consequently, we have funded new cycle shelters, which are consistent in design with the new platform shelters, and coloured to match the NSE branding. Whilst we would not claim that they are a purely heritage installation, they do make the station more uniform, and allow a better view of the historic station building on its most-used approach.



## Birkdale

### Station master's house refurbishment

Birkdale Station is located in a Conservation Area and on the Southport branch of Merseyrail's Northern line. Adjoining the station is the former station master's house, which is owned by Network Rail.

Prompted by the closure of Birkdale Library, a local group established a charity in 2016 called the Birkdale

Community Hub & Library, with the specific aim of converting this now disused house into a key social space in the heart of the village. The project is called The Station Master's House and the initial idea is to provide an adult and children's library downstairs, with a computer room and two meeting rooms upstairs.

In 2019, Network Rail completely renovated the exterior fabric of the building and the RHT was pleased to award a grant to the Birkdale Community Hub & Library towards the interior refurbishment and alterations.



# Attleborough

Restoration of listed station building for commercial use

The Norfolk Railway, the original main line from London to Norwich, via Cambridge and Ely, reached Attleborough as part of the section between Bishop's Stortford and Norwich, a massive 92-mile section that opened on 30 July 1845. Attleborough station building dates from the opening of the line, and has only been slightly altered throughout its existence, most notably by a rather basic addition at its east end. As a result it is listed Grade II, and it is also in a Conservation Area. The building has three main sections,

which were used as the station master's house, the ticket office, and a waiting room and toilets. The three sections are joined, but with separate roofs.

The station building ceased to have railway use in the 1960s, although the booking office reopened briefly in 2008, and for many years it was leased to a veterinary practice. When the lease ended the building was in a poor state, and its overall appearance was not helped by the installation of uPVC windows. The RHT

agreed to a request from train operator Greater Anglia to support a restoration of the structure, and the first instalment of this was described in our 2017/18 Annual Report, with the balance of the grant being awarded, and the works taking place, in financial year 2018/19.

The works have been extensive, although they have only restored the exterior of the building. The eastern extension has been demolished, and the roofs reslated, with major works to the chimneys and gables. We are delighted that the uPVC windows have all been removed, and appropriate timber ones reinstated. Also, the amount of surface-mounted wiring has been drastically reduced. Greater Anglia has repainted the station in the post-1930s colours of the old London & North Eastern Railway, green and cream, which the company is increasingly using on its heritage stations. The train operator has also demolished several nondescript outbuildings in the forecourt of the station, allowing increased parking and better views of the restored structure.

We are delighted to see this historic building so well restored externally. Greater Anglia is now seeking tenants, and we look forward to making further contributions to internal restoration and recommissioning.



# Bangor

## Exterior restoration

Bangor Station, which opened on 1 May 1848, is Grade II listed and was designed by the distinguished railway architect Francis Thompson in the Italianate classical style. It was originally part of the Chester & Holyhead Railway, which was authorised in 1844 and completed in stages between 1848 and 1850, and was the western terminus of the line from Chester until March 1850 when the Britannia Bridge was opened to cross the Menai Straits. The station has been considerably altered and extended since its original construction with further buildings being added in 1927, and the chimney stacks and bell tower are recognised as notable features.

In 2018, Network Rail embarked on a full restoration project of the exterior of the station which included the roof structure, window and door replacement, and complete renewal of the rainwater goods. Prior to its listing in 1988, two of the chimneys were removed as a maintenance cost-saving exercise and during a site visit in the early stages



of the restoration the RHT proposed reintroducing these. We were pleased to award a grant towards this and also the restoration of the existing chimneys and bell tower, to significantly improve the appearance of the roofline.

On the first floor of the north-east elevation of the building, a boarded-up window could not be replaced due to internal constraints. As an alternative solution, we proposed a trompe l'oeil window painted by a local artist.





## Cambridge

### Conversion of north pavilion building to micropub

Over the last few years we have reported regularly on progress at Cambridge as Greater Anglia has upgraded the station; we have funded wiring rationalisation on the station faces, and the restoration of both the roundels on the porte-cochère, and the south pavilion for eventual use as a restaurant. We were delighted when all these works led to the station winning a National Railway Heritage Award.

However, at the very north end of the station is a smaller pavilion, again part of Sancton Wood's fine range of buildings, and much closer to the main porte-cochère. A combination of circumstances, mainly being situated behind road works and also being used as a temporary ticket office, meant that this building had not been upgraded at the same time as the rest of the station, and Greater Anglia approached the RHT about converting

it to a micropub once the booking office returned to its original position in the porte-cochère. We were happy to assist, and think that the resultant bar is a fine addition to the station, its front square, and the facilities offered to both passengers and the public.



## Dumbarton Central

### New ridge tiles

Dumbarton Central is a fine piece of late Victorian design for which we have always had a soft spot – not least because it was originally built by McAlpine, and our late Chairman, Sir William McAlpine, had a very proprietorial view of the station. Over the years we have funded various works, most recently bringing vacant parts back into use, and we are currently working with the local councils and Network Rail about plans for Church Road Bridge at its east end.

This year Network Rail has, as part of its on-going maintenance programme, renewed the station canopy glazing and the roofs on the buildings. We took the opportunity of this to fund the total renewal of the ridge tiles, a very distinctive feature that had deteriorated badly in the last few years.

## Doncaster

### New doors and front canopy to station

Whilst the platform buildings at Doncaster date back to 1877, in the days of the Great Northern Railway, the front of the station is from a totally different period. In 1933 the (original) London & North Eastern Railway extended the station, and provided a new brick frontage building, with considerable Art Deco influence. However, subsequent alterations to the frontage canopy, including a very

heavy fascia, and new, unsympathetic, automatic doors, had reduced the visual effect of this building.

In conjunction with the council, today's train operator (once more London & North Eastern Railway (LNER)) developed a scheme to remove traffic from the station forecourt. Part of this involved a new peninsula canopy from the end of the original one to a resited taxi rank south

of the station. LNER consulted the RHT about the design of this structure, and we suggested that it should be extended back to replace the much-altered original one. We also suggested that the two sets of automatic doors could be replaced with a more appropriate design at the same time. LNER adopted these proposals, and did a fine job in renewing the canopy, tidying the brickwork, and installing new doors. Of particular note is the provision of a single trunking route, to carry all electrical services along the front of the building, which is visually combined with the valley gutter at the rear of the new canopy, making the service run even less intrusive. Altogether, a well-thought-out scheme.





# Battle

## Restoration of the station roof and exterior stonework

Battle Station is Grade II listed and was designed by the architect William Tress in 1852 for the South Eastern Railway. It is regarded as one of the finest examples of Victorian Gothic Revival railway architecture in the country.

In 2017/18 we awarded a small grant towards the construction of a stone wall and railings to screen a new cycle park alongside the station building, and in 2014/15 we supported the internal restoration of the booking hall, waiting room and toilets.

However, the extremely poor condition of the roof, chimneys and exterior stonework had caused concern for some years, and in 2018 Southeastern approached the RHT for support with a major restoration project, funded by Network Rail. Redec Ltd, who carried out the previous internal restoration in 2014/15, was appointed as the main contractor for the work. The layout of the building and platform canopy presented significant challenges for erecting a scaffolding envelope to facilitate day and night-time working, and to ensure the station remained operational throughout the work.

Initially, it had been hoped to reclaim a reasonable percentage of the existing roof tiles. However, it was discovered that the

roof had been largely replaced after the Second World War using poor quality tiles. Eventually only 25% of the tiles were able to be reclaimed, and these were all originals from 1852. New tiles were manufactured bespoke to match the original profiles and hand-made by a local company, Aldershaw Handmade Tiles Ltd, one of only two suppliers who still work with Wealden clay. These were then recoursed based on the original layout and not as incorrectly coursed from the post-war period.

The station building is a mixture of Kentish ragstone, Bath stone, local sandstone and some fine examples of Caen stone. A Caen stone crucifix, situated below the bell tower on the platform elevation, had been partially hidden by cementitious render. The render was carefully removed and the crucifix restored with a reconstituted Caen mix. The brick-rendered chimney on the north side of the building was found to be unstable and had to be completely rebuilt, although not before a huge bees' nest, discovered inside the structure, had been carefully removed and relocated by specialists.

The RHT was pleased to support the exceptional restoration of this historic building.



## Dumfries

### Repairs to timber buildings

Dumfries is the main intermediate station between Carlisle and Kilmarnock on the former Glasgow & South Western Railway main line. On both up and down platforms are sandstone buildings, fronted by classic cast-iron and glass canopies. The station has wonderful gardens, maintained by a voluntary group, and is a splendid place from which to enter the town.

At the south end of the northbound platform two timber lodges sit in the gardens, and both were showing signs of distress. The RHT is in discussion with a group of local people, and we hope to repeat the success we saw at Kilmarnock here, with a station trust taking on redundant space. The potential station trust wants to see the timber buildings restored, a wish that we share. Network Rail has agreed to externally repair both structures, and the RHT has given grants for each building towards this work. We hope that this will be the precursor of a much larger scheme to bring the whole of the station footprint back into public use.



## Hanwell

### Restoration and refurbishment

Hanwell Station is Grade II listed and was opened by the Great Western Railway (GWR) in 1838. The station was rebuilt by the GWR in 1877 and, in 1981, British Rail carried out extensive restoration work. Although the three-storey building on the downside was demolished in the late 1970s, the late Victorian pale yellow and red brick main building on Campbell Road, and the timber and iron platform buildings and canopies, all survive and retain much of their original character.

In 2017, as part of Transport for London's (TfL) 'On Network Stations Improvement Programme', Hanwell became one of 11 suburban stations at the western end of the future Elizabeth line to be transferred from today's Great

Western Railway train operator to MTR Crossrail, with an overall remit to remodel and upgrade the existing surface stations to provide an improved passenger experience.

Hanwell is listed on the Historic England 'Heritage at Risk Register'. Along with the TfL Heritage Advisor and the London Borough of Ealing, the RHT has been consulted on aspects of restoration, refurbishment and redecoration of the historic features of the buildings and conversion of redundant space for community and retail use.

The RHT is pleased to have supported the project with a grant in 2018/19 and will provide a further grant in 2019/20.

## Edinburgh Waverley West Signal Box

### Conservation management plan

Edinburgh Waverley is the second busiest station in Scotland, and, with its constrained site, has always needed the most modern signalling technology. Hence, it was one of the first locations to abandon mechanical signalling when, in the 1930s, two new boxes were built to control the east and west ends of the station with electric equipment. The west end box was made of reinforced concrete, and is typical of London & North Eastern Railway design of that era, with angled end-windows and a flat roof. The box lies on the south side of the railway, and backs onto Princes Street Gardens.

The upper, operating, floor of the box had long ceased to have any working use, and the RHT, and other more local bodies, have tried to find a new use for it. We feel that the box's accessibility from the Gardens, and the views that the operating floor offers over the station throat, would make it a very attractive catering space. Along with our friends at Edinburgh World Heritage, we have agreed to jointly fund a conservation management plan for the box, as a first step towards finding a sustainable use for it.

## Helensburgh Central

### Roofing and stonework repairs

Helensburgh Central, the western terminus of the North Clyde electric service, featured in our 2014/15 Report when we contributed to the conversion of the former station master's flat to a martial arts gymnasium. Unfortunately, this project has been cursed with a leaking roof, and in this financial year Network Rail bit the bullet and funded a full scaffolding and the necessary repairs. We were pleased to be able to contribute to this work, enabling it to be more wide-ranging and comprehensive than would otherwise have been possible, with full renewal of gutters and ridge tiles, and reslating.



# Berwick-upon-Tweed

Refurbished booking office and café facilities

Berwick-upon-Tweed Station was built by the North British Railway in 1843, unforgivably cutting straight through the Great Hall of the 12th century castle. Between 1924 and 1927 the London & North Eastern Railway rebuilt the station, with a new two-storey building, linked to the island platform by a footbridge.

The interior of this building had been repeatedly modified, and the current train operator (today's London & North Eastern Railway (LNER)) decided to reorganise it to be more purposeful. As a result, the booking office has been moved into the former café area, and

reduced in size somewhat, whilst the café, rebranded from Café Express to Costa, has moved into the former booking office 'back of house' space.

The RHT sponsored both LNER and café operator Caterleisure's works. Both companies have worked most sensitively to restore the features of the building, and the overall effect is very pleasing. The new booking office reveals original screens and windows that had been long concealed, and the new café space is particularly attractive, with the uncovered large clerestory roof light making for a very bright and airy space.





# Borders Railway

## Recommissioning buildings

In last year's Report we commented on projects at Newtongrange and Gorebridge on the Borders line. This year has seen the second half of the grants for both projects, plus a further grant for work on Stow Station.

Progress at Newtongrange has been very steady all year, and Track2Train's project there, a café, has now opened. The former oil company offices have been restored to a very high quality, and we were able to increase the grant slightly to ensure that proper cast-iron ogee-

section guttering was installed, and also that the very industrial-design fencing between the station and the main road was replaced by a purpose-built fence that added to the building. We have great hopes for the business.

The restoration of the historic station building at Gorebridge has continued to be delayed, but by the time this Report is published we expect it to be under way. The initial proposals for the station building were such that the added elements overpowered the original

structure, and we had to have a debate with the sponsors to get a design that we were happy with. During 2018 the grant was redirected to Midlothian Council, which is managing the rest of the Gorebridge Connected project, and this has added further delays. However, work was due to start in the late spring of 2019, which will complete bringing the building up to the quality of the rest of the station and car park.

Further south on the line lies Stow Station, which, like Gorebridge, retains

its original design from 1846. Stow is a much smaller community than either Gorebridge or Newtongrange, and it is not surprising that we have had to work with a series of potential tenants, before settling with the Stow Community Trust to provide a bicycle maintenance facility, as well as a café and community meeting space. Getting all the funding in place has proved difficult, but work is scheduled to start on site later in 2019.





## Ely

### Conversion of redundant space to retail use

Ely Station has always been a major junction in the north of East Anglia, a role it still fulfils. Lines head off in five different directions, and intensive passenger and freight traffic passes through. The station building dates from 1846 and is a fine example of the work of Francis Thompson, whose buildings we have been repeatedly involved with, with a very distinctive central block and two two-storey sections surrounding the entrance hall. The towers illustrate well Thompson's use of brickwork, and his early practice of making such structures appear flat-roofed. North and south of these lie single-storey wings for some distance, and that to the north is well suited for retail use. The most northerly unit within this wing had fallen vacant, and the RHT was happy to give Greater Anglia a small grant towards its restoration. The unit is now in use as a small, independent, extra café facility for the station.

## Keighley

### Station toilets

Keighley Station lies on the Midland Railway's main line from Leeds to Skipton, Settle and Carlisle. It was a major junction, with the Great Northern line from Halifax and the Midland's own Oxenhope branch joining from the south-east. The southernmost two platforms served these lines, and the northernmost pair the main line. In the 1950s and 1960s the Halifax and Oxenhope lines closed, but the latter was reopened in 1968, as the Keighley and Worth Valley Railway (KWVR).

Keighley Station remains Network Rail property, with the KWVR leasing the southernmost platforms: it is a fine example of Midland architecture. The RHT has supported various works here, and is looking to do more with both railways. In 2018/19 the KWVR upgraded the toilets on Platform 4, its main platform, so that it could provide wheelchair accessible facilities. The RHT gave a small grant to help make this possible.

## Kilmarnock

### Refurbishment of south end basement area



Our initial dealings with Kilmarnock Station, way back in the 1980s and 1990s, involved managing its decline, but since 2011 we have been part of a project that has grown and grown, but where we can now see the end approaching with the whole station having been utterly transformed. Full credit for this has to go to the Kilmarnock Station Railway Heritage Trust (KSRHT), which has been a driving force in much of what has happened.

From 2011 to the end of 2017/18 we awarded nine grants, covering the restoration of the floral clock at the station front, then restoring the buildings on the platform that we had helped gut to prevent demolition 20 years before, and now starting the restoration of the basement of the station. We also

contributed to ScotRail's upgrade of the station subway, and have been delighted to see Network Rail install lifts to both sets of platforms, making the station fully accessible, and, more recently, overhaul and reglaze the canopy. The new Twinfix glazing, as always, makes a major improvement to the airiness of a station.

In 2018/19 we have continued to support the restoration of the southern end of the basement. This area suffered badly from damp on its rear wall and, as a result, has needed considerable extra funding to ensure that the space that is being brought back into use is properly dried out. The area that is being restored is intended to form offices for community use, and KSRHT is in negotiation with a possible tenant.

With that phase now done, we are already working with KSRHT to restore the last unused space on the station, at the north end of the basement. If we can land this final work, probably for a training kitchen and a cycle workshop, we will have seen the station changed from dereliction to full occupancy and use in the space of a decade, a major success for the RHT and its partners.

## Lincoln

### Alterations to station facilities

In our 2016/17 and 2017/18 Annual Reports we described the work we had sponsored to improve the structure and appearance of Lincoln Station. The final element of this work was completed in 2018/19, leaving the station much enhanced. Subsequently, our friends at Caterleisure approached us about a further upgrade in the station buffet, where we had sponsored previous improvements in 2010/11. Those earlier works were fairly minimal, and we only gave a small grant to them, but this time the proposal was much more exciting. Apart from changing the

branding from the pink and purple of Café Express, which we have always felt sat poorly in heritage buildings, to the much more sympathetic Costa brand with its heritage maroon base colours, the scheme opened up large areas that had been boxed in by dividing walls, and exposed a very nice arched and moulded ceiling that had previously been hidden behind a later false one. We are very pleased with the aggregated heritage gains on this station over the last three years, and these changes make a fine conclusion to our present involvement.





# Goostrey

## Station building restoration

Goostrey Station is on the line between Manchester and Crewe and is one of only a few remaining examples of a Victorian modular timber frame building type, built between 1860 and 1920. The line was originally built in stages between 1840 and 1842 by the Manchester & Birmingham Railway, which merged into the London & North Western Railway in 1846.

Goostrey was initially open only for the transport of local market garden produce and milk to market, with sidings where wagons could be loaded. The modular timber buildings were constructed on both platforms when the station opened to passengers in 1891. However, as part of a 'modernisation' programme in the 1960s, the Crewe-bound platform building was replaced with a Mod-X type modular shelter.

The Friends of Goostrey Station was formed in 2012, primarily to improve the appearance of the station and to work towards the restoration of the Victorian former ticket office building on the Manchester-bound platform, which had been neglected and allowed to deteriorate. In 2018, Network Rail agreed to refurbish this structure for commercial use and the RHT was pleased to award a grant supporting the restoration of this important example of an early prefabricated modular building.





## Little Sutton

### Feasibility study

Little Sutton Station, built in 1862, is a Grade II listed Tudor style building on the Ellesmere Port branch of the Wirral Line, part of the Merseyrail network. The station is owned by Network Rail, with the two-storey part of the building leased by a local builder, and the single-storey, former ticket office, leased by Merseyrail.

Cheshire West and Chester Council, together with the North Cheshire Community Rail Partnership, has proposed a scheme to restore the building to benefit the local community and approached the RHT for assistance. The interior of the ticket office and booking hall has remained unused and boarded up for

some years, but retains much of its original details, such as a Minton tiled floor, timber-panelled screen and benches.

We suggested that a feasibility study should be conducted to determine the scope of work required to restore the building and were pleased to offer a small grant towards engaging a consultant to carry out the report.

In 2019/20, Network Rail plans to carry out external repairs, and we hope that the RHT will be able to contribute to the wider restoration of both the interior and exterior of the building.

## Lanark

### Heritage works

Lanark sits just off the West Coast Main Line, and its station sits at the end of a short branch line, offering a service through to Glasgow. We have previously restored various spaces in both station buildings, and were happy to give a further, small, grant to Network Rail when it proposed a package of heritage works, including renewing windows, matching up all obscure glass to the same pattern, new heritage railings, and better access and drainage systems. This sort of small grant can make a substantial improvement to historic stations, whilst also making them more welcoming for passengers.



## Perth

### Caledonian Sleeper lounge

Last year we described in detail the work to restore the north end rooms at Perth Station. The final payments for this grant were made in 2018/19, but the work was complete in time to get pictures in our 2017/18 Report. It is our pleasure to note that the facility is now fully open, and has been welcomed greatly by users getting off the sleeper at Perth in the early hours of the morning, who now have access to a shower and a lounge where they can wait in comfort until the day gets properly going.



## Norwich

### Repainting of station canopy

Train operator Greater Anglia has a 99-year full repairing lease on its station buildings. This relatively rare arrangement has led to a more holistic view of maintenance than is the case with many other stations, as we have seen with the recent projects that we supported at Cambridge.

Although Norwich Station was opened at the end of 1845, the present building dates from 1886, when the station was expanded to deal with growing traffic. Greater Anglia undertook the full repainting of the station in 2018, with advice from the RHT on how the colour scheme should be applied. Although most of the work was carried out as maintenance, we did give a small grant to ensure that the colour scheme was appropriately applied to the platform canopies, and particularly to the cast-iron spandrels at the top of the columns.



## London Waterloo

### Mezzanine floor barrier

London's Waterloo Station, started by the London & South Western Railway, and completed by the Southern, but designed throughout by company architect J R Scott, is a fine example of a large Edwardian station. Somewhat surprisingly, it is not listed, apart from the Victory Arch. From its completion until recently, the only major intervention had been the 1993 addition of Grimshaw's Eurostar terminal on the north side, now integrated into the main operation after Eurostar moved out.

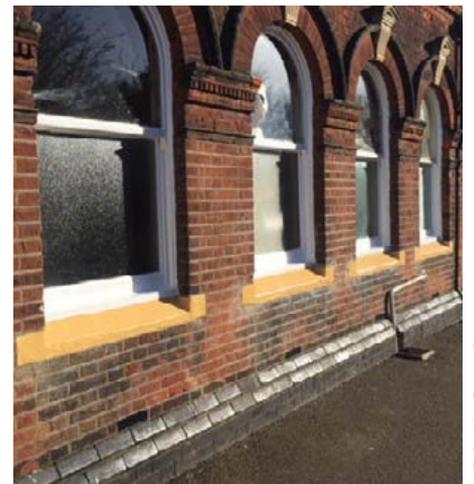
However, in 2012, Network Rail constructed a new mezzanine floor at the rear of the concourse, at first-floor level. Although the RHT was concerned at the possible effect of this, we were pleasantly surprised at the quality of the

design and installation, and how well it fits in with the existing station. One original feature was a stained glass window, set in an arch, with the names of many destinations on the columns to either side. The designers had carefully created a gap in the floor to expose the window, but the glass barrier that was consequently necessary to protect the gap was turned to the wall most unfortunately, splitting all the location names. The station management team brought this to our attention, and together we had the barrier altered to a much more 'natural' position, leaving the lettering exposed. This small project shows the importance of attention to detail in designing works in a heritage building, and how a small RHT intervention can make an improvement to a station's appearance.

## Maidenhead

### Former train shed restoration and relocation to Cholsey & Wallingford Railway

In our 2017/18 Annual Report we described the events around the dismantling by Network Rail of the former Maidenhead train shed and the early restoration work by McCurdy & Co Ltd for the eventual re-erection of the structure at the Cholsey & Wallingford Railway. This year we have given further grants towards necessary additional repairs and significant preparation and repainting of the timber and metalwork components. The Morton Partnership has now prepared drawings for the re-erection of the structure and the RHT has also awarded an additional grant towards the groundworks at the proposed site at Wallingford.



© Colin MacConnachie

## March

### Installation of a common pattern of obscured glass

An unfortunate feature of many historic stations is that, when obscured glass is renewed, it is done with whatever pattern of glass (or even fibreglass) comes to hand, leaving a very pie-bald effect. This was particularly noticeable at March, and, as the general state of the station has improved over the last decade, it has become ever more noticeable. With a contribution from the RHT, train operator Greater Anglia has now renewed all the obscured windows to a single pattern of glass, making the appearance of the station much better. We hope that this will lead to a more general recognition of the need for commonality of obscured glass patterns on stations.



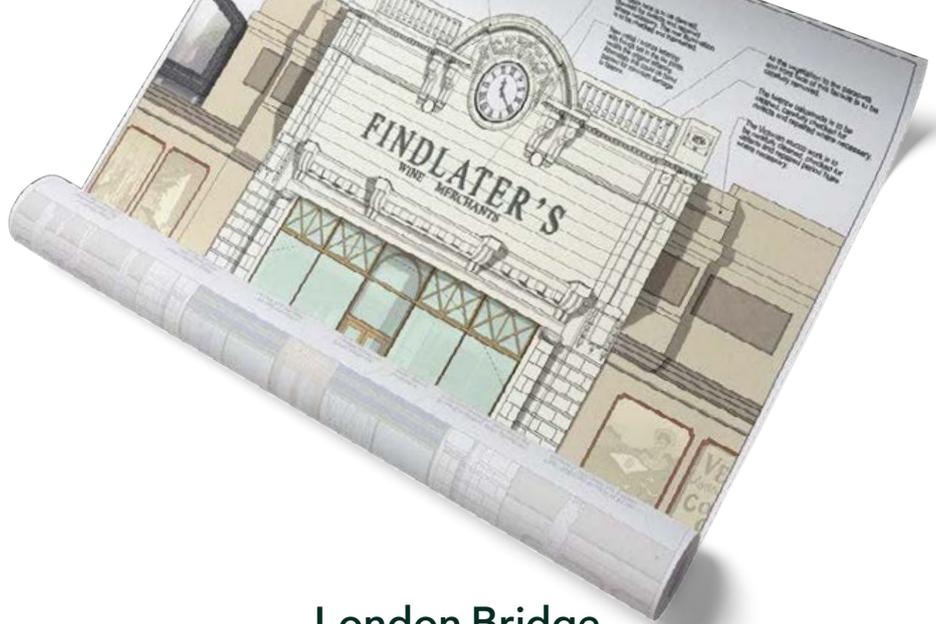
## Pitlochry

Repairs to northbound station building, improved bookshop facilities

Pitlochry Station is a classic small Highland Railway station, and sister buildings are all over this railway company's network: Nairn, Carrbridge, Dingwall and Tain come to immediate mind. However, the lovely setting, and the strong local support groups, have given Pitlochry a special place in our hearts.

On the northbound side of the station is a timber building, which provides a waiting room, surrounded by two small office spaces. One of these office spaces was empty and, until recently, ScotRail used the other as a salt store for the station, although it has now removed this, a step we totally approve of. We are discussing future proposals for these areas with the local community groups, but as a first step have supported Network Rail, in its role as landlord, in some external works on the building, to ensure that it remains structurally sound and weatherproof. We hope, in due course, to see both office spaces restored and brought back into sustainable use.

An exceptional feature of the station is the second-hand bookshop in the main, southbound, building. Fully administered and manned by volunteers, this shop has raised over a quarter of a million pounds for charities since it was set up in 2006. The shop is so successful that it has outgrown its available space, and we, ScotRail, and its tenants have agreed a reorganisation of the rooms at the south end of the building, allowing ScotRail to move the salt store on this side of the station into the former, long replaced, gents toilets, so that the bookshop can use the storeroom to receive and sort donations of books away from its retail area. We are very happy to have supported this very sensible small project with a grant.



## London Bridge

Restoration of Findlater's Corner façade

Findlater's Corner is at the junction of Borough High Street and Duke Street Hill, on the edge of the Southwark Cathedral and Borough Market Conservation Area.

Alexander Findlater began trading as Findlater Mackie Todd and Co, Wine & Spirit Merchants, in Tooley Street, London Bridge, but in 1863 the company moved to nearby premises under the newly built South Eastern Railway viaduct; a building which became known to generations of Londoners as Findlater's Corner. The company was prosperous and around 1900 a new, lavish, decorative façade was added to take advantage of the building's prominent position. This faience frontage

was made of Doulton's Carraware, a glazed terracotta that imitates Italian marble, which can also be seen on the façades of The Savoy Hotel and Blackfriars House.

Prior to the acquisition of its commercial estate business by The Arch Company in 2019, Network Rail Property consulted the RHT about the restoration of the faience façade, clock and Victorian stuccoed elevation at Findlater's Corner. We were pleased to support the commissioning of a survey drawing and outline proposals by Benedict O'Looney Architects and look forward to developing this further with The Arch Company.



### National Railway Heritage Awards

Once more Network Rail won The Railway Heritage Trust Conservation Award in 2018, this time for its wonderful restoration of Worksop Station, which featured in last year's Report. Local MP John Mann unveiled the plaque in July 2019. Other RHT-sponsored projects that won National Railway Heritage Awards in 2018 were Cleethorpes Station clock tower (Network Rail and Colt Construction), Carlisle Station roof (Galliford Try), St Pancras drinking fountain (HS1), East Coast Main Line signage (Network Rail volunteers) and The Waiting Room bar, Durham Station (Ouseburn Leisure Group).



# Middlesbrough

## Stonework repairs to station frontage

In last year's Report we described how we supported Network Rail's restoration of the roof and associated stonework at this historic station, long one of our favourites. As predicted in that Report, this year we have given a further grant, which has contributed to a particular feature at Middlesbrough.

The station is well above the level of the surrounding ground, and on its south face, towards the town, North Eastern Railway architect William Peachey decorated the retaining wall, supporting the station, with gothic features, thus matching it to the buildings above, and giving a particularly fine appearance along the length of Zetland Road, which runs

parallel to the railway. The stonework was mainly sandstone, but much of the fine carving that had been done when it was built had eroded over the subsequent 140 years, with both weather and industrial pollution causing damage. The restoration of this frontage is a key part of Network Rail's upgrade of the station, and we were able to contribute to it, restoring many of the eroded features, and improving the rainwater goods, often the cause of the damage.

The final stage of this programme of works at Middlesbrough is to restore the timber screens in the arches in this wall: we hope that Network Rail will be doing this in 2019/20. If so, we will be supporting them.





# Lowestoft

Restoration of parcels office and boarded windows

In our 2017/18 Report we described the work of the East Suffolk Lines Community Rail Partnership (ESLCRP) in creating a community facility at Lowestoft Station. As the works have progressed the station has been much refreshed, and the new lighting and historical colour scheme, using the London & North Eastern Railway colours, as developed at March, have made it look far better. During this year we have awarded two further small grants, both with very high effects for small sums of money.

Firstly, once the demolition of the former parcels office internal walls had taken place, it became clear that the floor was far from level. ESLCRP proposed, and we agreed and funded, a new flooring surface, using redundant scaffold boards. These have worked particularly well, and look far better than the concrete surface that they now sit on top of.

Secondly, the restoration of the gates from the courtyard to the highway showed up the very poor exterior condition of the former main building, designed by Samuel Peto, and disused for many years. Network Rail is developing a scheme to dispose of this building, which we hope to eventually support with a grant towards its restoration, but this will take some time, and in the meantime the building was an eyesore to both train passengers and the public. Jointly with Network Rail, the RHT has funded the replacement of the boarding on doors and windows with new plywood, properly painted in appropriate colours, and with the outline of the window bars highlighted. The appearance of the station, both inside and out, is transformed by this low-cost piece of work, which once more shows how even temporary works can, with a little thought, be made to contribute to the landscape.





# Mytholmroyd

## Restoration of station building

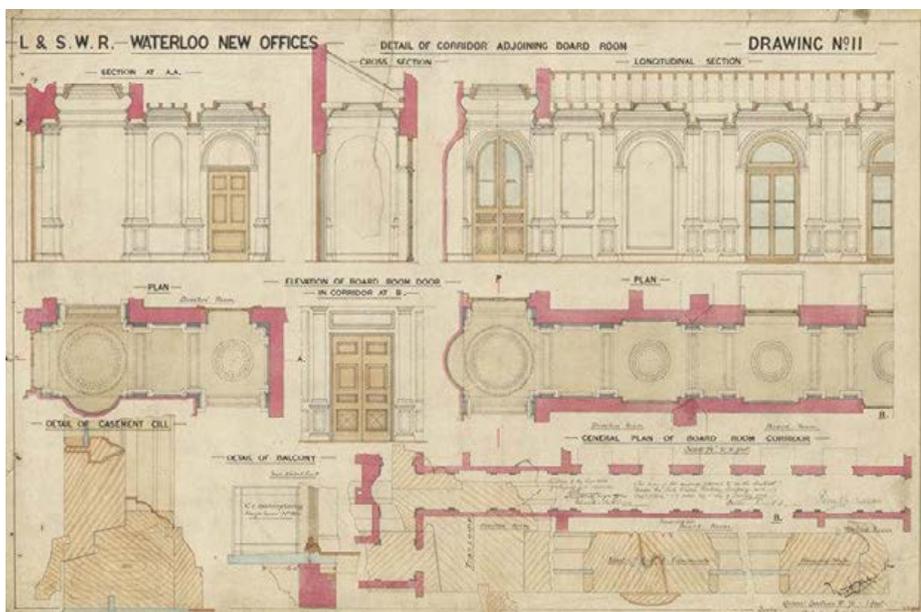
Mytholmroyd Station was built by the Manchester & Leeds Railway in 1847, and is Grade II listed. It is an unusually tall station building, as it is adjacent to a viaduct over the road, and passengers had to climb five flights of stairs to reach the platform. It is made of local stone with round-headed windows and a hipped slate roof. Many of the windows and doorways were blocked up in the building's life, and it had been abandoned

for many years before a very strong local Community Rail Partnership (CRP) pressed very hard for its restoration.

The RHT agreed to sponsor Network Rail's restoration of the exterior of this building, which had, in fact, never been in the station lease. That work included repairing and repointing the brickwork, and renewing the missing floors, the doors, and the windows.

This work has made a substantial difference to the external appearance of the building, and made it all accessible once more, although the middle floor cannot accommodate wheelchairs. The building may now be transferred into the station lease, and Northern, the local train operating company, intends to use at least one floor for local office space, whilst the CRP intends to make use of the rest of the building, with RHT support.





## Network Rail Archive

### Conservation of historic material

The RHT has continued its usual practice of funding work to preserve historic drawings within Network Rail's archive collection at York. We have sponsored the full conservation of 13 of the most 'at risk' drawings, including three 1840s drawings of a bridge in Bath by Brunel, and four drawings of the Grosvenor Bridge, the first rail bridge over the Thames. The work on these documents includes removing and replacing linen backings, reinforcing fragile areas with spider tissue, and infilling missing areas with Japanese tissue paper. After this is done, the drawings are flattened, surface cleaned, and encapsulated on polyester to allow for improved handling, storage and preservation.

Furthermore, we have funded 'low-level' conservation of a further 53 drawings, involving cleaning and flattening. These drawings cover a wide range of locations, including London Waterloo's 1885 rebuild, Glasgow Central from 1905, and the 1980s development of London Liverpool Street, with the age of the drawings ranging from 1854 to 1987. At the end of the financial year, a further 30 drawings had been sent for cleaning and flattening.

We are also pleased to note that Network Rail is upgrading its archive software. As well as making control of the archive for work purposes more effective, Network Rail hopes that this will lead to more material being made publicly available in due course.

## Saltcoats

### Refurbishment of station building

Saltcoats is an industrial centre in North Ayrshire, and was originally served by two railways. Today, on the former Glasgow & South Western Railway's Ardrossan branch, the former Central Station remains, a key part of the Ayrshire electric railway system. This station has two main buildings, both in classic brick style, one on each platform. That on the south (Ardrossan-bound) platform has long been sold off, and is a successful café serving the station and the town. The north side building remains as a manned booking office, but two thirds of the space in it is disused. The RHT has long hoped to sponsor the setting up of a karate gym in this spare space, to provide an activity for the local populous, and particularly its younger members. Led by a local policeman, this project has now developed a huge momentum, and we were able to award a grant for it (including relocating the station staff facilities so as to divide the building completely into separate sections). The actual work will take place in 2019/20.

## Scarborough

### Improvements to former parcels office

In 2012/13 and 2013/14 we gave substantial grants towards the restoration of the former parcels office as an Arts Centre. Although the works we funded were major, restoring a building where the roof was only held up by extensive scaffolding, we always knew that further works would be needed to make maximum use of the space. Scarborough Studios Ltd, the tenant, has now developed its plans for the full internal fit out for the building, and is accumulating funding for the work, estimated to cost over a quarter of a million pounds. In order to encourage other donors, the RHT has awarded a grant for the work in 2018/19, but it will be well into 2019/20 before physical progress can be seen.







# Morpeth

## Restoration of station building

In our 2016/17 Report we described Benjamin Green's iconic Morpeth Station, how it was the last of these 1840s-built stations to survive in railway use, and the valiant efforts of the Greater Morpeth Development Trust (GMDT) to restore the building. We said, optimistically, that we expected the work to take place during the financial year 2017/18. Sadly, we were proved to be wrong. Lining up the complexity of the rail industry's systems with those of the Heritage Lottery Fund, and other sponsors, proved to be a mammoth task, and at one stage a threat to withdraw major funding was only averted by the personal intervention of Network Rail Chairman Sir Peter Hendy, for which we are most grateful. Even so, work on site did not start until late in the 2018/19 financial year but progress is now substantial and rapid, and we expect the work will be complete by the time this Report is published.

The scheme involves a reorganisation of the building's layout, with the original portico, long blocked off, restored to be the main entrance, a new booking office, a café, modern accessible toilets, and provision of up to seven starter business units. The taxi office will move out of the

station building to a bespoke facility nearby. The restoration also includes the exterior of the building, and in particular the reinstatement of the chimneys, a key feature of Green's original design, but long removed. The RHT has given an additional grant in 2018/19 to enable this work, and the GMDT and its architect have referred to the chimneys on Green's Belford Station, long closed but still in place, for the detail of the design.

It is over a decade since the RHT first looked at a project to restore the Morpeth station building, and we are delighted that it has finally been achieved.





## Truro

### Platform clock restoration

The Great Western Railway clock on Platform 2 at Truro Station had become an unreliable timekeeper. With its casing grimy from decades of exposure to diesel fumes, the station manager and his staff were determined to get the clock restored. The Devon & Cornwall Rail Partnership approached the RHT for help with funding and, together with contributions from the Designated Community Rail Development Fund and the Association of Community Rail Partnerships, we were pleased to offer a small grant towards the work.

The face and internal motion repairs were undertaken by specialist DC Watchmaker Ltd of Exeter, the decorative bracket restoration by today's Great Western Railway's preferred minor works contractor, Integral, and the booking office supervisor, Dave Antonio, carefully cleaned and restored the casing in his kitchen at home. The clock is now back in its place, gleaming and keeping perfect time.



## Spalding

### Floor, door and window reinstatement

Spalding Station is the location of one of the RHT's most unhappy experiences: an attempt to restore vacant space in it between 2008 and 2011 eventually had to be abandoned part-finished, despite grant expenditure of over £200,000. The state of the station, and the lack of use of available space within it, has been an on-going concern for us over the ensuing years, so we were delighted to finally be able to help restore the structure of the building, in conjunction with outgoing franchisee, East Midlands Trains. During this year we have supported the reinstatement of missing doors, windows and floors that had been removed and not replaced, so that the station now has a decent exterior appearance, and is also once more all accessible. We now look forward to working with the incoming franchisee and the keen local support group to once more bring areas of the station back into use.

## Stoke-on-Trent

### Refurbishment and café conversion

Stoke-on-Trent Station is Grade II\* listed and was built in Jacobean style as the headquarters for the North Staffordshire Railway (NSR) by Sir Henry Hunt, the company's civil engineer, who was also the site surveyor to the Palace of Westminster and the Great Exhibition. Together with the Grade II\* listed North Stafford Hotel opposite, the station forms part of the Winton Square development by the NSR, which Pevsner described as 'the finest piece of Victorian axial planning in the country'.

Gourmet Coffee Bar & Kitchen Ltd currently occupy a tenancy on the up platform and they approached the RHT with a proposal to convert and knock through to a larger room at the front of the station. We retrieved copies of historic plans of the building from Network Rail's archive in York which showed that the rooms had

undergone various changes of layout over the years. The drawings also revealed that a current window opening in the corner of a courtyard at the front of the station had originally been a doorway. Inspection of the brick and stone details around the window confirmed this was the case.

We suggested that if this door opening was reinstated it could provide Gourmet with access and an external seating area at the front of the station. Moreover, if done sensitively, this could tie in with proposals to improve the pedestrian environment of Winton Square.

The RHT was pleased to award a grant supporting the refurbishment work, in a project which demonstrates how archive material can be an important source of information supporting the restoration of a listed structure.



## Shrewsbury

### Canopy restoration and refurbishment

Shrewsbury Station, designed by Thomas Mainwaring Penson, opened in 1849 and is Grade II listed. The two-storey stone frontage is in a Neo-Tudor Gothic style, featuring a central clock tower and a double oriel window. A gabled section was added by Penson in 1855, and an ingenious extra storey, underneath the original building, was added by R E Johnston in 1903 to alleviate congestion.

The station has five platforms with access to the two island and two bay platforms via a pedestrian subway. The Dana footbridge, which has long been disconnected from the station, is a public walkway over the station area.

Network Rail has undertaken a major restoration of both the canopies and the Dana footbridge. Of three distinct canopy types at the station, the RHT agreed to support the restoration of the early timber hipped canopies as part of the second phase of the work.



Following consultation with the local Conservation Officer, the timber glazing bars have been refurbished or replaced where necessary, and the installation of new Twinfix, Georgian-wired, polycarbonate glazing has been secured with a powder-coated metal capping from above.

The canopy dagger boards and guttering have also been replaced or repaired where necessary.



## Worksop

### Improvements to station café

In the 2017/18 Annual Report we gave considerable space to the improvements we helped fund at this station. Subsequently, we have funded two small improvements to the excellent station café.

The entrance to the café is through a doorway with a step down to floor level, and as a result there were two inappropriate paper signs, warning of the step and announcing free wi-fi. We designed and had produced replacement signs in British Rail 1950s style (surely the only known 1950s wi-fi sign!), which have been generally welcomed. More recently, we have also helped the café with some internal damp-proofing repairs.

## Saltash

### Restoration

Saltash Station, built in the early 1880s, falls within the Saltash Conservation Area and is situated immediately at the end of Brunel's Grade I listed Royal Albert Bridge, a structure of national and international significance. It was once the busiest railway station in Cornwall with hundreds of workers passing through every day as they made their way into Plymouth and the busy dockyard there.

The station building fell into disuse in the 1970s and was sold in the 1990s. It remained a derelict and crumbling shell until 2017 when Saltash Town Council acquired the site to prevent further deterioration and inevitable demolition. With RHT support, the council has since developed a major scheme to restore the building as a modern station and community space, with café, waiting room and toilets.

The building is of architectural merit and, together with the Royal Albert Bridge, forms an historic gateway to Cornwall.

## Upminster

### Upgrade of rainwater goods

Upminster Station sits on the London, Tilbury & Southend Railway line, now operated by c2c, a train operating company we have not previously worked with. The station, with a fairly standard four-platform London suburban layout, opened in 1885, but the present building, situated on the south side of the line, was built by the London, Midland & Scottish (LMS) Railway in 1932. It is a red-brick structure, and must have been one of the last of its type, showing no signs of the Moderne style that the LMS adopted later in the 1930s, which can be seen at stations as far apart as South Kenton and Girvan.

The station has recently been upgraded, and we visited it on a routine liaison tour with c2c. The company had done a splendid job with its work, clearing many redundant cables, and making good use of original features in revisions to the layout. Sadly, this was let down by some very poor plastic rainwater goods on the canopy over the main entrance and we agreed, although the station is outside our usual scope, to fund new cast-iron rainwater goods to the same design as the rest of the station. We hope this minor improvement is the first step to greater projects with c2c on its listed stations, including the wonderful 1950s Barking Station.



## Welwyn North

### Renewal of windows

In our 2017/18 Report we described how we gave a grant to restore the former residential area of Welwyn North station building for eventual use as a reception centre for Tewin Bury Farm Hotel. Whilst that work achieved the structural restoration of the building, at the time it was not possible to properly establish the condition of the windows, and this year we have given a further grant to renewing them, ready for the eventual use of the building.



## Saxmundham

### Replacement of vandalised station building

Saxmundham Station sits on the East Suffolk line from Ipswich to Lowestoft, and had a distinctive station building, very similar to that at Wickham Market which has featured in our Reports many times, with both structures probably designed by Francis Thompson. The building, which had been vacant for some years, was recently leased to a local arts group and, as it lies in a Conservation Area, we were looking forward to supporting them in restoring it.

Sadly, this was not to be. In February of 2018 the station was set alight in a case

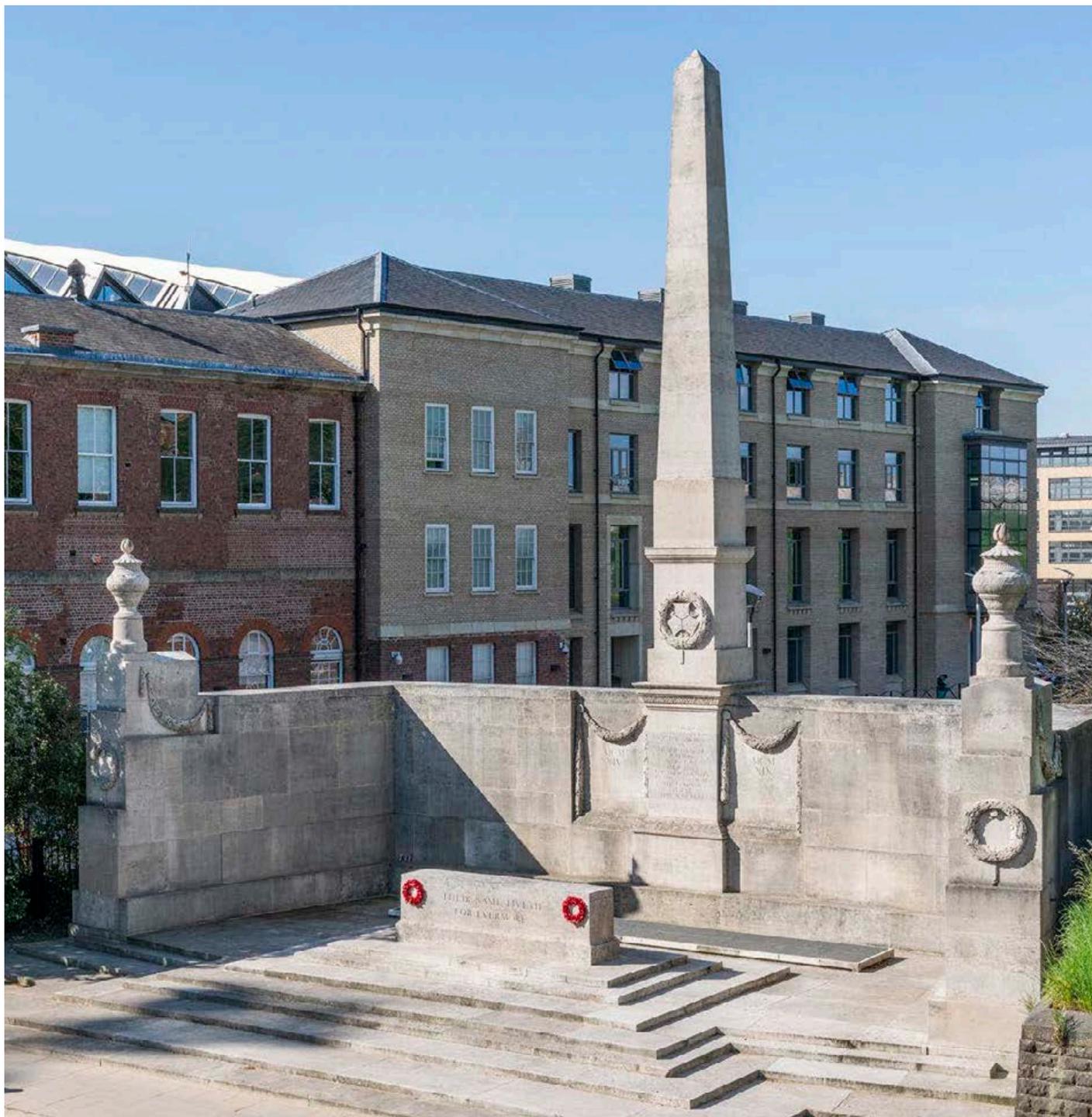
of extreme vandalism, and the damage was so severe that the remains of the building at high level had to be immediately demolished. Happily, Greater Anglia was able to do this without losing the cast-iron canopy or its supporting wall, and from this the design of a new, single-storey, building, that acknowledges but does not replicate Thompson's original, has emerged. The new building will be constructed in 2019, and the RHT has given an initial grant towards it in 2018/19, with a further one to follow in the next financial year.

## Station Canopy Fascias

### Report on use of fibre reinforced polymers

The fascias on older station canopies (often called dagger boards) are a distinguishing feature of the British railway system, alleged to have been first introduced by Brunel. However, the appearance of many such fascias is very poor, as they are rarely repainted as frequently as they need to be.

The RHT commissioned Alan Baxter Ltd to research and report on the possibility of replacing timber fascias with replicas made of fibre reinforced polymers. Such replicas offer considerable advantages in staff safety (reduced working at heights and near electric conductors), reduced need for maintenance, and a far better appearance of stations. The report is now available on the RHT website, and we have discussed it extensively with Historic England and other listing bodies.



# York

## Cleaning of the North Eastern Railway war memorial

The former North Eastern Railway's (NER) war memorial was unveiled in York on 22 June 1924, 18 months after the company had been merged into the new London & North Eastern Railway. Although the NER Board had authorised the memorial in early 1920, there was considerable delay due to controversy about its scale and closeness to the City Walls, and architect Sir Edwin Lutyens had to redesign it before it was built.

The memorial has a spectacular location, on a line with the Lendal Bridge, looking up towards the Minster, and is rightly seen as a major civic monument. Its ownership passed to British Railways, and then to BRB (Residuary) Ltd (BRB (R)). As with most Lutyens memorials, the limestone of which it is built has deteriorated, and in 2012 we worked with BRB (R) to provide a new bronze plaque on the City Walls that lists the Fallen, as the original names were eroding away.

In 2013 BRB (R) was disbanded, and title to the memorial passed to Network Rail. There has recently been local pressure to clean the memorial up, and the RHT was pleased to fund this work, with Network Rail letting and supervising the contract. The poor state of the stonework has meant that aggressive cleaning is not possible, so the contractor used a nano-lime technique to restore the memorial so far as possible.



GREAT WESTERN HOTEL



# Taunton

## Restoration of Great Western Hotel

The Great Western Hotel, Taunton, is Grade II listed and was built opposite the railway station in 1841. It was extended over the years and then converted to railway offices in the 1950s, but had become derelict and unoccupied in recent years.

In 2018, YMCA Somerset Coast (now YMCA Dulverton Group) proposed to refurbish and restore the building as the charity's second boutique hotel, open to the public and providing an important training opportunity for local young people. The RHT was pleased to support this extensive interior and exterior restoration, which also attracted grants from other major funders.

Notable is the painstaking removal of the paint from the exterior brick elevations, and the attention given to the interior restoration of many heritage details, including Minton tiled floors and the installation of replica Art Deco doors.

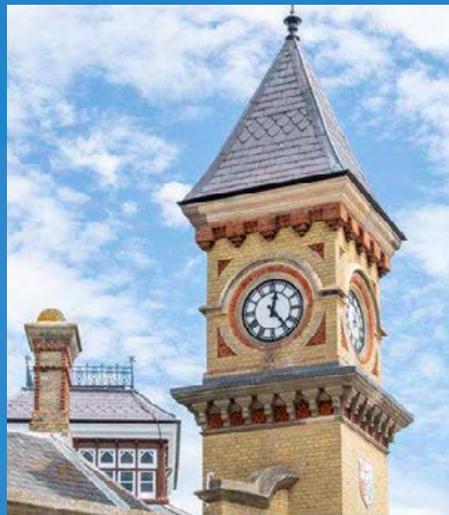
The new hotel features 15 individually-decorated double rooms, a licensed café and sandwich bar, conference and meeting rooms, plus work hubs and office space in the basement.

This restoration contributes to the forthcoming transformation of the south side of Taunton Station with the development of a new entrance, multi-storey car park and landscaped forecourt.



# Clock towers and clocks

The RHT has a record of funding the restoration of station clock towers and clocks over the years. In 2018/19, Network Rail approached the RHT to support four such projects at Tunbridge Wells, Eastbourne, Bognor Regis and Cardiff Central.



## **EASTBOURNE**

Eastbourne Station is Grade II listed and was designed by F D Banister for the London, Brighton & South Coast Railway in 1886. The square clock tower, on the corner of the building between two pavilions, rises from semi-circular stone corbelling to a French pyramidal top sporting a slender iron weathervane. The tower required external stonework restoration and redecoration, and the clock mechanism was repaired.



## **BOGNOR REGIS**

Bognor Regis Station is Grade II listed and was rebuilt in 1902, following a fire, for the London, Brighton & South Coast Railway. The three-storey building, of red brick with stone embellishments, stands on a corner. An undulating parapet is broken by gabled dormers, which partly hide a pyramidal red-tiled roof rising to a cupola clock. The clock tower required extensive timber repairs and full re-leading and the clock mechanism was temporarily removed for repairs.



## **TUNBRIDGE WELLS**

The two-storey southbound platform building at Tunbridge Wells Station, which is in a Conservation Area and was designed in 1911 for the South Eastern Railway, is the main access to the town centre and famous Pantiles.

The clock tower is above a centrepiece of two elaborate ball finials on each side of a broken-pedimented false gable that partly masks a tall clock turret. It required extensive timber repairs, re-leading and redecoration, together with much needed repairs and alterations to the mechanical clock.



## **CARDIFF CENTRAL**

Cardiff Central Station is Grade II listed and was built in 1935. The Art Deco building, with a Portland stone façade, was designed by the Great Western Railway's architects' office and is crowned by a small square clock tower with corner ball finials.

Drawings retrieved from Network Rail's archive in York revealed the tower was initially designed to house a ventilation system with louvred panels but this air intake system later became redundant and a clock mechanism and four clock faces replaced the louvred panels. The tower has been fully restored and redecorated.

© Daniel Oxtoby



not recognise him because he volunteered to serve rather than waiting to be called up, but were happy, with Arriva Trains Wales and today's GWR, to honour him with two plaques, in English and Welsh, at his home station, Neath (bottom right). Today's GWR has also named a train after him.

Another unfinished item from 1918 was that the Ffestiniog Railway never had a war memorial. Research through the company's pay records by John Alexander, Secretary of the Ffestiniog & Welsh Highland Railways Trust, identified which staff had served, and two who fell, and the RHT funded a plaque and base at Tan y Bwlch Station to commemorate all these men (bottom left). The plaque was unveiled on the centenary Armistice Day, 11 November 2018, in the presence of relatives of the Fallen.

## Commemoration of Wartime Railwaymen

### Various projects

Over recent years we have reported how we have marked the centenary of railwaymen's contribution to the Great War. With the centenary of the Armistice in November 2018, the project is now drawing to a close, but we have delivered several schemes during the year.

Our book, 'Britain's Railways in Wartime', written by Anthony Lambert, and jointly published by the RHT and Historic England, was on sale in time for the centenary of the Armistice, and has sold well, generating some extra income for us. We settled some final bills for the project in this financial year, and will use our royalties as a 2019/20 grant to help erect a new monument in Wolverton, commemorating the efforts of railwaymen from the Works there.



We had thought that our railwaymen Victoria Cross project was complete, but a chance meeting with his great-niece, Dawn Lewis, at the Hay Festival brought to our attention L/Cpl Allan Lewis, a VC recipient who had been a Great Western Railway (GWR) employee. We suspect that the old GWR did

Our project to restore the Lancashire & Yorkshire Railway's magnificent Carriage & Wagon (C&W) Department war memorial has come to fruition. The boards with the names of the Department's Fallen, and those who served, had somehow survived under Manchester Piccadilly Station until 1992. When that station was being cleared,



© Andy Savage

© Andy Savage

staff found them and the then Divisional Engineer arranged their removal to the East Lancashire Railway for safekeeping, although, sadly, the surrounding framing had not survived. Twenty years later the RHT became aware of the boards, and managed to track down a photo of the memorial in its original state. With a very sympathetic price, and much devotion to the project, York furniture restorer Andrew G Podmore & Son Limited has returned the memorial to its full glory (top left), and it has now been installed at Northern's Newton Heath depot, close to its original site in the C&W Works. The memorial was rededicated on 28 June 2019, the centenary of the Versailles Treaty being signed.

Lastly, we have been able to honour one of the most heroic railwaymen of the Great War. Great Eastern Railway Ship's Captain Charles Algernon Fryatt was captured by the German Navy in 1916, and executed a month later, as a result of an incident in which he was involved earlier in the war. There was a massive outcry at the time, and after the war ended his body was returned, incidentally being transported in the same vehicle that carried the bodies of Nurse Edith Cavell and the Unknown Warrior. After a memorial service in London he was buried at Dovercourt, near Harwich. His grave, which is also a memorial to him, was getting quite dilapidated, and the RHT was honoured to fund its restoration (bottom middle). The grave was rededicated on 8 July 2019, the centenary of Fryatt's burial.

© Otley Town Council



## Otley

### Restoration of the Navvies' Memorial

In the churchyard of All Saints Church at Otley is a unique memorial, a replica of the north portal of the Bramhope Tunnel, built in 1845 – 1849 to carry the Leeds & Thirsk Railway under a two-mile wide ridge of hills. The memorial was funded by the contractor who built the tunnel, James Bray, and his staff, to commemorate the 23 men who died during the construction. Its ownership is lost in antiquity, but the memorial is said to be the only such one in the country, and it is justifiably listed Grade II. However, its recent condition left a lot to be desired, and the local Town Council approached Network Rail Chairman, Sir Peter Hendy, to see if that company could help. As a publicly owned and funded body, Network Rail could not assist, but Sir Peter asked the RHT if it could. We were happy to agree a grant from our Maber bequest funds, and Otley Town Council has agreed, in exchange for this and other funding, to restore and take on ownership of the memorial, providing a happy conclusion to an unusual, but very worthy, project.



## Stockton-on-Tees

### Restoration of Stockton & Darlington Railway centenary plaque

In 1925 there were major celebrations to mark the centenary of the Stockton & Darlington Railway, Britain's first steam-hauled public railway. As part of these, HRH The Duke of York (the future King George VI) unveiled a plaque at Bridge Road in Stockton to commemorate the sale of the first train ticket there. About ten years ago the plaque was stolen, smashed, and dumped in a brook. The parts were recovered recently, and the RHT was pleased to give a small grant towards recasting and re-erecting this historic artefact.



## Bennerley Viaduct

### Creation of walkway

Throughout its existence the RHT has had an on-going involvement with the viaduct at Bennerley. This structure, some 400m long, is one of only two wrought-iron viaducts to survive in England. It crosses the Erewash Valley, over the Nottinghamshire/Derbyshire border, at a high level, and carried the Great Northern Railway's Nottingham to Derby line. Although closed to traffic in the 1960s, demolition proved impossible, and the viaduct is now listed. Between 1994 and 2016 the RHT awarded five grants towards its restoration, and we also put by a further grant in 2017/18 in anticipation of the creation of a permanent walking and cycling route over the viaduct. In total we committed £307,000 to the viaduct in this period, of which £80,000 remains unspent.

Railway Paths Ltd has now put together a fully funded package to create a walkway across the viaduct, and accessible ramps at each end. The RHT has made a further grant of £100,000 towards the programme of work this year, and we expect to see the project completed and both outstanding grants paid out in the financial year 2019/20.

## Levenshulme South

### Restoration of former station building

In the 2017/18 Annual Report we described this former station, and how the RHT had funded Railway Paths Ltd to restore and weatherproof the building. We have given a further grant in 2018/19, this time towards interior works. When this project is complete we hope that tenants will be able to move in and fit out the building for its new role as a cycle hub and community café, bringing this fine structure back into use.

## Executive Director's commentary

In my section of last year's Annual Report I spoke of the changes in personnel and processes that we had managed through 2017/18. 2018/19 has been a stable period in these areas, although, as the Chairman has said, it was, financially, our busiest year ever, but in many ways this was the calm before the storm.

My PA, Claire Pickton, has long made clear her intention to retire at the end of 2019, and she will leave us then as planned. What none of us had planned for was Company Secretary, Paul Childs, deciding, for personal reasons, that he would only do a single three-year contract, and he will also retire, in his case at the end of 2020. With two of our three staff leaving in the space of a year, we have taken the opportunity to review fully how we run the company, and we are going to make a considerable change.

We have been most fortunate to recruit Anna Jipps to join us from train operator GTR. Anna has a background in administration and finance, and since joining GTR has amassed considerable experience in project management on the building side, not least in projects that the RHT has funded. Anna will take much of 2020 to overhaul our systems and move us from being a paper-based organisation to one where we handle

almost all our information electronically, so that we will no longer need to maintain a permanent presence in an office.

Anna will become Company Secretary when Paul retires, and we will move to hot-desking within Network Rail premises, although we will still retain our library, a postal address, and some residual paper files in a London office.

The other big change concerns the Annual Report. Producing this document every year takes a massive amount of our working time, I estimate about a third of a person-year, and, although the Report is always well received, it is difficult to see what benefit it gives the RHT in this era of social media, when we are informing nearly 6,000 people of what we do every day. Consequently, we have decided that we cannot justify the continued production of a glossy Annual Report, and the staff time that it takes, and that this will be, after 34 years, the final copy of a Report in this style.

For the future, we intend to produce a small booklet, which can last for several years, that explains what the RHT does, and how to apply for advice and grants. We will support this with case study sheets to give examples of our work. We see these productions as being aimed at potential applicants for grants and

match funders, rather than the more widespread distribution we do today.

We will still present our financial results, and an annual list of projects, on our website, and the new publications will also be available there.

As a result of these changes, we expect to drop from a three-person to a two-person organisation when Paul retires. With no Annual Report to produce, and a third less staff, we anticipate a significant saving in our administration budget, allowing us to increase, by an equivalent amount, our grants for buildings.

Having looked forward, can I return to Claire Pickton, and her imminent retirement. Claire has been with us for 28 of our 34 years, and for both Jim and I she has been the bedrock on whom we have relied for all our time with the RHT. The impossibility of recreating her encyclopaedic knowledge has been one of the reasons we have chosen to restructure the RHT at this stage, and both Jim and I thank her most gratefully for her support over all these years, and wish her a long and happy retirement.

**Andy Savage**  
Executive Director  
London July 2019

# The accounts 2018/19

The Annual Report and Accounts covers the operations of the Railway Heritage Trust during the period 1 April 2018 to 31 March 2019.

Established in 1985, the Railway Heritage 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 2018/19, the Railway Heritage Trust awarded 76 grants towards the costs of 71 restoration and other projects.

## Audited Accounts

Begbies, London, audited and approved the Railway Heritage Trust's Accounts for 2018/19. At the Railway Heritage Trust's Annual General Meeting in July 2019 the Executive Board considered, approved, adopted and signed the audited Accounts. As required by law, the signed Accounts were then deposited with Companies House, accompanying the Railway Heritage Trust's Annual Return. 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 2019 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 2019

## Financial report

### Summary of Railway Heritage Trust's financial activities in 2018/19

	£
<b>Income</b>	
Network Rail	3,075,620
Highways England	210,000
Maber Bequest funds	-
'Britain's Railways in Wartime' book royalties	642
	<b>3,286,262</b>
<b>Direct costs</b>	
Grants awarded from Network Rail monies	2,768,546
Grants awarded from Highways England (HRE) monies	200,000
Grants awarded from Maber Bequest monies	103,585
Plaques	1,698
	<b>3,073,829</b>
Gross Surplus	212,433
Administrative Expenses	(252,074)
Interest Received	2,135
Taxation	(484)
<b>Deficit for the Financial Year</b>	<b>(37,990)</b>
<b>External contributions</b>	
Against Network Rail grants	5,595,473
Against Highways England (HRE) grants	430,000
Against Maber Bequest grants	43,514
<b>Total external contributions for the Financial Year</b>	<b>6,068,987</b>

# Grants and external contributions 2018/19

## Network Rail

The Railway Heritage Trust supported 62 projects (2017/18: 55) with 65 grants, which totalled £2,773,546 (2017/18: £1,930,263). 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 Railway Heritage Trust supported two projects (2017/18: three) with two grants, which totalled £200,000 (2017/18: £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 Railway Heritage Trust supported seven projects (2017/18: seven) with nine grants, which totalled £103,585 (2017/18: £24,700), from the bequest of Henry Basil Maber. These projects met the RHT's objectives and also reflected Mr Maber's sphere of railway interest.

			Grant award £	External contribution £
<b>ENGLAND</b>				
<b>Attleborough</b>	Restoration of listed station building for commercial use	Page 5	<b>70,000</b>	<b>68,747</b>
Sponsor Greater Anglia	Contractor SEE Rail Ltd, Hainault	Architect/Designer/Consultant SEE Rail Ltd, Hainault		
<b>Bat &amp; Ball</b>	Heritage refurbishment works	Page 3	<b>27,000</b>	<b>43,755</b>
Sponsor London & South Eastern Railway Ltd	Contractor Lengard Ltd, Harlow	Architect/Designer/Consultant Theis + Khan, Tunbridge Wells		
<b>Battle</b>	Restoration of station roof	Page 9	<b>100,000</b>	<b>65,000</b>
Sponsor London & South Eastern Railway Ltd / Network Rail	Contractor Redec Ltd, Ashford	Architect/Designer/Consultant Clague Architects, Canterbury		
<b>Berwick-upon-Tweed</b>	Conversion of travel centre to a Costa / Travelines facility	Page 11	<b>39,000</b>	<b>53,315</b>
Sponsor Caterleisure Services Ltd	Contractor CPMS Ltd, York	Architect/Designer/Consultant AHR, Huddersfield		
<b>Berwick-upon-Tweed</b>	Refurbishment of heritage features in station booking hall	Page 11	<b>99,000</b>	<b>123,258</b>
Sponsor London North Eastern Railway Ltd	Contractor Oakwood Contracts Ltd, Doncaster	Architect/Designer/Consultant GIA Ltd, York		
<b>Birkdale</b>	Refurbishment of station master's house	Page 4	<b>25,000</b>	<b>50,000</b>
Sponsor Birkdale Community Hub & Library	Contractor William Scott Ltd, Southport			
<b>Bognor Regis</b>	Clock tower and restoration	Page 33	<b>24,000</b>	
Sponsor Network Rail	Contractor G S Moore Roofing Contractors Ltd, Croydon			

## Grants and external contributions 2018/19

			Grant award £	External contribution £
<b>Cambridge</b>	Restoration of north pavilion building for letting as micropub	Page 7	<b>10,000</b>	<b>77,000</b>
Sponsor Greater Anglia	Contractor H A Marks Construction Ltd, London	Architect/Designer/Consultant Greater Anglia, London		
<b>Doncaster</b>	New canopy to a design sympathetic to listed building	Page 7	<b>91,400</b>	<b>162,152</b>
Sponsor London North Eastern Railway Ltd	Contractor Strategic Team Group, Glasshoughton, Castleford	Architect/Designer/Consultant Strzala Architects Ltd, Manchester		
<b>Downham Market</b>	Cantilever waiting shelters on Platforms 1 and 2, and two new cycle shelters	Page 4	<b>11,660</b>	<b>29,016</b>
Sponsor Govia Thameslink Railway	Contractors Cyclepods Ltd, Westerham, Kent, Macemain + Amstad, Corby & MGMC Ltd, London			
<b>Eastbourne</b>	Repairs to clock and the clock tower	Page 33	<b>6,200</b>	
Sponsor Network Rail	Contractor G S Moore Roofing Contractors Ltd, Croydon			
<b>Ely</b>	Restoration of redundant space for retail use	Page 13	<b>10,000</b>	<b>48,495</b>
Sponsor Greater Anglia	Contractor R G Carter Construction, Comberton, Cambridge	Architect/Designer/Consultant Greater Anglia, London		
<b>Goostrey</b>	Renewal of decayed window and door units and screens	Page 15	<b>40,000</b>	
Sponsor Network Rail	Contractor Network Rail			
<b>Hanwell</b>	Refurbishment	Page 10	<b>56,000</b>	<b>82,900</b>
Sponsor MTR Corporation (Crossrail) Ltd	Contractor Elm Site Services Ltd, Hornchurch	Architect/Designer/Consultant INVVU Construction Consultants Ltd, Ashford & MTR Corporation (Crossrail) Ltd, London		

## Grants and external contributions 2018/19

			Grant award £	External contribution £
<b>Keighley</b>	Upgrading of toilets on Platform 4	Page 13	5,000	7,914
Sponsor Keighley & Worth Valley Railway	Contractor Keighley & Worth Valley Railway, Keighley			
<b>Lincoln</b>	Conversion of waiting room to a Costa Coffee facility	Page 13	41,200	61,733
Sponsor Caterleisure Services Ltd	Contractor Oakwood Contracts Ltd, Doncaster	Architect/Designer/Consultant GIA Ltd, York		
<b>Little Sutton</b>	Feasibility Study	Page 16	1,000	4,450
Sponsor North Cheshire CRP		Architect/Designer/Consultant Donald Insall Associates, Chester		
<b>London Bridge</b>	Drawings of existing and proposed elevations of Findlater's Corner	Page 18	2,000	
Sponsor Network Rail		Architect/Designer/Consultant Benedict O'Looney Architects, London		
<b>London Waterloo</b>	Reforming glazed parapet in front of 'destination names' arch	Page 17	10,846	
Sponsor Network Rail	Contractor MGMC Ltd, London			
<b>Lowestoft</b>	Additional door and floor costs within refurbishment of parcels office	Page 20	4,822	7,234
Sponsor Station Regeneration East CIC (in conjunction with East Suffolk Lines CRP and Wherry Lines CRP)	Contractor M S Oakes Ltd, Lowestoft			
<b>Lowestoft</b>	Temporary boarding to Peto building	Page 20	5,620	
Sponsor Wherry Lines CRP (in conjunction with Station Regeneration East CIC)	Contractor M S Oakes Ltd, Lowestoft			
<b>Maidenhead</b>	Groundworks	Page 17	70,000	
Sponsor Cholsey & Wallingford Railway	Contractor Not yet appointed	Architect/Designer/Consultant The Morton Partnership, London		

## Grants and external contributions 2018/19

			Grant award £	External contribution £
<b>Maidenhead</b>	Additional cleaning and painting of timber components	Page 17	<b>54,445</b>	
Sponsor Cholsey & Wallingford Railway	Contractor McCurdy & Co Ltd, Stanford Dingley, Reading	Architect/Designer/Consultant The Morton Partnership, London		
<b>Maidenhead</b>	Additional repairs to components	Page 17	<b>70,942</b>	
Sponsor Cholsey & Wallingford Railway	Contractor McCurdy & Co Ltd, Stanford Dingley, Reading	Architect/Designer/Consultant The Morton Partnership, London		
<b>March</b>	Installation of consistent obscured glass	Page 17	<b>12,680</b>	
Sponsor Greater Anglia	Contractor SEE Rail Ltd, Hainault			
<b>Middlesbrough</b>	Stonework improvements to station frontage	Page 19	<b>100,000</b>	
Sponsor Network Rail	Contractor Colt Construction Ltd, Hull	Architect/Designer/Consultant Corinthia Ltd, Castle Eden, Co Durham		
<b>Morpeth</b>	Retention and overhaul of chimneys within larger restoration scheme	Page 25	<b>75,000</b>	<b>377,000</b>
Sponsor Greater Morpeth Development Trust	Contractor STP Construction, Rowlands Gill, Tyne and Wear	Architect/Designer/Consultant Napper Architects Ltd, Newcastle & Curtis Architecture, Jesmond, Newcastle		
<b>Mytholmroyd</b>	Restoration of station building	Page 22	<b>22,000</b>	
Sponsor Network Rail	Contractor CPMS Ltd, Manchester	Architect/Designer/Consultant Capita Property and Infrastructure Ltd, Stockport		
<b>Newark Castle</b>	Heating installation		<b>7,350</b>	<b>10,979</b>
Sponsor Carriages Ltd				
<b>Norwich</b>	Additional canopy paintwork detail	Page 16	<b>16,250</b>	<b>263,165</b>
Sponsor Greater Anglia	Contractor Hollywell Building Services, St Albans			

## Grants and external contributions 2018/19

			Grant award £	External contribution £
<b>Saltash</b>	Refurbishment of station building and provision of passenger facilities	Page 27	<b>60,000</b>	<b>240,000</b>
Sponsor Saltash Town Council	Contractor Cormac Ltd, Wadebridge, Cornwall	Architect/Designer/Consultant Bailey Partnership (Consultants) LLP, Plymouth		
<b>Saxmundham</b>	Replacement building	Page 28	<b>58,000</b>	<b>228,687</b>
Sponsor Greater Anglia	Contractor Hollywell Building Services, St Albans	Architect/Designer/Consultant Mott MacDonald, Birmingham		
<b>Scarborough</b>	Improvements to former parcels office	Page 23	<b>93,000</b>	<b>169,000</b>
Sponsor Scarborough Studios Ltd	Contractor Not yet appointed	Architect/Designer/Consultant Walker Cunnington Architects, Matlock		
<b>Shrewsbury</b>	Platform canopy refurbishment	Page 27	<b>107,000</b>	
Sponsor Network Rail	Contractor MPH Construction Ltd, Mold	Architect/Designer/Consultant JNP Group, Brighouse & Network Rail		
<b>Spalding</b>	Reinstatement of doors, windows and floors	Page 26	<b>26,225</b>	<b>39,337</b>
Sponsor East Midlands Trains	Contractor B+K Property Services Ltd, Derby			
<b>Stoke-on-Trent</b>	Restoration of café on Platform 1	Page 26	<b>10,953</b>	<b>32,430</b>
Sponsor Gourmet Coffee Bar & Kitchen Ltd	Contractors Retail Catering Solution, Runcorn & Croft Building & Conservation Ltd, Cannock	Architect/Designer/Consultant Gourmet Coffee Bar & Kitchen Ltd, Wrexham		
<b>Taunton</b>	GWR Hotel: External and internal refurbishment	Page 31	<b>127,650</b>	<b>199,000</b>
Sponsor YMCA Somerset Coast	Contractors Tizzy Interiors Ltd, Bristol & SW Sodablast Ltd, Taunton	Architect/Designer/Consultant LHC Design, Exeter & Smith Maloney Architects, Bristol		
<b>Truro</b>	Station clock restoration	Page 26	<b>960</b>	<b>1,740</b>
Sponsor Devon & Cornwall Rail Partnership	Contractors DC Watchmaker Ltd, Exeter & Dave Antonio, Truro			

## Grants and external contributions 2018/19

			Grant award £	External contribution £
<b>Tunbridge Wells</b>	Repairs to clock and the clock tower	Page 33	<b>10,000</b>	
Sponsor Network Rail	Contractor G S Moore Roofing Contractors Ltd, Croydon			
<b>Upminster</b>	New cast-iron guttering	Page 28	<b>9,750</b>	<b>7,750</b>
Sponsor Trenitalia c2c Ltd	Contractor Railscape Ltd, Rayleigh, Essex			
<b>Welwyn North</b>	Windows and doors renewal	Page 28	<b>7,940</b>	<b>11,910</b>
Sponsor Govia Thameslink Railway	Contractor SEE Rail Ltd, Hainault	Architect/Designer/Consultant M J Cook Architect, Tewin, Hertfordshire		
<b>Worksop</b>	Heritage signs for station café	Page 27	<b>94</b>	
Sponsor The Railway Café, Worksop	Contractor JAF Graphics Ltd, Rushton Spencer, Staffordshire			
<b>Worksop</b>	Damp repairs to station café	Page 27	<b>4,448</b>	
Sponsor The Railway Café, Worksop	Contractor RBS Builders Ltd, Worksop			
<b>York</b>	NER War Memorial: Cleaning and lighting improvements	Page 29	<b>49,000</b>	
Sponsor Network Rail	Contractors Colt Construction Ltd, Hull & Corinthia Ltd, Castle Eden, Co Durham	Architect/Designer/Consultant PPIY Architects+, York		
<b>-</b>	Conservation of historic drawings	Page 23	<b>10,000</b>	
Sponsor Network Rail	Contractors Richard Reeve Restoration Ltd, Wakefield & North Yorkshire County Record Office, Northallerton			
<b>-</b>	Station Canopy Fascias Report	Page 28	<b>11,982</b>	
Sponsor Railway Heritage Trust		Architect/Designer/Consultant Alan Baxter Integrated Design, London		

# Grants and external contributions 2018/19

			Grant award £	External contribution £
<b>SCOTLAND</b>				
<b>Aberdeen</b>	Renewal of cafeteria building	Page 4	100,000	505,000
Sponsor Abellio ScotRail	Contractor Not yet appointed			
<b>Dumbarton Central</b>	New ridge tiles as part of roof renewal works	Page 7	30,000	
Sponsor Network Rail	Contractor CPMS Ltd, Manchester			
<b>Dumfries</b>	Northern timber building repairs	Page 10	15,000	
Sponsor Network Rail	Contractor CPMS Ltd, Manchester			
<b>Dumfries</b>	Southern timber building repairs	Page 10	15,000	
Sponsor Network Rail	Contractor CPMS Ltd, Manchester			
<b>Edinburgh Waverley West Signal Box</b>	Conservation management plan	Page 10	5,000	5,000
Sponsor Network Rail		Architect/Designer/Consultant Alan Baxter Integrated Design, London		
<b>Gorebridge</b>	Conversion of station building to a café, craft shop and community centre	Page 12	65,000	395,538
Sponsor Midlothian Council	Contractor Not yet appointed	Architect/Designer/Consultant AHR, Glasgow		
<b>Helensburgh Central</b>	Roof repairs over gymnasium area	Page 10	24,000	
Sponsor Network Rail	Contractors CPMS Ltd, Manchester & John Fulton Plumbers Ltd, Glasgow			
<b>Inverness</b>	Heritage improvements	Page 4	75,000	675,000
Sponsor Abellio ScotRail	Contractor Not yet appointed			
<b>Kilmarnock</b>	Restoration of basement rooms	Page 13	117,000	195,519
Sponsor Kilmarnock Station Railway Heritage Trust	Contractor CPMS Ltd, Manchester	Architect/Designer/Consultant IDP Architects LLP, Glasgow		

## Grants and external contributions 2018/19

			Grant award £	External contribution £
<b>Lanark</b>	Heritage improvements	Page 16	<b>24,000</b>	
Sponsor Network Rail	Contractor Covanburn Contracts Ltd, East Kilbride	Architect/Designer/Consultant IDP Architects LLP, Glasgow		
<b>Newtongrange</b>	Conversion of building into a café & learning centre	Page 12	<b>59,500</b>	<b>252,500</b>
Sponsor Track2Train Ltd	Contractor John Smart & Son (Kirkcaldy) Ltd, Kirkcaldy, Fife	Architect/Designer/Consultant add+, Dunfermline		
<b>Perth</b>	Island platform building restoration as a lounge and conference centre	Page 16	<b>100,000</b>	<b>577,500</b>
Sponsor Serco Caledonian Sleepers Ltd	Contractor CPMS Ltd, Manchester	Architect/Designer/Consultant IDP Architects LLP, Glasgow		
<b>Pitlochry</b>	Rooms conversion to bookshop sorting area and salt store	Page 18	<b>9,144</b>	<b>13,716</b>
Sponsor Pitlochry Station Bookshop	Contractor Not yet appointed	Architect/Designer/Consultant CFY Design @ Old Faskally, Killiecrankie		
<b>Pitlochry</b>	Platform 2 building repairs	Page 18	<b>30,000</b>	
Sponsor Network Rail	Contractor CPMS Ltd, Manchester			
<b>Saltcoats</b>	Conversion of building to a gym	Page 23	<b>125,000</b>	<b>187,733</b>
Sponsor The Training Station	Contractor Not yet appointed	Architect/Designer/Consultant IDP Architects LLP, Glasgow		
<b>Stirling</b>	Restoration of porte-cochère	Page 4	<b>100,000</b>	<b>150,000</b>
Sponsor Abellio ScotRail	Contractor Not yet appointed			
<b>Stow</b>	Heritage works as part of restoration of station building for community use	Page 12	<b>100,000</b>	<b>172,000</b>
Sponsor Stow Community Trust	Contractor Not yet appointed	Architect/Designer/Consultant Aitken Turnbull Architects, Galashiels		

# Grants and external contributions 2018/19

			Grant award £	External contribution £
<b>WALES</b>				
<b>Bangor</b>	Restoration of the station building including roof, chimneys and windows	Page 6	<b>70,985</b>	
Sponsor Network Rail	Contractor MPH Construction Ltd, Mold	Architect/Designer/Consultant JNP Group, Brighouse & Network Rail		
<b>Cardiff Central</b>	Clock tower repairs	Page 33	<b>13,500</b>	
Sponsor Network Rail	Contractor Centregreat Ltd, Bridgend			
<b>MABER BEQUEST</b>				
<b>'Britain's Railways in Wartime'</b>	Photo supply, reproduction and license	Page 34	<b>3,440</b>	
Sponsor Railway Heritage Trust		Architect/Designer/Consultant Susannah Stone, London		
<b>'Britain's Railways in Wartime'</b>	Photo management	Page 34	<b>675</b>	
Sponsor Railway Heritage Trust		Architect/Designer/Consultant Susannah Stone, London		
<b>Dovercourt</b>	Restoration of grave of Captain Fryatt, All Saints Church	Page 35	<b>4,821</b>	
Sponsor Parochial Church Council of The Harwich Peninsula Team Ministry	Contractor Adamson Conservation Ltd, Corringham, Essex			
<b>Neath</b>	VC plaques for L/Cpl Allan Leonard Lewis	Page 34	<b>1,825</b>	
Sponsor Railway Heritage Trust	Contractor Leander Architectural, Dove Holes, Derbyshire	Architect/Designer/Consultant Malcolm Wood, Banbury		
<b>Newton Heath</b>	L&YR War Memorial: Restoration	Page 34	<b>77,500</b>	
Sponsor Arriva Rail North Ltd	Contractor Andrew G Podmore & Son Ltd, Upper Poppleton, York			
<b>Newton Heath</b>	L&YR War Memorial: Working drawings and full size detail sections	Page 34	<b>3,600</b>	
Sponsor Railway Heritage Trust		Architect/Designer/Consultant Brierley Groom LLP, York		

## Grants and external contributions 2018/19

			Grant award £	External contribution £
<b>Otley</b>	Restoration of the Navvies' Memorial	Page 35	<b>6,000</b>	<b>40,900</b>
Sponsor Otley Town Council	Contractor Stone Edge, Pocklington, York	Architect/Designer/Consultant Soul Architects, Worksop		
<b>Stockton-on-Tees</b>	Restoration of Stockton & Darlington Railway centenary plaque	Page 35	<b>1,250</b>	<b>2,614</b>
Sponsor Friends of the Stockton & Darlington Railway	Contractor William Lane Foundry, Middlesbrough			
<b>Tan y Bwlch</b>	Provision of war memorial	Page 34	<b>4,474</b>	
Sponsor The Festiniog Railway Company	Contractor Inigo Jones Slate Works, Caernarfon	Architect/Designer/Consultant Malcolm Wood, Banbury		
<b>HIGHWAYS ENGLAND (HISTORICAL RAILWAYS ESTATE)</b>				
<b>Bennerley Viaduct</b>	Creation of walking route	Page 35	<b>100,000</b>	<b>230,000</b>
Sponsor Railway Paths Ltd	Contractor Not yet appointed			
<b>Levenshulme South</b>	Second phase restoration	Page 35	<b>100,000</b>	<b>200,000</b>
Sponsor Railway Paths Ltd	Contractor Bullen Conservation Ltd, Oldham	Architect/Designer/Consultant MJ Consulting, Worsley, Greater Manchester		

## Patron

Judy, Lady McAlpine

## Officers

### Executive Board

Chairman: Jim Cornell  
Executive Director: Andy Savage  
Director: Marcus Binney

### Administration

Company Secretary: Paul Childs  
Personal Assistant: Claire Pickton

## Advisory Panel

Paul Atterbury\*  
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  
John Ives\*  
Sir Simon Jenkins  
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

## Annual Meeting

The Advisory Panel Annual Meeting was held on 15 October 2018, at 1 Eversholt Street, London. Guest speaker was Simon Blanchflower, Major Programme Director (Thameslink), Network Rail, who gave a talk entitled 'London Bridge: The Rebirth of London's Oldest Terminus Station'. On 22 October 2018 a second meeting was held in Glasgow, attended by Panel members and Scottish industry partners. Guest speaker was Kevin McClelland, Route Delivery Director, Infrastructure Projects: Scotland & North East, Network Rail, who gave a talk entitled 'Queen Street Station Redevelopment'.

\*Appointed to the Advisory Panel during 2018/19

\*\*Resigned from the Advisory Panel during 2018/19



Tornado is the first steam locomotive to be turned on the restored Aberdeen Ferryhill turntable, a project supported by RHT funding

**Report design**

Transport Design Consultancy | [tdc.london](http://tdc.london)

**Photography**

Paul Childs

**Text and research**

Andy Savage & Paul Childs with assistance from Claire Pickton

**Print**

Kingsley Print & Design Ltd | [kingsleyprint.co.uk](http://kingsleyprint.co.uk)

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