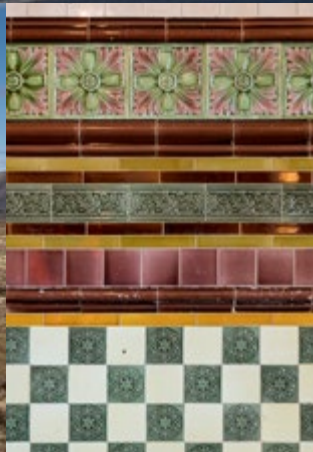
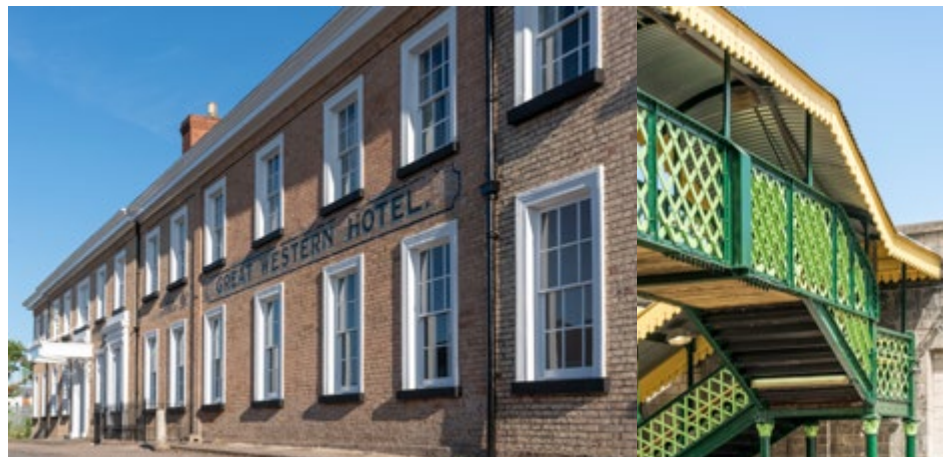


RAILWAY
HERITAGE
TRUST





For the last thirty-five years the Railway Heritage Trust (RHT) has supported works on listed buildings and structures on the UK national rail systems.

This brochure is for people and bodies who would like to get advice or a grant from the RHT, and shows how we can (and cannot) help. We hope you find it useful.

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13		

- 1 Taunton
 - 2 Worksop
 - 3 Crystal Palace
 - 4 Great Ducie Street, Manchester
 - 5 Bat & Ball
 - 6 Newcastle
 - 7 Corrour
 - 8 Doncaster
 - 9 London Bridge
 - 10 Wickham Market
 - 11 Tunbridge Wells
 - 12 Worcester Shrub Hill
 - 13 York
- Front Morpeth

How and why the Railway Heritage Trust was established

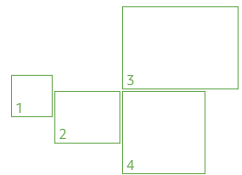
In the 1960s and 1970s the British Railways Board reduced the scope of its operations in the face of competition from road transport. At the same time there was a fashion for modernity in architecture. As a result, a considerable number of Victorian and Edwardian buildings in railway ownership were demolished, which caused considerable public disquiet.



By the early 1980s the tide was turning, and in 1984 BR announced, at the suggestion of journalist Simon Jenkins, at that time a BR Director, that it would set up a Railway Heritage Trust. The RHT was established as an independent company, under the chairmanship of The Rt Hon William McAlpine, later Sir William, with a small staff, to give grants towards conserving and using the built heritage of the BR system.

Thirty-five years later, it is still doing this.





- 1 Shrewsbury
- 2 London St Pancras
- 3 Goostrey
- 4 Battle



Structure, funding and remit

Despite its name, rather than being a charity, the RHT is a not-for-profit company, limited by guarantee, and owned by its directors.

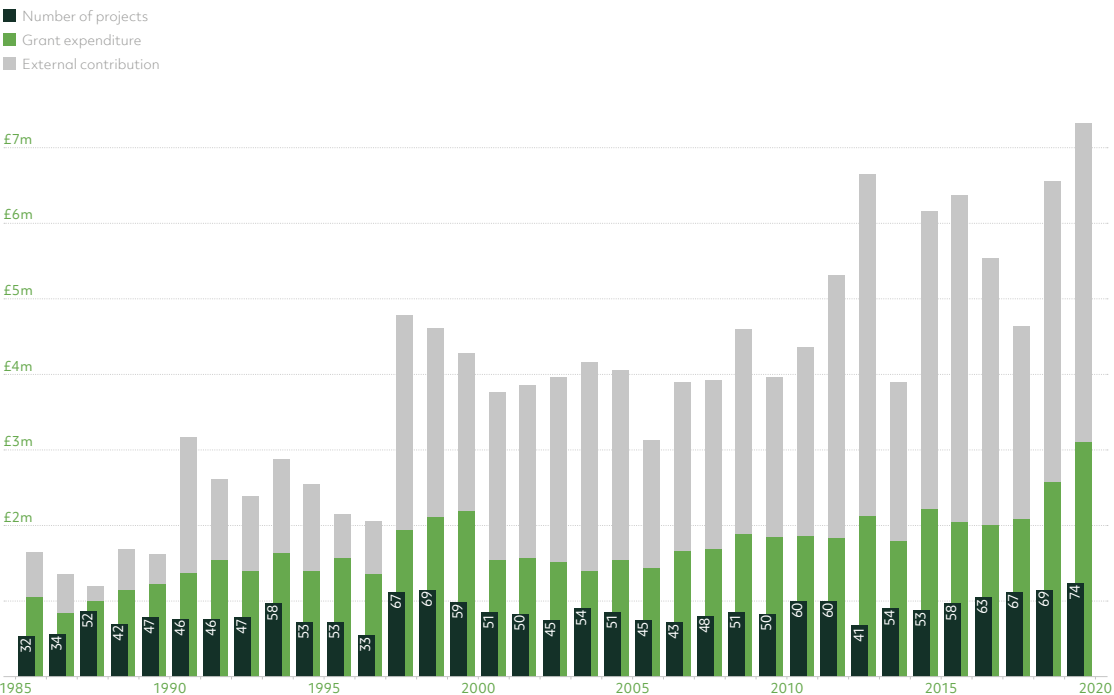
Some 90% of the RHT's income comes from Network Rail, with the balance coming from Highways England's Historical Railways Estate, which manages the residual assets of BR on closed lines. The RHT gives advice and grants for work on heritage buildings and structures on both bodies' estates, as explained in the Eligibility section of this booklet.

In the 35 years from 1985 to 2020 the RHT awarded a total of 1825 grants, to a value of approximately £59.5 million, and drew in external funding worth a further £76.7 million. Apart from the financial benefit to those running projects, the RHT's simple systems enable it to offer grants swiftly, which project developers can then use to encourage other grant giving bodies to contribute.

Lists of projects we have supported, with examples over many years, and details of the RHT's finances, are available in the publication section of our website, railwayheritagetrust.co.uk/annual-report-and-accounts/

Left London King's Cross

The RHT is not an approvals body, so while it can, and does, advise, it can neither decide on behalf of the owners, nor enforce its view. Obviously the RHT would not give grants to a project whose concept or detail it totally disagreed with.



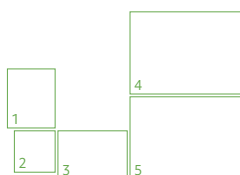
Directors, employees and advisory panel

The RHT has a small Board of three directors: an Executive Director, who is a paid employee, and two voluntary non-Executive Directors, one of whom is the Company Chairman.

The RHT normally operates with two or three full-time employees, including the Executive Director.

In addition to this small team, the RHT can draw on a vast range of experience from the senior railway staff, architects, politicians and journalists who form its Advisory Panel. The Panel usually has some 40-odd members, and meets formally once a year. However, its members give of their time and experience voluntarily to assist our paid staff as and when needed, a depth of resource that is invaluable to the RHT.

Details of RHT Directors, employees and the panel members can be found at railwayheritagetrust.co.uk/rht-people/



- 1 Liverpool Lime Street
- 2 Pantyffynnon
- 3 Durham
- 4 Gleneagles
- 5 Wakefield Kirkgate







Working with others

The RHT is happy to work with any responsible body that helps meet our objectives. Such bodies can include:

- Network Rail, including both its operational and support functions, such as
 - regions and routes
 - property
 - planning and land use
 - architects
 - archives
- train operators
- Highways England (Historical Railways Estate)
- small one-person operations, for example a café
- community groups
- social groups, such as model railway clubs
- small businesses
- charities
- local authorities
- community rail partnerships
- the listing bodies
- the National Lottery and
- other funders.

We always look to support schemes that are financially sustainable. We will not support the restoration of a building or structure for its own sake: it must be capable of being run and operated on a self-sustaining basis following our contribution. A well-structured business plan is a good way to show us that a proposal is financially sustainable.

Advice and consultation

Despite its small size, the RHT has built up a vast experience of heritage building projects over its 35 years. With its highly experienced staff, this knowledge is passed on as people retire.

Allowing that we are a small organisation, we are happy to share our expertise with others who are involved in built railway heritage. Although our advice is primarily for buildings and structures in the RHT's scope as defined below, we may exceptionally look at a few projects outside our formal boundaries, but they have to be of particular heritage value in our view.

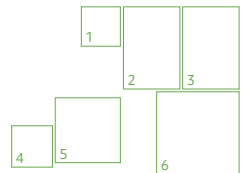
Anyone seeking to consult the RHT should initially email an enquiry to rht@railwayheritagetrust.co.uk

The RHT website also provides links to some key guidance documents railwayheritagetrust.co.uk/guidance/

These include:

- listed buildings and conservation areas
- working on Network Rail buildings
- closed listed signal boxes
- station canopy fascias and fibre-reinforced polymers
- station colour schemes prior to 1968.





- 1 Aberdour
- 2 London Euston
- 3 Bury St Edmunds
- 4 Newark Castle
- 5 Great Malvern
- 6 Sheffield

Applying for a grant

GRANT AMOUNTS

Apart from very small projects (well under £1,000) the RHT's grants are designed to encourage other bodies to contribute to projects. Our maximum amount for a grant is usually 40% of the estimated built-heritage cost, and for larger projects the percentage is inevitably less. Our grants are not subject to VAT.

ELIGIBILITY

To be eligible for a grant, a building or structure must be

- within the scope of the RHT's activities, such as,
 - part of the Network Rail or Historical Railways Estate, and
 - nationally Listed, in a Conservation Area, or a Historic Monument
- meet one of our two objectives
 - to conserve and enhance historic buildings and structures within our scope, or
 - to help find new uses for non-operational property within our scope.



Snodland



Stoke-on-Trent

The RHT is funded by grants from Network Rail and the Historical Railways Estate, which is managed by Highways England on behalf of the Secretary of State. Not surprisingly then, to be eligible for a grant a building or structure must be in the freehold of either Network Rail or the Historical Railways Estate at the time that we issue an award.

We also limit our activities to heritage structures, normally as we define above. However, if a particular building or structure meets our ownership criteria, but is not legally protected, and we consider it to be of outstanding heritage and architectural interest, we may on rare occasions give a small grant towards projects on it.

The scope of the 'finding new uses' objective is wide, and can vary from helping convert a disused viaduct or tunnel into a cycle route, to a small commercial or community operation on an operational station. For non-operational property, it could even include a transfer of ownership to a local trust or other interested organisation, or relocation of a disused building to a new site off the national rail networks.

WHAT THE RHT CANNOT HELP YOU WITH

We are a small company and have clearly defined limitations. To save your and our time, things that we cannot help with include:

- restoration of any form of railway rolling stock
- work on buildings and structures that are not currently either in the freehold of Network Rail or the Historical Railway Estate
- work on buildings and structures that are not legally protected
- pure maintenance of historic buildings and structures
- cost associated with the businesses that use buildings we support, as opposed to restoring the building itself
- costs not associated directly with the building work for the project, e.g. development costs (we very occasionally help small bodies with feasibility studies)
 - project management costs
 - contingency or risk provision
- costs associated with parts of in-scope buildings or structures that do not have the heritage value of the main elements.



PROCESS OF APPLYING FOR AND CLAIMING A GRANT

We try to make the process of applying for a grant from the RHT as easy as possible.

If you think your project is eligible for RHT support please contact us by email at rht@railwayheritagetrust.co.uk

We will then contact you, and will usually visit the site for a first look. If we like your proposal we will agree in principle to support the project, and subsequently work up with you the amount of grant that we could give, compared with the overall cost of the project. As soon as we have agreed a figure we will make a written grant offer.

Once you have all the remaining funding in place, and any necessary consents, we will send you our application form; it is not available on our website. When you have filled in and submitted the form, and we are satisfied with it, we make a formal award letter to you; only at this point is the RHT committed to the grant.

We prefer to pay our grants on completion of the project, but we recognise that for smaller clients this may present cash flow difficulties, so we can discuss staged payments against the physical progress of the project.

To obtain payment of your grant you will need to submit a formal invoice to us. We always aim to pay invoices within a week of our certifying them.



Celebrating success

The RHT sponsors between 50 and 70 projects most years. Many of these make substantial difference to the appearance of railway buildings, and provide a benefit to the people who live near and work in them. We hope that working with us is a pleasurable experience for you, and that at the end of it we can celebrate your success jointly, and, at the same time, give you some publicity. Here are some thoughts:

WHEN WE AWARD A GRANT

When we award a grant, we always announce it on our Twitter feed, and encourage those we work with to do likewise.

DURING THE WORKS

Wherever possible we visit projects we fund while under way, and tweet about the progress of the project.

AN OPENING CEREMONY

When the project is complete, why not have an opening ceremony to publicise it locally? Ask a dignitary to come and cut a ribbon, and set up some media coverage. We're happy to advise.

PLAQUES

On our larger projects (usually with a grant of over £100,000) we will give you a plaque that tells the story of the building or structure that we have funded. Unveiling the plaque is another good story for the media, and an opportunity to publicise what you have done. You can find out more about our plaques at railwayheritagetrust.co.uk/rht-plaques/

NATIONAL RAILWAY HERITAGE AWARDS

The RHT has a close relationship with the National Railway Heritage Awards, a registered charity which annually offers up to 10 Awards, in various categories, to celebrate built heritage successes in the rail industry. We encourage our projects to enter the competition, details of which, and the entry form, are on nrha.org.uk

Entries to the NRHA usually close in the late spring. There is no charge to enter, judging takes place in the summer and a Guest of Honour presents the award plaques at a ceremony in London in December. In addition to the publicity from winning, unveiling your plaque locally is another opportunity to celebrate your RHT-funded project!


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- 1 Carlisle
- 2 Cambridge
- 3 Battersea Park
- 4 Llandudno
- 5 Leeds
- 6 Manchester Victoria
- 7 Bennerley Viaduct
- 8 Horton-in-Ribblesdale
- 9 Haltwhistle
- 10 York
- 11 Manchester Victoria
- 12 Glenfinnan Viaduct
- 13 London Bridge



RAILWAY
HERITAGE
TRUST

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