

The logo for the Railway Heritage Trust is a green square with a black border. Inside the square, the words "RAILWAY", "HERITAGE", and "TRUST" are stacked vertically in a black, serif, all-caps font. The background of the square has a subtle pattern of diagonal lines.

**RAILWAY
HERITAGE
TRUST**

**ANNUAL REPORT AND
ACCOUNTS 2013/14**





The Trust publishes an Annual Report for four specific purposes:

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

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



Outer cover: Nottingham Station frontage
 Inside cover: Brighton Station concourse & train shed

ACKNOWLEDGEMENTS

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

Other photographs as individually credited

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Repaired chimney stacks at Corbridge

EXECUTIVE BOARD

Chairman: The Hon Sir William McAlpine Bt
Executive Director: Andy Savage
Director: Marcus Binney

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Company Secretary: Malcolm Wood
Personal Assistant: Claire Pickton

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* Appointed to the Advisory Panel during 2013/14



Above: Refurbished canopy brackets at London Kings Cross Station

The Trust has learnt, with great sadness, of the passing of four members of the Advisory Panel in 2014: John Snell, a founder member of the Panel, at New Year; Bernard Kaukas MBE, also a founder member, in May; Vernon Murphy, who joined the Panel in 2006, in July; and Candida Lycett Green, daughter of John Betjeman and a Panel member from 2001, in August.

ANNUAL MEETING OF THE ADVISORY PANEL

The Annual Meeting of the Advisory Panel took place on 9th October 2013, at 1 Eversholt Street. Once again the meeting was well attended. John Yellowlees, External Relations Manager of First ScotRail, was the guest speaker, focussing on 'Bringing Scottish Stations Back to Life'. He explained how projects were brought together and the benefits obtained from the involvement of the Railway Heritage Trust at a scheme's early stage and the confidence boost to projects resulting from this.

CHAIRMAN'S STATEMENT

THE TRUST HAS NOW BEEN IN operation for twenty nine years, and continues to deliver improvements to the railway's heritage infrastructure. In 2013/14 the total value of work we supported was £3.9 million, towards which we contributed grants of £1.8 million. Both figures are somewhat lower than 2012/13, mainly as we did not fund any BRB (Residuary) Ltd/Highways Agency (Historical Railways Estate) projects.

The Trust continues to function in a growing industry. Around 90% of trains continue to meet punctuality targets, and passenger safety remains at the high standard that we have seen for some years now, with no passenger fatality in a movement accident (at the time of writing) since February 2007.

The challenge for the Trust is how to reconcile the ever increasing demands of the industry with the conservation of its heritage, and we have worked hard to do this. Apart from its involvement in specific projects, the Trust has worked closely with Network Rail and the statutory listing bodies in England, Scotland and Wales to ensure that the approaching end of mechanical signalling is sensitively managed so that a representative, but not excessive, sample of signal boxes is listed. The Trust has also produced a guide as to what can be done with a listed box, and I am pleased to note that Network Rail has adopted this as a standard.

In addition, we have a leading role in the discussions about electrifying the Midland Main Line between Bedford and Sheffield. Again, we have worked with Network Rail and English Heritage to ensure that appropriate structures are listed, and less important ones are not. In particular, the section of original 1840s, Stephenson-built, railway through the World Heritage Site immediately to the north of Derby presents a very real set of challenges, which we are helping the industry resolve.

The Trust's total expenditure fell in 2013/14, mainly because the closure of BRB (Residuary) Ltd meant that we did not make any grants on its estate; however, our new relationship with the Highways Agency (Historical Railways Estate) means that we will make up the spend rate in 2014/15, with two very large projects. We have developed a good relationship with the Agency in a short

time, and I am delighted that the Trust and the Agency were able to sign off a Memorandum of Understanding, covering the two-year funding package, before the year end. I look forward to this relationship continuing.

In 2013/14 we funded 49 grants from our Network Rail sponsorship, and five from the Maber legacy, making a total of 54 grants that we awarded, compared with 41 in 2012/13 and 60 in 2011/12.

We have maintained, and even slightly increased, our usual wide geographical spread: projects at Helmsdale and Kyle of Lochalsh take us even further north than in 2012/13 and we have also funded work at Scarborough on the east coast, Brighton in the south, and Llandudno in Wales, plus many sites in between.

Our range of projects has been equally wide – as well as those mentioned above, others have involved a further Pivovar Tap bar in Harrogate Station, vintage lights on footbridges in Scotland, the renovation of Nottingham Station, weather-proofing the former station master's house at Ribbleshead, heritage fencing at Bath and Frodsham, and moving redundant listed assets from Network Rail to heritage railways at Alston in South Tynedale and Alton (well Ropley!) in Mid Hants.

Our largest grant in the year was for £265,000, towards the restoration of heritage features at Nottingham Midland – this has been a wonderful piece of work. The largest complete project that we helped fund was at Llandudno, where Network Rail, with the local community, has brought the station back from a very unsympathetic part-demolition to a far more complete condition. Our smallest grant, one of two under £500, was the replica Stratford-upon-Avon & Midland Junction Railway Roll of Honour.

With the rapidly approaching centenary of the outbreak of the Great War we have funded work on railway war memorials, as well as carrying out research on them. At London Kings Cross we part-funded the new Great Northern and London & North Eastern Railways memorial at the south end of the train shed, at Derby we arranged the relocation to Network Rail sites of several war memorials that had been under BRB (Residuary) Ltd protection, and we funded replica memorials at



The Chairman at Bermondsey Abbey Street Bridge

Stratford-upon-Avon and Attenborough, as well as a new plaque at London Euston to commemorate former railwayman 'Jock' Christie VC.

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

The Hon Sir William McAlpine Bt
Chairman
London
July 2014

REVIEW OF PROJECTS

BRIGHTON STATION: HERITAGE WORKS

The London, Brighton & South Coast Railway (LB&SCR) station at Brighton formed the terminus of the route from London which opened in 1841. The main station building, designed by David Mocatta, has dominated the local streetscape ever since with J U Rastrick, and later H E Wallis, as engineers of the LB&SCR, both adding significant structures in the form of extensive train shed roofs. Beneath these structures a small village of both individual and linked buildings grew up, and over the years several different functions were housed within them.

modern, ticket office. Additionally, the adjacent former fish dock buildings now house a new waiting room, relocated and modernised toilet facilities and further retail premises.

One of the most impressive changes has been brought about by the removal of the train indicator board and a major alteration to the ticket barrier line, which has opened up expansive views through the train shed. The two-storey former office building located in the concourse has also been removed and

Top right: Restored concourse elevation of Mocatta building
Below: Newly exposed entrance lobby
Below right: Interior of ticket office
Bottom: Waiting room & buffet



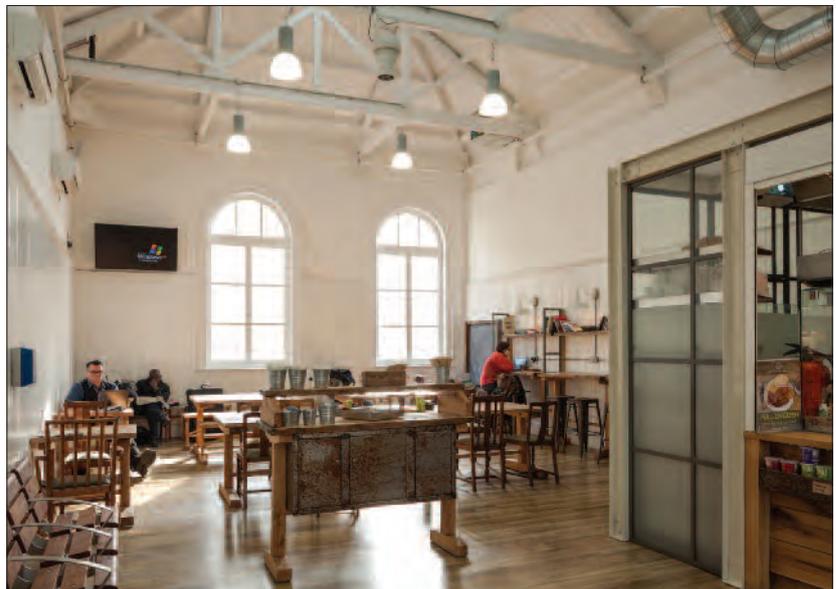
this has enabled modern ticket machines to be integrated whilst maintaining an open circulation area.

This busy station has been given a much-needed regeneration by Southern, and whilst other elements of work are required, these will no doubt continue to be pursued as a follow up to the improvements already achieved. The Trust was delighted to be able to contribute to works at Brighton and looks forward to further association with Southern on subsequent schemes.

Sponsor: Southern, Croydon, Greater London
Architect: The Trevor Patrick Partnership, London
Contractor: Walker Construction (UK) Ltd, Folkestone, Kent



We reported last year on the first phase of work being carried out by train operator Southern on the Mocatta building which resulted in a significant refurbishment of the ground floor spaces. Although this is a striking restoration, the subsequent commercial retail fit-out has been less successful and, regrettably, the fine interior detail which had been resurrected has been compromised by detail inadequacies in the modern service installations. The former parcels building, known as the Thameslink building was also refurbished, and we were pleased that efforts were made to bring the concave ceiling back to its original form with the clear span expressed without the need to retain unsightly, modern tie-rods. This space has been converted into a bright,



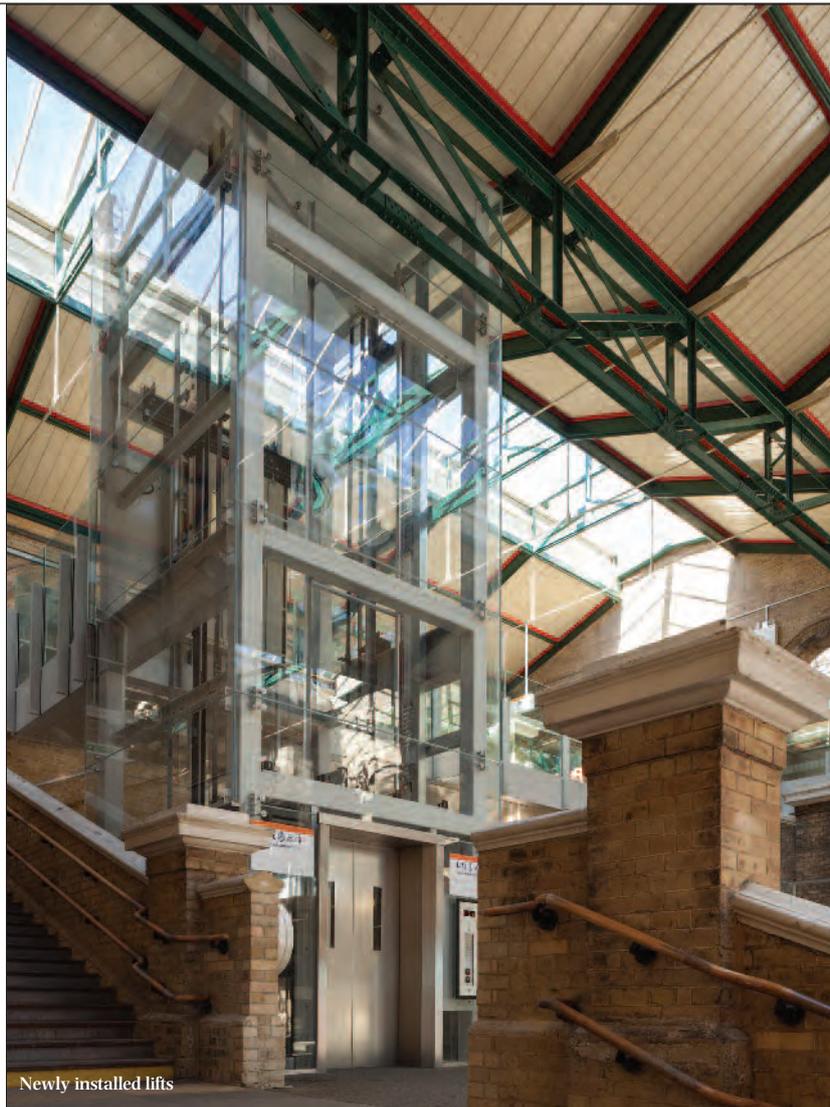
**CRYSTAL PALACE STATION:
HERITAGE WORKS**

Last year we reported on the major refurbishment works carried out on the former London, Brighton & South Coast Railway station at Crystal Palace. The station was opened in 1854 and served Paxton's Crystal Palace which had been relocated from Hyde Park to Sydenham.

Transport for London (TfL) began works to upgrade the station in 2009 and last year the Trust supported work to refurbish the booking hall and remove redundant structures, and also took the opportunity to support the conversion of the former restaurant into a delightful café.

Following on from these works, and supported by another Trust grant, this year TfL has completed the installation of fully accessible lifts to link the platforms and upper street level. This has been achieved by inserting modern glass and steel walkways within the train shed space, and whilst there is a distinct contrast in styles between the original station structure and the new work, the end result has been a success, and this has been recognised by a National Railway Heritage Award.

Sponsor: Transport for London
Architect: John McAslan + Partners, London
Designer: WSP UK Ltd, London
Contractor: Mansell Construction Services Ltd, London



Newly installed lifts

**GREAT MALVERN STATION:
VICTORIAN LAMP
STANDARDS**



Above: Detail of restored column heads & replacement lamps

Sitting in the shadows of the Malvern Hills, Great Malvern is dominated by elegant Victorian villas, built in a distinctive style using ragstone. The notable ecclesiastical architect E W Elmslie was responsible for much of the local architecture, and one of his great tours de force is the town's station, one of the most iconic stations in the West Midlands area. It was built in 1862 for the Worcester & Hereford Railway, itself a constituent of the Great Western Railway. The forecourt of the station comprises an elevated grassed area retained by a stone wall around which the access road and carriage drive still exist. The frontage of the station originally sported a fine cast-iron porte-cochère, beneath which passengers could alight from their carriages and enter the station safe from inclement weather.

The Trust joined with Malvern Town

Council in 2011 to undertake a trial restoration of two of the historic lamp standards which grace the forecourt area. Again with a Trust grant, the patterns produced for this trial have now been used to complete the restoration of six additional columns, including the fine acanthus leaf moulding which had long disappeared. The grant has also allowed for installation of period-style lanterns, based on photographic evidence. As a bonus, the Town Council has installed innovative LED lighting units in the lanterns, which create a fine representation of the light derived from gas lamps, which are also being reintroduced to the area, thus evoking the atmosphere of the Victorian period.

Sponsor: Malvern Town Council, Malvern, Worcestershire
Contractors: Steelway, Wolverhampton, West Midlands, Sugg Lighting Ltd, Horsham, West Sussex (lanterns) & Sight Designs Ltd, Malvern, Worcestershire (gas electro-optics)

**LEAMINGTON SPA STATION:
MINOR HERITAGE ITEMS**

This Art Deco station, constructed by the Great Western Railway and opened in 1938, has featured several times in recent Annual Reports. The Friends of Leamington Station (FoLS) have ceaselessly striven to improve station ambience, and continue to develop proposals which ensure and enhance heritage elements.

This year the Trust was asked to support three items which had been awaiting attention. The first related to the former telegraph office on the down platform. This was designed as part of the 1938 building and exhibits some very simple, but quite appropriate,



to install Staffordshire Blue coping bricks on the brick-built former coal shed used by the FoLS to store the equipment used on their award-winning garden area. The Trust agreed to support this extra element and the result has transformed this little building.

Sponsor: Friends of Leamington Station, Leamington Spa, Warwickshire
Contractors: Guy Goodwin Restoration Ltd, Warwick (telegraph office & platform door), Phil Taylor Sign Writer, Leamington Spa, Warwickshire (subway poster) & Warwickshire Essential Developments Ltd, Leamington Spa, Warwickshire (brickwork)

Top: Restored brick coping to garden store
Far left: Refurbished frontage of former telegraph office
Left: Restored historical poster
Bottom: Replacement platform door

period details but had become quite run-down, with the windows boarded up. The timberwork has now been refurbished and the space behind, which is part of the staff area, improved with obscured glazing.

The second item was the replacement of a glazed panel at the southern end of the down platform with a plain timber door to match elements elsewhere on the station. This was a simple piece of work, but one which has made a significant visual impact.

Thirdly, within the subway but out of the main circulation area, an isolated signwritten advertisement for a well-known alcoholic drink had been in place for a considerable number of years. It is a rare survivor of this type of advertising panel on a main line station, specifically produced to fill the recessed

poster position. At some time the adjacent room had required mechanical ventilation and a grille for a fan had been rather unceremoniously punched through part of the panel. The FoLS arranged for a signwriter to reinstate the missing portion of the poster, once the redundant grille had been removed.

Having embarked on these projects a fourth element of work was suggested,



**LEAMINGTON SPA STATION:
GWR GATE POST PATTERNS**

The Trust gave a further grant to the Friends of Leamington Station to enable a pattern to be made from an original Great Western Railway (GWR) octagonal, cast-iron gate post, from the fencing at the front of the station. The gate post appears to be of a design which may be unique to Leamington Spa and dates from the 1930s station development. The pattern is being used to recreate three columns as part of the introduction of a mobility access ramp for the front access of the station from Warwick Road, but will also enable authentic replica columns to be made as part of a future proposal to refurbish the GWR fencing along the same road.

REVIEW OF PROJECTS

Sponsor: Friends of Leamington Station,
Leamington Spa, Warwickshire
Pattern Maker: P V French, Bishops Tachbrook,
Warwickshire



Above left: Original gate post used to make pattern
Above right: New gate post made from pattern

LEAMINGTON SPA STATION: HERITAGE LIGHTING TO CANOPIES

The platform areas at Leamington Spa Station have benefitted from much attention in recent years. The Trust supported the refurbishment of the waiting rooms with details which preserved and enhanced the Art Deco style of the station, and Network Rail introduced new canopy glazing, which brightened the platform areas considerably, and also painted the canopy structure in Great Western Railway (GWR) light and dark stone.

One element which remained untouched was the platform canopy lighting which consisted of long fluorescent batten fittings on a heavy trunking system. An historical photograph was produced which showed that the original lighting units



were hexagonal-framed lanterns with a skirt of frosted glass panels, very much in what is now described as a 'Tiffany' style. The lights were quite similar in

Left: Period-style lighting returns
Below: Platform 3 illuminated at twilight
Inset: 6947 'Helmingsham Hall' at Leamington Spa in 1957 with original canopy lighting

concept to those used by the GWR in the 1930s in the concourse at Cardiff Central Station.

Network Rail has now installed new platform canopy lighting and the Trust has supported this project to ensure that suitably authentic items were sourced. The transformation of the canopies is another step forward in making the station a fine facility which not only serves the 21st century railway but also preserves the atmosphere of a GWR station from a significant period.

Sponsor: Network Rail London North Western
Route, Birmingham
Contractor: J Murphy & Sons Ltd, Cannock,
Staffordshire
Lighting: Sugg Lighting Ltd, Horsham, West Sussex



Patrick Kingston



SOWERBY BRIDGE STATION: THE JUBILEE REFRESHMENT ROOMS

Chris and Andrew Wright's takeover and restoration of the former goods shed at Sowerby Bridge Station, and its reopening as The Jubilee Refreshment Rooms, stands as one of the longest sagas in the Trust's history. The brothers' determination to bring the building back into use against all the odds has been magnificent.

Now happily trading, we were

surprised to receive a call from Chris recently. He had found and acquired the old British Railways Gill Sans sign from the station. Dating from the 1940s or 1950s, and in the distinctive but short-lived orange brand of the former North Eastern Region, we were very happy at its preservation, and at it being reunited with the station. We gave a small grant towards re-erecting the sign within The Jubilee Refreshment Rooms.

Sponsor: The Jubilee Refreshment Rooms,
Sowerby Bridge, West Yorkshire
Contractor: Andy Signs, Halifax, West Yorkshire

Left: The installed station sign





Left: Café interior
Below left: Refurbished platform elevation



NORTH QUEENSFERRY STATION: BUILDING RESTORATION

North Queensferry Station is located just north of the Forth Bridge, and allows superb views of that iconic structure and the Firth of Forth. The station was built in 1890, and is of a common North British Railway style that can be seen at all the stations out as far as Burntisland, from where the older Edinburgh & Northern Railway stations, often referred to in these Reports, begin.

The southbound station building at North Queensferry is the original 1890 structure, and has survived in fine form since its destaffing in 1985. The timber building sits on a brick base, and has a

slated roof. Over a long period there have been repeated schemes to restore the station, but competing bids meant that no progress was made for many years. Eventually the decision not to use the station as a visitor centre for the Forth Bridge cleared the way for the locally based North Queensferry Station Trust (NQST) to take on the restoration of the main rooms in the building. Funding from the Trust, and from Transport Scotland's Stations Community Regeneration Fund, made the whole scheme feasible.

The NQST has carried out a very sympathetic conversion of the former booking office into a small shop and café unit. This is to be run by a local business, and will offer a much-improved service for commuters into Edinburgh. The two adjacent rooms have also been excellently restored for display and community use and the reopening of various windows will make what had been a very dark interior to the building much lighter.

The Trust is discussing a second phase of works with the NQST, which would return working toilets to the station, and make them fully accessible. This phase would also restore the distinctive glazed end panels that give protection under the canopy. After such a long haul we are delighted at the way this project has moved forward, and at the quality of the work that has been done, for which the NQST is to be congratulated.

Sponsor: North Queensferry Station Trust, North Queensferry, Fife

Architect: Oliver & Robb Architects, Dunfermline, Fife

Contractor: David Todd Joiners, Dunfermline, Fife

DORRIDGE STATION: WAITING ROOM

The station at Knowle was opened by the Birmingham & Oxford Junction Railway as part of the Great Western Railway (GWR) on 1st October 1852. The original station was in an Italianate chalet style based on designs by Isambard Kingdom Brunel and became known as Knowle & Dorridge in 1899. The lines north of Olton were quadrupled in 1907, but Knowle & Dorridge did not see change until May 1933 when the lines were quadrupled and new station facilities constructed in the GWR suburban style, with brick and classic stone details. The station was renamed Dorridge in 1974 and further changes came in the 1980s when the canopies were quite extensively cut back and rationalisation of station facilities resulted in areas of accommodation being made redundant.

In recent years, the newly formed Friends of Dorridge Station saw an opportunity to bring some life back into the station, and put forward a proposal to Chiltern Railways, Centro and the local authority to bring one redundant room back into use; a former waiting room latterly used to store equipment and cycles. The room contained an original parquet floor and a slate fireplace, and the Friends' aim was to refurbish it for reuse as a waiting room and community group meeting space, whilst reflecting something of the style of the 1930s - a similar formula to that successfully employed at Leamington Spa Station. The waiting room is now completed with the parquet floor and fireplace both restored, the windows refurbished and an appropriate period colour scheme introduced. Original period waiting room benches have been installed, appropriate lighting provided, and the walls decorated with replica posters from the GWR era.

The Trust was happy to support the refurbishment with a modest grant, and hopes that further aspirations by the Friends, to promote a reintroduction of some of the lost features to the station frontage, will be successfully developed.

Sponsor: Friends of Dorridge Station, Dorridge, West Midlands

Contractors: Various



Left: Interior of restored waiting room

REVIEW OF PROJECTS



Station concourse illuminated

LLANDUDNO STATION: RESTORATION AND IMPROVEMENTS

The St George's Harbour & Railway Act authorised a branch railway to connect Llandudno to the Chester & Holyhead Railway (C&HR) main line. Opened in 1858, and rapidly absorbed into the C&HR, the Llandudno branch had to serve growing holiday traffic, thus needing an ever-larger terminus. In 1892 the London & North Western Railway (L&NWR), successor to the C&HR, totally rebuilt the station, with the present buildings and frontage, five platforms and an extensive glass roof. The takeover of the L&NWR by the London, Midland & Scottish Railway (LM&SR) in 1923, and of the LM&SR by British Railways in 1948, made little

change to the station's appearance other than new liveries, and right through the 1950s and early 1960s it continued to see heavy traffic, particularly on summer weekends.

However, the move from steam to diesel traction, and the trend for people to take overseas holidays, lessened the need for such a large station, and in the 1970s it was radically reduced in size. The curtailed station now had only three operational platforms, one remaining pavilion, and a much smaller roof that only covered the open concourse. Although providing more-or-less adequate facilities, the station was in no way a fitting gateway to Llandudno, especially as the town markets itself as a Victorian experience.

Below: Refurbished gates

Network Rail therefore drew up plans to refurbish the remaining pavilion and station canopy, extending the latter to enclose the concourse, and to restore the forecourt and provide a new ticket office and car park. As Llandudno Station falls within a Conservation Area and Llandudno town retains many of the buildings from its origins as a Victorian seaside resort, the challenge was to provide a station with modern passenger facilities whilst retaining as many of the historic features as possible and the Trust was happy to advise on how this might be done. A 1950s colour scheme was chosen, and the Trust was able to direct Network Rail to the Settle-Carlisle Railway Design Guide (see our 2012/13 Annual Report) for advice as to how this should be executed.

The scheme cost £5.1 million overall: it was funded from the Network Rail and Arriva Trains Wales' National Stations Improvement Programme, the Welsh Assembly Government's Welsh European Funding Office, Taith and a contribution from the Trust. Much advice and help also came from the planning authority, Conwy County Borough Council. We are very happy that this group of bodies has worked together so well to improve the appearance of what was a very run-down station.

Sponsor: Network Rail London North Western Route, Manchester
Consultant: Mott MacDonald, Altrincham, Greater Manchester
Contractor: Buckingham Group Contracting Ltd, Manchester



REVIEW OF PROJECTS



FRODSHAM STATION: RESTORATION, CLOCK AND FENCING

In our 2012/13 Annual Report we described how Network Rail had carried out extensive repairs to the fire-ravaged 1849 station, without support from the Trust, and also how we had funded a small section of station fencing. This year we are able to report further progress on several aspects of this

Above: Hairdresser salon
Inset: General view of station building
Left: Kitchen retail showroom
Above right: The newly installed clock
Below right: The new section of fencing

station, which has taken on a new lease of life.

With help from a Trust grant, Network Rail fitted out the two units it had built within the station to meet the needs of its two new tenants, a hairdresser and a kitchen units business. As a result the station, totally derelict a couple of years ago, is now fully in use.

However, the Network Rail team that managed the rebuild was concerned that the roundel where the station clock used to be was an obvious lack, so the Trust advised on the design, and sponsored the purchase, of a new timepiece.

Finally, the North Cheshire Rail Users' Group, which worked with the Trust last

year to install a short section of heritage fencing, managed, with the help of a further Trust grant, to fund a second, larger section, giving a consistency of fencing design to the whole of the westbound platform.



Station & Clock

Sponsor: Network Rail Commercial Property, Manchester

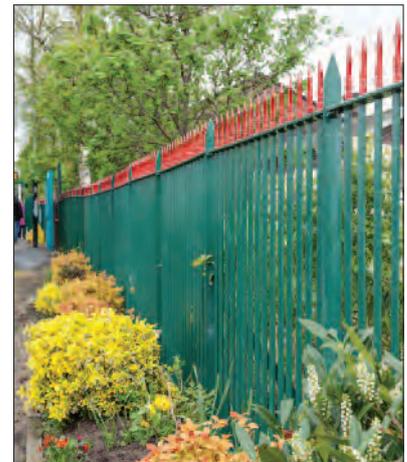
Designer: Capita Property and Infrastructure Ltd, Cheadle Hume, Cheshire

Contractors: CPMS Ltd, Manchester (station) & Smith of Derby Ltd, Derby (clock)

Fencing

Sponsor: North Cheshire Rail Users' Group, Frodsham, Cheshire

Contractor: Fabrifen Ltd, Widnes, Cheshire



SALISBURY WATER TOWER: RELOCATION

Although London Waterloo saw the last major steam-hauled express services, it is now almost half a century since such operations ceased in July 1967, and most of the infrastructure of the steam era has long vanished from the Network Rail system. However, one survivor, for reasons unknown, was the old London & South Western Railway (L&SWR) water tower at Salisbury. This structure, located some 400 metres on the London side of the station, was just outside a Conservation Area, and hence had no legal protection. It was becoming an

increasing maintenance issue for Network Rail, which had no use for it, and would probably have been scheduled for demolition in the near future.

The preserved Swanage Railway (SR), itself a former branch line on the L&SWR system, had identified the need for an improved watering facility at its Swanage terminus, and saw relocating the Salisbury tower as a way of delivering this. The SR approached the Trust, and after some discussion we agreed to contribute towards the tower's removal from Salisbury, on the clear understanding that the SR would fund its re-erection at Swanage.

Recording all the consents and possessions needed to access the site and remove the tower would be a saga in its own right, and it has taken at least four years to get to the stage where the work could go ahead, with much help from Network Rail's local and Route staff. The SR has now identified a site for the relocated tower at the north end of Swanage Station, and is planning how to re-erect it.

Sponsor & Voluntary Labour: Swanage Railway, Swanage, Dorset

Contractor: Skill Scaffolding Ltd, Southampton, Hampshire

GLENEAGLES STATION: RESTORATION

Gleneagles is one of a small group of stations built by the original railway companies between the end of the Great War and the 1923 Grouping. Located on the Caledonian Railway's (CR) main line from Stirling to Perth and Aberdeen, it was initially constructed by the Scottish Central Railway and opened in 1856. Effectively, Gleneagles was just another, minor, wayside station, and was built as the junction where the branch to Crieff started. Indeed, the station's initial name, until 1912, was Crieff Junction.

After the Great War, the whole rationale of the station changed. The CR decided to develop a luxury hotel some miles away, with superb golf facilities, and as a result also decided to remodel

station building was demolished at the same time, leaving only the platform buildings and the station master's house, the latter now in private ownership. The remaining buildings are timber with a sandstone base, and have roofs that are integrated with the large canopies on common steel frames. A footbridge at the south end links the platforms, and until recently also joined to the station master's house.

When built, the station was linked to the hotel by a grand drive, but the construction of the A9 road severed this, and also made access to and egress from the station quite difficult. Latterly the station was destaffed, with all the windows boarded up, although First ScotRail and Network Rail, and their predecessors, continued to maintain the exterior of the building. The station has



the station. Construction of the hotel was not complete until 1924, so it fell to the post-Grouping London, Midland & Scottish Railway to open it, but the CR completed and opened the rebuilt station five years earlier, in 1919 and a plaque commemorates that it was the first station opened by that company after the end of the Great War. The new station was designed by James Miller, who had already designed the 1912 station at Stirling, and, jointly with Donald Matheson (later the General Manager of the CR), the 1903 station at Wemyss Bay.

Gleneagles Station used to have three platforms, but the northbound platform lost its second track after the Crieff branch closed in 1964. The original

InterCity services to both London Kings Cross and London Euston, and is probably the only unstaffed station to be linked to two London termini by InterCity-style trains.

The decision to hold the 2014 Ryder Cup at the hotel has led to a rejuvenation of the station's fortunes.



Top: Work in progress on platform buildings
Above: Interior during refurbishment
Left: Footbridge & associated buildings
Bottom: Detail of oriel windows

The A9 entrance has been remodelled to be both more convenient and safer. Network Rail has upgraded the footbridge for disabled use (most sympathetically) whilst First ScotRail has carried out a lot of building restoration to provide waiting rooms and toilets. The Trust has advised on all aspects of the project, and has helped First ScotRail's work with a grant, payable over this year and next, towards heritage features on the station. The Trust has also argued successfully that the station should be repainted in Caledonian Railway colours, along with Wemyss Bay Station.

Looking ahead, after the Ryder Cup, there will still be plenty of underutilised space on the station, and the Trust is in discussions with the Perth & District Model Railway Club about it taking over much of the rest of the station as a clubhouse.

Sponsor: First ScotRail, Glasgow
Designer: IDP Architects LLP, Glasgow
Contractor: Northsouth Communication Ltd, Lochgelly, Fife

REVIEW OF PROJECTS



HARROGATE: BUFFET AND STATION MASTER'S FLAT: CONVERSION TO TAP BAR

The Trust has worked with Pivovar Tap Ltd to restore listed buildings and convert them to bars at Sheffield and York. In the last year we have again worked with this company by supporting a project at Harrogate, where the station master's flat and associated ground-floor refreshment room had fallen into dereliction.

Although not listed, the building lies in the Harrogate Conservation Area, so it is in the Trust's scope. It is a two-storey, red-brick structure, and the only surviving part of the original station, the rest of which was demolished and replaced by a modern concrete structure of the type that British Rail was only too good at producing. The same architectural approach also led to a highly unsympathetic front extension to the original building.

Both Network Rail and Pivovar were determined to restore the building. Doing so would greatly improve the front approach to the station, so the Trust was very happy to support the



Above left: Restored building frontage
Above: Elegant bar fittings
Below: Three views of the bar area & (bottom right) work underway on the flat

work. In the end this took three stages. Firstly Network Rail did a structural restoration of the building and removed the front extension, restoring the original lines so far as it could. Pivovar then fitted out the ground floor as one of its 'Tap' bars, with its usual attention to heritage aspects and detail; the snug is a particularly nice feature. Finally, Pivovar restored the upper storey as a flat for the bar manager. The whole project took well under a year from preliminary discussion to completion, showing how a competent client and a determined Network Rail team can work well together to deliver a well-rounded project.

Building Structure

Sponsor: Network Rail London North Eastern Route, York

Contractor: CPMS Ltd, Manchester

Building Fit-Out

Sponsor, Design & Project Management: Pivovar Tap Ltd, York

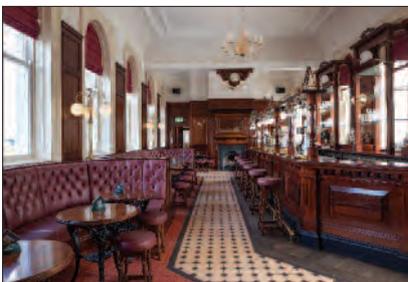
Contractors: Andy Thornton Ltd, Elland, West Yorkshire & Hodkin & Jones Ltd, Dronfield, Sheffield (ceiling plasterwork)

NETWORK RAIL ARCHIVES

The Trust continues to sponsor the restoration of historic drawings in Network Rail's collection. After last year's work on Stephenson's York & North Midland Railway drawings, this year Network Rail has focussed elsewhere on the system, covering predecessors of two other of the 'Big Four' railway companies.

From the Great Western we have funded the encapsulation of 36 original Brunel-era drawings, and also the photographing of 24 of Brunel's 'standard drawings', dated February 1848, and covering overbridges, underbridges and culverts.

Moving from the Great Western to the London & North Eastern, our funds have been used to conserve 21 key drawings of perhaps the most iconic structure on Britain's railways, the Forth Bridge. Whilst the original design drawings of the bridge are held in the National Records of Scotland, the Network Rail collection includes many construction drawings, beautifully coloured and annotated, but also very fragile. The archive is preparing these drawings to be digitally available – most important if the bridge does achieve World Heritage



REVIEW OF PROJECTS

Site status, but also vital for on-going use by Network Rail in maintaining the structure.

Network Rail's plans for 2014/15 include conserving further Forth Bridge drawings, but also the preservation of some recently discovered Stephenson drawings for the Conwy Tubular Bridge, dated 1846. It is interesting to note that the lettering style on these and other restored drawings indicate that the same draughtsman drew the Conwy Bridge, the 1849 High Level Bridge over the

Right: Conservation work in progress

Tyne at Newcastle, and the Britannia Bridge over the Menai Straits – an amazing range of drafting in a period of little over four years. Even more stunning is that Stephenson also designed the iconic Durham Viaduct and the glorious Royal Border Bridge at Berwick-upon-Tweed, in the same five-year window.

Sponsor: Network Rail National Records Group, York



Refurbished exterior

LADYBANK: STATION MASTER'S HOUSE

In last year's Report we described the interior restoration of the station master's house at Ladybank, built in the 1840s by the Edinburgh & Glasgow Railway to David Bell's design. We said that we hoped to be able to contribute to exterior work in due course, and are pleased to report that further work has now taken place.

Experience after the opening of Off The Rails Arthouse in this building showed that more exterior and interior work was needed, and the organisation developed a package of small works,

which included a new front door, a replacement handrail up the steps to that door, improved heating and insulation, a new Belfast sink and some final interior decoration. The total package cost just under £4,000, and the Trust was pleased to support this with a grant, with the local council, Fife Charities Trust and the Rotary Club funding the balance. This small project shows how a Trust grant can facilitate the successful completion of even a small local initiative.

Sponsor & Designer: Off the Rails Arthouse, Ladybank, Fife

Contractors: DM Builders, Ladybank, Fife & David Finlay (Building Contractors) Ltd, Cupar, Fife

LOCKERBIE: STATION MASTER'S FLAT

Lockerbie Station was built in 1847 by the Caledonian Railway, which employed William Tite as its architect. Tite is much better known for his work south of the border, in particular on the London & South Western and the Lancaster & Carlisle Railways. Lockerbie reflects his general Tudor-esque style, but the crow-stepped gables that adorn the station (or even overwhelm it) are an atypical detail for him: perhaps he wanted to add a Scottish element to his normal design. Despite the addition of a modern canopy, and the demolition of the matching building on the southbound platform, the station is very recognisable, and deserves its Category B listing.

There is a station master's flat over the booking hall and, as is so often the case, this had fallen into disuse. As a non-Network Rail managed station in Scotland, Lockerbie lies in the First ScotRail estate (although no First

ScotRail trains use it!) and that company's indefatigable External Relations Manager, John Yellowlees, on discovering that the Dumfries and District Model Railway Club was seeking new premises, persuaded them that the Lockerbie flat would be appropriate, and put the club in touch with the Trust.

We agreed that the Trust would pay a grant equivalent to the club's material and contract costs, whilst their contribution was the cash equivalent of the voluntary work they did to restore the building. A small group of club members worked for many months to refurbish the flat, which had been left in a pretty tatty state by its previous occupant, and our last visit revealed a transformation of the premises,



Meeting room interior



Model railway layout in clubroom

retaining the historic aspects but meeting the needs of modern building warrants, and giving the flat a much lighter feel than it had had. This is the fourth model railway club that the Trust has helped to gain premises in Scotland, and we hope to help at least two more – such use is very much in the interests of all parties, and the Trust is very happy to be able to facilitate the arrangements.

Sponsor & Voluntary Labour: Dumfries and District Model Railway Club, Lockerbie, Dumfries & Galloway

REVIEW OF PROJECTS

EDGE HILL STATION: PLATFORM BUILDING WORKS

Edge Hill Station, opened by the Liverpool & Manchester Railway in August 1836, is one of the most significant historic stations on the railway network, and has been the subject of several grants from the Trust in recent years. The buildings have been adopted by Metal Culture, an arts group which has established its offices and studio space in the formerly redundant parts of the station.

Having successfully transformed the main buildings, Metal has now also moved into the building on the opposite platform following repairs to the roof by Network Rail. They had already set up a small film theatre here, on the ground floor, and have now created a series of

artists' studio spaces on the first floor. A new security door has also been provided and a kitchenette. The heating system has been renewed and, allied to the roof works, a new insulated roof lining installed which has preserved the view of the exposed roof trusses. The windows at the Liverpool end of the building have also been refurbished, restored or replaced as necessary.

The space created enables three local artists to work in a warm and bright environment which, nevertheless, retains elements of the old building's essential character, amplified by the retention of remnants of earlier decoration.

Sponsor: Metal Culture Ltd, Edge Hill, Liverpool
Contractor: Origen Building Contractors Ltd, Liverpool



Interior of artists' workspace



Restored windows & door in end elevation

Left: The restored signal box

has been superbly carried out, and the box is now rebuilt as a useful facility for the people of Kyle and the town's visitors.

The original scheme that the Trust funded assumed that waste water from the building could be discharged through the adjacent railway drainage system, but at a late stage it became obvious this would involve an unacceptable mixture of foul and natural drainage. As a result, the Skye & Kyle Rail Development Company devised a new system to pump the foul drainage into a sewer in the road behind the box, to which the Trust contributed a grant. Apart from completing the project, this gives an opportunity to show the finished box in this year's Report.

Sponsor: Skye & Kyle Rail Development Company Ltd, Kyle of Lochalsh, Ross-shire
Contractor: David M Fraser, Beauly, Inverness-shire

KYLE OF LOCHALSH: SIGNAL BOX

In our 2011/12 Annual Report we reviewed the restoration of this signal box, although the work was not carried out until after the Report was written, so we were only able to show a 'before' picture of the box. Since then the work



Above: Replacement lantern at Kingussie

KINGUSSIE AND PITLOCHRY STATIONS: FOOTBRIDGE LAMPS

The restoration of the cast-iron heron fountain at Pitlochry, described in the 2012/13 Annual Report, inevitably involved the Trust in a series of site visits to the station. In 2013, in conjunction with the 150th anniversary of the opening of the Highland Railway main line from Perth to Inverness, we also visited both Kingussie and Aviemore Stations.

All three stations share a common design of footbridge, but it was very noticeable that the illumination of the bridge at Aviemore used a traditional style of lantern, whilst those at Pitlochry and Kingussie were of a much more modern design, which subtracted from rather than added to the environment. A chance conversation between the Trust's Executive Director and the Managing Director of First ScotRail led to agreement that it was worthwhile to put more traditional lamp heads on the Pitlochry and Kingussie footbridges, and that the Trust would fund the material costs if First ScotRail was prepared to carry out the installation. Despite long delays, due to the need to obtain listed building consent for the changes, the work was completed and the grants paid by the end of the financial year.

Sponsor & Installation: First ScotRail, Glasgow



Pitlochry lantern

MANCHESTER VICTORIA STATION: HERITAGE WORKS

In the report on the condition of Britain’s railway stations commissioned by Lord Adonis in 2009, Chris Green and Professor Sir Peter Hall identified Manchester Victoria Station as one of the worst environments for a larger terminus. The station was constructed along Long Millgate by the Lancashire & Yorkshire Railway (L&YR) in 1909 to designs by William Dawes, as an extension of the earlier Hunts Bank Station, opened by the Manchester & Leeds Railway in 1844. The L&YR station has a large and imposing frontage rising to four storeys and behind the façade the terminating platforms sit under three high, but very outdated, train shed roofs. The original elements of the station are mostly located on or inside the main building,

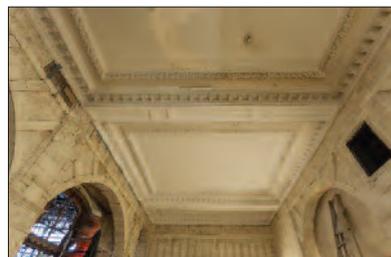
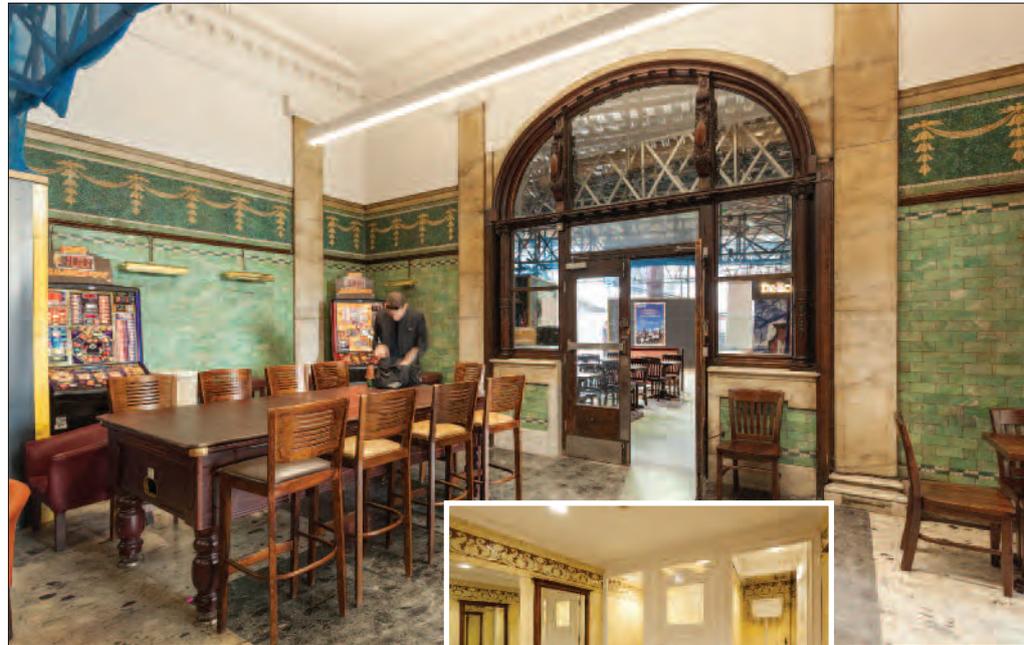


but the introduction of the Manchester Tram system through the train shed, and the extensions to provide access to the G-MEX Arena (now Manchester Central), located over the adjacent through platforms behind the Hunts Bank building, did little to improve the station. Its reputation was very low.

Following proposals by Manchester City Council, in association with Network Rail, Northern Rail and the Department for Transport, a major redevelopment scheme was initiated. The original train shed structures have been removed and a new light and modern roof structure is now being built over the tram route, the tracks and the concourse, in a torus shape. The main station building has been subject to a regime of brick and stone cleaning and repairs have been carried out to the windows. Additionally, the Art Nouveau glazed canopy to the front of the station which bears the names of L&YR train and ferry destinations, including Belgium, is being restored, as is the spectacular interior of the former refreshment rooms. In the course of the

work some detail gems have been uncovered and restored, including the dome and the mosaic Art Nouveau signing in the refreshment rooms. The

Main: Interior of buffet with restored mosaics
Inset: Grand interior of toilets
Below: Detail of ceilings in refreshment rooms
Bottom: Detail of the central dome
Left: Frontage canopy structure



Trust has supported the work with a substantial grant this year and will also be supporting continuing work in the next two financial years.

Sponsor: Network Rail London North Western Route, Manchester
Architect: Building Design Partnership Ltd, Manchester
Contractor: Morgan Sindall plc, Manchester

WAKEFIELD KIRKGATE STATION: REFURBISHMENT

In last year’s Report we described how work had started to restore the long-derelict station building at Wakefield Kirkgate, and noted that we hoped to report on completion in the 2014/15 Report. This was because we had not scheduled any grants in the 2013/14 financial year. However, as the building was opened up for restoration it became obvious that there was considerably more dry rot in it than had been expected, and as a result we were pleased to give an additional grant towards remedying the problem. The main project continues and we still anticipate reporting on its completion in a year’s time.

Sponsor: Groundwork Wakefield, Normanton, West Yorkshire
Architect: SBS Architects, Manchester
Contractor: G F Tomlinson Building Ltd, Derby

**NOTTINGHAM STATION:
HERITAGE WORKS**

The grand station at Nottingham, opened by the Midland Railway (MR) in 1904, was designed by MR architect Charles Trubshaw in the Beaux Arts style. It was based on station designs Trubshaw had encountered on a visit to the United States in 1897 and he applied those principles of space and layout to create a style quite unusual for a British railway station. The external detailing was undertaken by Albert Edward Lambert, a relatively unknown local architect who had already been involved with several buildings in Nottingham and its environs, including Nottingham Victoria Station. The style Lambert

line which follows the original GCR route over the station before swooping back down to street level and on to Clifton. An interchange station linking the tram and main line systems is located on the bridge, with access via a new, modern, glass and steel southern concourse building which is the focus of the Nottingham HUB.

Allied to these developments is a major refurbishment of the porte-cochère and booking hall, and significant works to the dispersal bridge and platform structures.

The porte-cochère has been linked to the southern concourse by a new wide arch which has been faithfully detailed to match the other arches along this elevation. The glazed roof of the porte-



adopted for the frontage of the MR building has best been described as English Baroque, and the detailing is bold, using bands of terracotta to create a striking façade. The clock tower is a significant feature of the elevation and is confidently executed and the entrance gates and platform buildings have Art Nouveau elements whilst other parts of the station are very much Arts & Crafts in style. The whole ensemble is impressive.

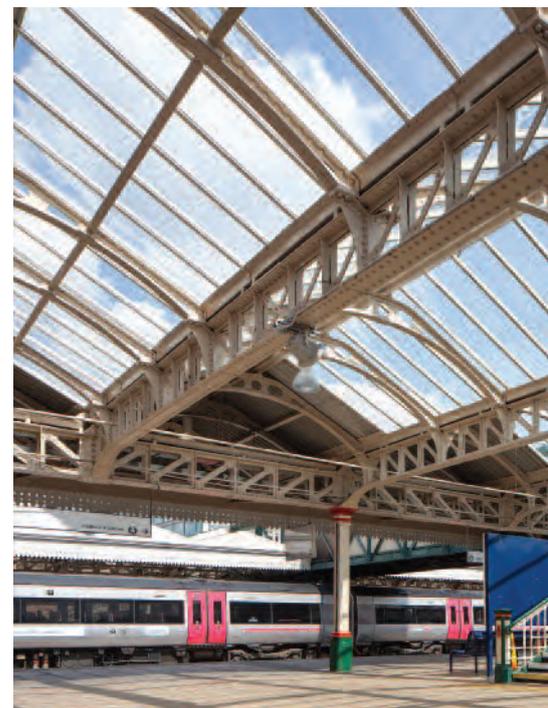
Last year Nottingham City Council joined with Network Rail, the Trust, and others to begin construction on what has been a very significant change to the station. This has seen the introduction of a large tubular-framed bridge located on the footprint of an earlier bowstring bridge which carried the Great Central Railway (GCR) route. The new bridge carries the Nottingham Express Tram

Above: Glazing installed above refurbished platform frontages
Below: Restored decorative frieze & clerestory glazing in Platform 5 buffet
Right: Improved roof glazing to platform areas

cochère has also been subject to major refurbishment, during which significant degradation of the trusses came to light. This has been addressed, but a temporary support arrangement has had to be incorporated to brace the corners of the structure at high level, where some severe damage to the



terracotta has occurred. This will be the subject of further work in the near future. The porte-cochère previously housed the cab road into the station, but this area has now been enclosed with modern glazed panels to the entrance openings and a pedestrian area including retail pods. As a small but significant touch, the original cast-iron corner guards to the brickwork have been replicated where missing.



REVIEW OF PROJECTS

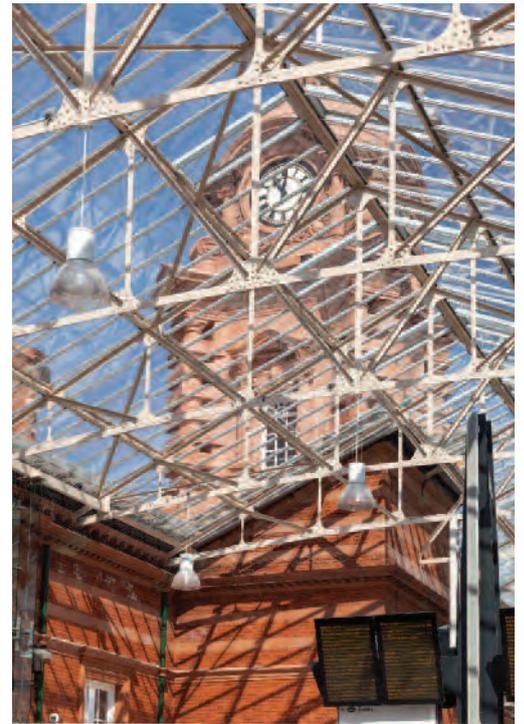


The booking hall has been carefully restored with repairs to the ox-blood and dark green glazed faience surfaces and replacement of the wooden parquet which has returned the floor to its original style. To one end of the booking hall the 1970s travel centre has been removed exposing some bad damage to terracotta detailing which has been addressed with replacement work. The space beyond was also exposed and



restored, including two large glazed lantern lights which will form a fine feature in the retail unit which will be fitted out in this space.

The platform areas have benefited from the reintroduction of glazing to the canopies along the frontages of the platform buildings, and also in the circulation spaces between the buildings and the footbridge stairs. The buildings have been carefully restored, and during these works an amazing discovery was made in the former refreshment room on Platform 5. It was always known that the ceiling contained a clerestory rooflight with coloured stained glass panels but, during the work to expose and restore this, a deep, decorated frieze which ran around the space was also exposed, displaying sculpted plaster details of cherubs, floral clusters and swags. This has been restored with great skill and has considerably lifted the appearance of the space.



Above left: Burmantoft-tiled buffet on Platform 1
Above: New porte-cochère roof glazing with clock tower beyond
Left: Art Nouveau gates restored

The facilities were reopened in the spring of 2014, and although the Trust has given a further grant this year, more support is being given next year for the completion of the platform refurbishment works. This is a truly spectacular transformation, and one which the Trust feels has been well-worth the funding it has given.

Sponsor: Nottingham City Council
Architect: Pascall+Watson Architects Ltd, London
Contractor: Taylor Woodrow, Watford, Hertfordshire

NOTTINGHAM STATION: TRANSPORTATION OF REDUNDANT COPERS

As part of the major project to develop the Nottingham HUB, alterations were made to the station platform arrangements and during realignment works a large quantity of historic ironstone platform copers became redundant. As part of the listed building consent for the works, Network Rail was instructed to seek an alternative home for these superfluous elements. Fortunately, the South Tynedale Railway

Preservation Society (STRPS) became aware of their availability and approached the Trust seeking support for the transportation of the copers to a new home in Cumbria. The Trust agreed to fund this and, following a Heritage Lottery Fund grant, STRPS will use the copers to complete platform works on its preserved line at Alston, Slaggyford and Gilderdale Stations, as part of a three-year development programme.

Sponsor: South Tynedale Railway Preservation Society, Alston, Cumbria
Contractor: EW & PA Nicholson Ltd, Cockermouth, Cumbria

REVIEW OF PROJECTS

BATTERSEA PARK STATION: CYCLE YARD

Last year we reported on works to complete the restoration of the main booking hall at this 1867 London, Brighton & South Coast Railway (LB&SCR) station, designed by Charles Henry Driver. Following on from this work, train operator Southern decided to introduce secure cycle parking at the station in a redundant yard. The yard is



Top right: New entrance gate to yard
Top: Cleaned & refurbished brickwork
Above: Refurbished original access gallery

fronted by the arches of the viaduct which carries the railway, one of which was filled in with a façade, with an arched window opening incorporating typical Driver architectural signatures.

The yard was in a very poor state, but through cleaning out and expert brick cleaning and repairs the space has been rejuvenated. A new wooden gate with secure locking has been set into the boundary wall, and stainless-steel cycle racks sporting Driver-inspired floral motifs have been installed. Further work was carried out to the access gallery which runs through the viaduct arches and serves the platforms. Part of this structure was in a very bad state of



repair, but it has now been carefully restored and redecorated with the sandy-yellow colour scheme it previously displayed. One mysterious element which has been retained is the sign on one of the sill beams, which reads 'AMS'. This could be a remnant from the Second World War when the arches may have provided shelter for an air raid muster station for local wardens. Perhaps someone with local knowledge could provide the answer.

This is another example of a scheme where care and attention to what are regarded as secondary areas can lift the environment, and one which the Trust was happy to support.

Sponsor: Southern, Croydon, Greater London
Contractor: B & M McHugh, London

LONDON EUSTON STATION: MEMORIAL PLAQUE TO LANCE CORPORAL 'JOCK' CHRISTIE VC

In the Great War from 1914 to 1918 many railwaymen served and we estimate that between 20,000 and 30,000 lost their lives. A small group of those who served were decorated for conspicuous bravery, and top of the list are the seven railwaymen who were awarded the Victoria Cross.

Five of these railwaymen have railway memorials to their bravery, either as permanent memorials, or as locomotive names. However, Lance Corporal John Alexander 'Jock' Christie, who was a parcels clerk for the London & North Western Railway (L&NWR) based at Euston, did not return to railway service after the war. Despite that the L&NWR named a locomotive after him,

Cloughton Class No 1407. When the Cloughtons were withdrawn in the 1920s the nameplates of those awarded the VC who were still in railway service were transferred to newer locomotives, and these have survived to be preserved in museums, but the Christie nameplate was lost. Barry Kitchener, the Chairman of the Fallen Railwaymen Association, who was also Acting Station Manager at Euston at the time, suggested to the Trust that there ought to be a memorial to Christie at the station. We were delighted to sponsor one, and even more delighted that Christie's son, Kenneth Christie, was able to unveil it at a ceremony on 28th March 2014.

Sadly, there is no memorial on the railway to the seventh railwayman, Lance Corporal Charles Robertson VC, and the Trust is also exploring how he might be honoured by the industry.

Sponsor & Design: Railway Heritage Trust, London

Contractor: Leander Architectural, Buxton, Derbyshire

Below: The memorial plaque in situ

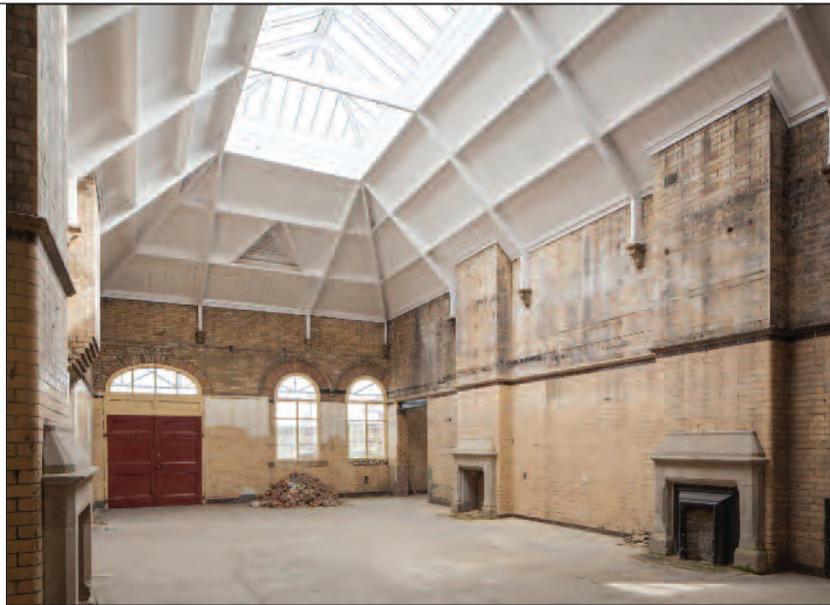


REVIEW OF PROJECTS

SCARBOROUGH STATION: FORMER PARCELS OFFICE

In last year's Report we explained the history of the parcels office at Scarborough, and how it had now been taken over by Scarborough Studios Ltd (SSL) for conversion to an arts centre.

During the last year we have seen substantial progress on the reconstruction of the building, with completion of the first phase of the project in October 2013. All the scaffolding that used to support the roof has now been removed (as have all the dead pigeons!), but the extent of the roof repairs was significantly greater than anticipated at tender stage, and this has limited the work carried out to the interior. However, the building now has



Above: Interior of parcels office showing new roof
Left: External detail of windows & door



a fine new roof, is watertight, sound, and no longer on the local authority's At Risk register.

SSL has been granted a 30 year lease on the building by Network Rail, and is now raising funds to convert it into artists' studios. In the meantime, the organisation has already held an arts festival in the premises, when local artists were able to display their work, and local people were able to view the building. Without exception the feedback received was positive and the directors of SSL remain determined to bring the project to completion, so as to provide workspace for the growing

artistic community in Scarborough. During this interim period SSL is also carrying out small-scale works to tidy up the interior in readiness for its eventual conversion to approximately 20 studios and a large space for educational purposes.

Sponsor: Scarborough Studios Ltd, Scarborough, North Yorkshire

Architect: Salt Architects Ltd, Scarborough, North Yorkshire

Contractor: Wilson Construction Services Ltd, Scarborough, North Yorkshire

NEW CUMNOCK STATION: CONVERSION TO COMMUNITY FACILITY

New Cumnock Station is on the route of the Glasgow & South Western Railway from Glasgow to Kilmarnock and Carlisle. It lies 22 miles south of Kilmarnock and 69 miles north of Carlisle. The station originally opened in 1850, but was closed in 1965; subsequently the area fell into an economic trough as the local mining industry declined. However, local pressure to improve facilities led to the station being reopened in 1991.

Happily, the closure of the station did not lead to its total demolition, as the local track maintenance department used part of the northbound building until recently. This meant that a section of the original station was retained and maintained: once the station reopened, a small area of that building was

Right: General view of station building
Below right: Existing ceiling to be retained

rededicated for public use as a platform shelter.

As the Network Rail use of the building drew to an end Passage to Monthrath, a local group, developed a scheme to regenerate the premises as a community café. The Trust was able to advise on how to restore the building, particularly by reglazing the windows in the waiting area. This year we have awarded a small grant to help obtain a building warrant and we have already awarded a more substantial grant for 2014/15. The Stations Community Regeneration Fund has also supported the project, so we expect to be reporting on a full restoration in our next Report.

Sponsor: Passage to Monthrath Ltd, New Cumnock, East Ayrshire
Designer: architecturedesigndevelopment+, Dunfermline, Fife



REVIEW OF PROJECTS



ELLESMERE PORT STATION: REFURBISHMENT

Ellesmere Port Station was opened in 1863 as part of the branch line constructed by the Birkenhead, Lancashire & Cheshire Junction Railway which joined the Chester to Warrington line at Helsby (see page 21).

The building is similar in detail to Helsby, constructed in sandstone with Jacobean-style gables, tall chimneys and slated roofs. The structure was modified at some date in the latter part of the 19th century and certain elements from a shelter on the opposite platform appear to have been reused to create an entrance lobby. At that time the interior of the building was modified with the original staircase to the first floor relocated as



part of a first-floor extension, and at least one chimney was removed. The windows were also changed from their original distinctive form, with a raised central window pane sadly replaced by square-headed elements. Additionally, the chimney stacks, which matched those on the adjacent former station hotel, were reconstructed in red engineering brick.

This year train operator Merseyrail has joined with Cheshire West and Chester Council and the Trust to develop a proposal which has seen the station interior refurbished to bring community use to redundant rooms, and windows improved. An external shelter element of the building has also been refurbished. During the works the contractor discovered that there had been some significant degradation in the stonework, partly due to inappropriate pointing over

the years, and addressing this added time to the programme. The Trust regarded this building as worthy of grant support, particularly as it achieves one of our main objectives – to bring useful life back to redundant historic structures in order to ensure they are maintained and preserved.

Sponsor: Merseyrail, Liverpool
Contractor: Strategic Team Group Ltd, Castleford, West Yorkshire



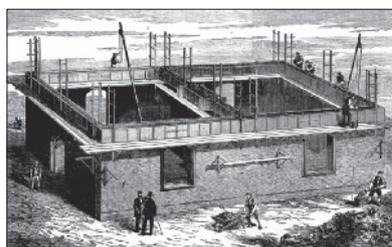
Left: Roofing works nearing completion
Above: Repointed stonework & refurbished window



HELMSDALE STATION: BUILDING RESTORATION

Helmsdale Station lies just north of the section of the Highland Railway's (HR) Far North line to Wick and Thurso known as the Duke of Sutherland's Railway – the Duke having funded and built the line north from Golspie, including his private station at Dunrobin Castle. The Duke opened his section of railway in 1870, and handed it over to the HR the following year. Shortly after, the HR extended the line to the present Helmsdale Station, which opened on 9th November 1871.

Although no-one would claim any outstanding architectural value for the building, it is one of the earliest examples of post-Roman concrete construction in Scotland, and also a rare example of Charles Drake's Patent Concrete Building Company's techniques (although the listing document does not mention either). It is part of a fine collection of historic railway buildings, along with the



Above: Restored station building
Inset left: Holiday let interior
Inset right: Evidence of historic concrete construction
Below: Contemporary print of Drake's patent system in use

signal box and footbridge, and the whole group is listed Category B.

The station has been unoccupied since 1994 and the Trust has taken an interest in finding a new use since 2002. However, progress was only made when a group set up a community interest company, Helmsdale Station CIC, to refurbish the station for holiday lets. It took remarkable persistence to secure a scheme that made economic sense and could be funded, and it was not until 2013 that work started.

The CIC built up a complex package of grants, from the Trust, Leader, and Transport Scotland's Stations Community Regeneration Fund, to finance the work, but the resultant job was worth the wait. Apart from providing a stand-alone business, the scheme has also included a waiting room. We congratulate the CIC for its persistence and for the excellent restoration.

Sponsor: Helmsdale Station CIC, Sutherland
Designer: David Sutherland, Wick, Caithness
Contractor: Bell Contracts, Cookstown, County Tyrone

BATH SPA STATION: HALFPENNY BRIDGE

Bath Spa Station is one of the iconic locations on the Great Western Railway (GWR) main line from London to Bristol. The station was constructed in 1841 to designs by Brunel, extended in 1897, and sits high above the surrounding area, carried on embankments and viaducts with the River Avon skirting the station on its southern side. An access route to the station across the river was provided by the Widcombe Suspension Bridge, a footbridge which passed through the station boundary adjacent to Avonside House, the location of the former GWR Canals Department Office.

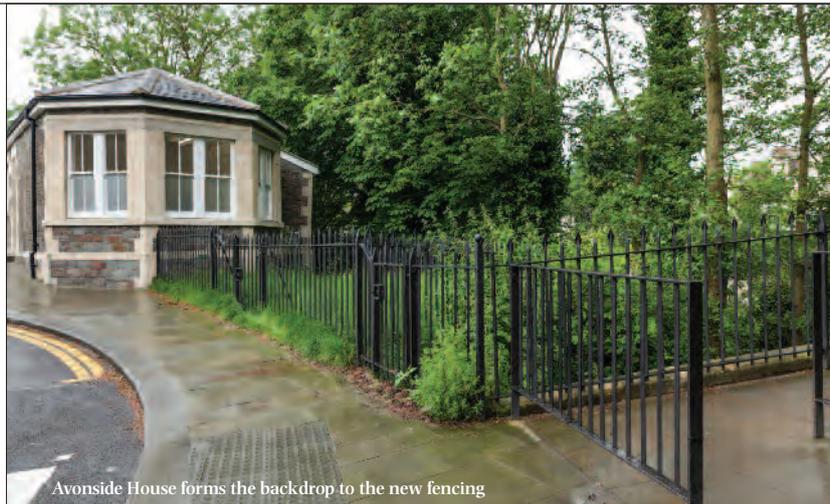


Above: New fencing leading onto the bridge

In 2011/12 we reported on restoration carried out to Avonside House. Following this work, the Bath World Heritage Site Enhancement Fund (BWHSEF), in association with Bath & North East Somerset Council, undertook restoration of the footbridge, now known as Halfpenny Bridge, and, sadly, no longer incorporating the original suspension structure.

The Trust was approached by Bath Preservation Trust, on behalf of BWHSEF, to assist with completion of the fencing between the entrance to the bridge and Avonside House. The fencing was undertaken in the original style used by the GWR at this particular location, and a gate was introduced maintaining access to existing steps down the river bank. This work has greatly enhanced the appearance of the area adjacent to the station's southern entrance and completes the major restoration of the station's south side.

Sponsor: Bath Preservation Trust, Bath, Somerset
Engineer: Bath & North East Somerset Council, Bath, Somerset
Contractors: E R Hemmings (Building) Ltd, Yate, Bristol (construction) & Newton Forge Ltd, Sturminster Newton, Dorset (metalwork)



Avonside House forms the backdrop to the new fencing

HELSDY STATION: RESTORATION OF MAIN BUILDING

Helsby Station lies on the Chester to Warrington line, to the west of Frodsham. It is also the junction where the branch line to Ellesmere Port, and hence the Merseyrail system, turns off the main line. Although originally opened in 1852, the similarity of the station to Ellesmere Port would indicate that the main building was put up in 1863, when the Birkenhead, Lancashire & Cheshire Junction Railway opened the branch line. The ogee gables, ball finials and tripartite windows are all typical of both stations, as are the light sandstone ashlar dressings. Many of these features also appear in the smaller building on the eastbound platform, which was probably almost, but not exactly, contemporary.

After its success at Frodsham (see page 10), Network Rail's Commercial Property team turned its attention to Helsby. In an initial stage, with a Trust grant, it has restored the main station

building, again in a sad state of dereliction, with vegetation growing in some areas, into two units in the former booking office and the station master's house. The restoration has been very sympathetically executed: extensive use was made of lime plaster in redressing the walls, and the renewal of the tripartite windows is superb. Network Rail has already let the booking office unit to a travel company, and the station master's house is under offer for an equestrian sales business.

In 2014/15 Network Rail will also restore the former parcels office, adjacent to the station master's house, again with support from the Trust. It hopes that it will be able to let this building as office space to a company associated with the equestrian business.

As with Frodsham, we are seeing Network Rail bringing a derelict set of station buildings back to life, for which we congratulate them. Even when the parcels office is refurbished there will be other possibilities at this station. With the successful restoration and letting of all the buildings on the south platform, the Trust would like to support a restoration of the remaining building on the island platform, which is part of the train operating company estate. The lack of road access would probably mean that a community use would be appropriate. Eventually, any group that takes this building over would also be able to adopt the prize-winning signal box, located on the platform, when that finally closes.

Sponsor: Network Rail Commercial Property, Manchester
Designer: Capita Property and Infrastructure Ltd, Cheadle Hume, Cheshire
Contractor: CPMS Ltd, Manchester



Interior detail of renewed window

REVIEW OF PROJECTS

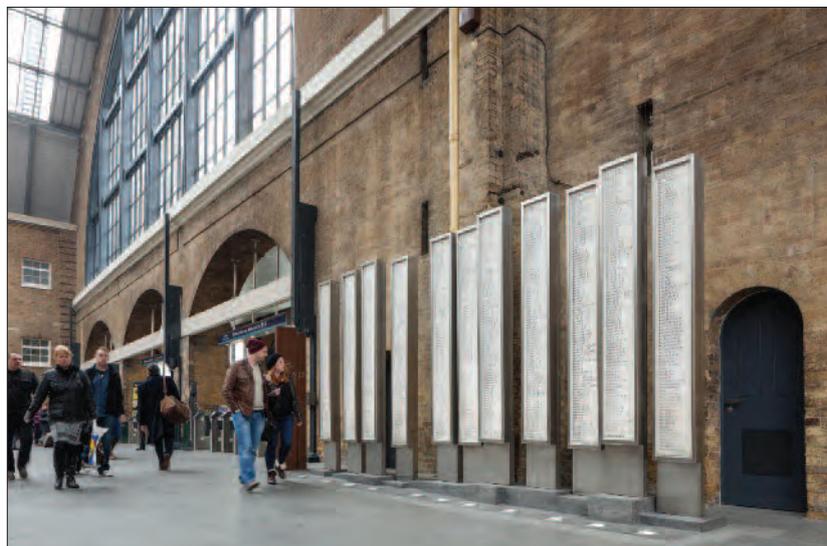
Second span installed at Ropley



LONDON KINGS CROSS STATION: REDEVELOPMENT PROGRAMME

The restoration of Kings Cross Station featured heavily in our 2011/12 Annual Report, and we have continued to support heritage features of the project this year.

One of the schemes described in the 2011/12 Report was the relocation of the Handyside footbridge from Kings Cross to the Mid Hants Railway at



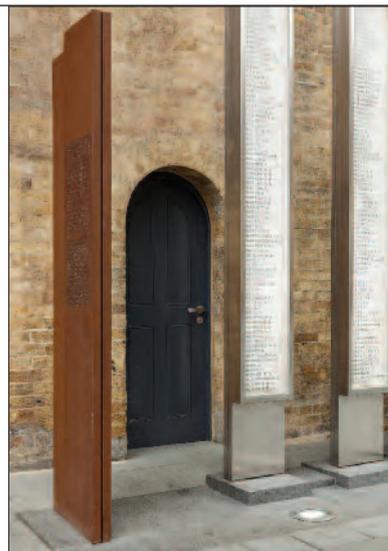
Ropley, and our support of its re-erection there to give access to a new carriage and boiler shop. Sadly, the costs of re-erection came in higher than expected, and the Trust was able to give a further small grant to help the Mid Hants Railway handle this overspend.

A long-outstanding piece of the project was the restoration of the small canopy that protrudes beyond the main roof between Platforms 8 and 9. In plan this canopy is heavily tapered, as Platform 8 is under the train shed, whilst Platform 9 runs into the adjacent suburban station. For some reason the Platform 9 side of the canopy was cantilevered out from the supporting pillars, and held up by wrought-iron tension bars. At some stage most of these bars were removed, with catastrophic results for the structure: for

many years it only remained standing due to judicious use of propping.

The station reconstruction offered a chance to solve the problem by moving the columns that supported the Platform 9 side of the canopy out towards the platform edge, thus creating balanced cantilevers. However, several of the original cast-iron columns had been replaced by rolled-steel columns, and retention of these would not have matched the heritage approach of the rest of the station reconstruction. The Trust funded the production of sufficient new cast-iron columns and spandrels to leave the canopy looking as it should, and to provide it with structural stability.

Although a relatively small job, the recreation of the war memorial at the south end of the main train shed is



the Fallen, but with modern dedication plaques, in the temporary concourse to the south of the train shed. In the early stages of the current project this site had to be given up, and the name plaques were placed in store, whilst the 1970s dedication plaques were moved round a series of temporary locations as the redevelopment progressed.

When it came to decide where to re-erection the memorial there was considerable debate to agree a location that was practical and visible, but did not affect the day-to-day working of the station. In total, eight locations were considered before the present site was selected. Even then there was further debate about how to recreate the memorial. Much of the original material was lost, and the 1970s design was seen as very much of its period. Network Rail came up with the final design, with a new bronze dedication plaque, and spacing of the eleven plaques with the names of the fallen to reflect the positions of the eleven wounded soldiers of John Singer Sargent's famous 'Gassed' painting of March 1919.

The new memorial was dedicated at a very moving service on Sunday 27th October 2013, when the industry was honoured to be joined by descendants of some of the Fallen. The Trust's

Above: The recreated war memorial
Above right: Replacement door in rear wall
Below: 'Gassed' by John Singer Sargent. This was the inspiration for the war memorial design

perhaps the single project of which we are most proud. The original location of the memorial was lost in the early 1970s, and it was rebuilt, with the original plaques that listed the names of



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REVIEW OF PROJECTS



Above: Refurbished canopy bracket

Chairman, Sir William McAlpine, has given a new home to the 1970s dedication plaques, to avoid them being scrapped.

Finally at Kings Cross, the Trust funded a pair of more appropriate doors behind the new location of the war memorial as the existing ones did not set off the memorial as best they could.

Footbridge Re-erection

Sponsor: Mid Hants Railway Ltd, Alresford, Hampshire

Platform 8/9 Canopy

Sponsor: Network Rail Kings Cross Project, London

Contractor: Slinden Services Ltd, Measham, Derbyshire

War Memorial

Sponsor: Network Rail Kings Cross Project, London

Designer: Network Rail Building Design Group, London

Contractor: J Murphy & Sons Ltd, London

War Memorial Doors

Sponsor: Network Rail Kings Cross Project, London

Contractor: Spence, London

embarked on a project in 2011 to redevelop the station in order to improve facilities and parking. Designs were drawn up to incorporate two single-storey buildings constructed in Malvern Ragstone with projecting, slate gable roofs. The designs drew on details from other railway styles but included modern large-format glazing. The Trust became involved when it became apparent that some historic elements would be significantly affected by the proposals, notably the fine ornamental gates, the fences, and the Worcester Road entrance where the original cast-iron lamp standards were in a poor condition.

The gates were refurbished, with one pair relocated at the entrance of the new building on the Hereford-bound platform where they were allied to some authentic GWR posts and fencing. On the Worcester-bound platform, where the fencing was in a poor condition, the introduction of a new access ramp on that side of the station necessitated a rearrangement of the entrances with the fine candy-twist gate posts retained, the ornamental fencing repaired and a separate pair of cast-iron posts repaired and reinstated. At the Worcester Road entrance, the cast-iron lamp columns, which sit atop conical stone piers, were blast-cleaned and replacement acanthus leaves were made and fitted to bring the columns back to their original detail. Old photographs confirmed that the original lanterns were a larger version of the style found at Great Malvern Station (see page 5), so similar lanterns and gas-electro LED lamps were sourced and installed by the same team, bringing back some of the former ambience of the area.

Sponsor: Worcestershire County Council, Worcester

Designer: CH2M HILL, Worcester

Contractors: Buckingham Group Contracting Ltd, Stowe, Buckinghamshire, Steelway, Wolverhampton, West Midlands (cast iron), Sugg Lighting Ltd, Horsham, West Sussex (lanterns) & Sight Designs Ltd, Malvern, Worcestershire (gas electro-optics)

Left: An early 20th century photograph showing the original lights



Above: The gate posts with restored lighting

Above right: Restored details to ornamental gates

MALVERN LINK STATION: REDEVELOPMENT

Malvern Link Station was opened on the 25th May 1859 by the Worcester & Hereford Railway as one terminus of the six-mile line running from Henwick on the outskirts of Worcester. The line was eventually connected with central Worcester by a bridge over the River Severn and extended beyond Malvern Link to Great Malvern in May 1860, later reaching Shelwick Junction and thence Hereford.

Malvern Link Station was the work of architect E W Elmslie, and was furnished with flanking platform buildings with ridge and furrow glazed canopies, using Malvern Ragstone. As part of the Hereford-bound platform accommodation, a large station house was constructed adjacent to the Worcester Road bridge.

In the 1960s the platform buildings were demolished leaving only the station house as evidence of the former style of the station. The platforms had been

linked by a standard plate-girder bridge of Great Western Railway (GWR) design and the platform accommodation became housed in two temporary, flat-roofed timber buildings.

Worcestershire County Council



Brian Iles Collection

WORCESTER SHRUB HILL STATION: VICTORIAN WAITING ROOM

Worcester Shrub Hill Station was originally constructed by the Oxford, Worcester & Wolverhampton Railway (OW&WR) between 1848 and 1850. The Great Western Railway (GWR) oversaw the works with Brunel as chief



Malcolm Wood

engineer. The contractor, Francis Tredwell, died suddenly in 1847, and work ceased whilst on-going litigation was resolved, with Brunel and the GWR continuing the work in 1851. The original station building was heavily modified in its early years, and the undercroft and parts of the train shed walls are probably the only survivors from the 1840s. The main change came in 1863 when the station was reconstructed under the supervision of Edward Wilson. The original train shed roof was replaced by a crescent-section overall roof, and a station house and upper-level frontage constructed, using blue engineering brick with classical window surrounds.

In the same period, on Platform 2, a curious structure was erected against the train shed wall; a two-room building made up of sectional cast-iron elements with inlaid, patterned ceramic tile panels. The structural frames were made by the Vulcan Iron Works of Worcester, a company formed by Thomas Clunes in

1857. Clunes was joined by partners McKenzie and Holland in 1861, both former employees of the OW&WR and later to be well known as manufacturers of signalling equipment. The tiling was the work of Maw & Co Ltd, a Worcester company which moved to Broseley in 1852. John Hornby Maw having originally made his fortune producing milk bottles for babies. The company was initially well known for making floor tiles but could not compete with its rival Minton, so from 1855 concentrated instead on developing glazed tiles, particularly focussing on the use of majolica for architectural work. The structure at Worcester Shrub Hill exhibits a wide range of differing styles of tiles and reflects a mixture of classical and Moorish themes.

The building appears to be an exhibition structure, and the combination of the cast-iron frames and tiling is probably unique nationally. It has been modified in the past, notably in the 1930s when the train shed roof was removed and lower canopies installed. At this time the top panelling of the structure was also removed. This was a cast-iron frame of around 0.9 metres in height with a diamond-patterned tiled infill and the bedding for the diagonal tiles can still be seen on the adjoining train shed wall.

Originally the south element was used as a ladies waiting room and the north as a third class waiting room, but the structure had been out of use for many years, and had suffered dramatically as a result of the removal of the 1868

carriage shed from behind the train shed wall. This, and the removal of the train shed roof, allowed water ingress to the building resulting in severe dry-rot infestation. The structure is partly constructed over a cellar, and although a previous attempt at restoration had infilled the floor void to the south waiting room, and put in structural support to control subsidence movement, the building continues to show evidence of that earlier movement.

This year Network Rail put together a comprehensive refurbishment programme, with the aim of not only undertaking an appropriate restoration of the façade, including cast-iron repairs and redecoration in the structure's original dark burgundy red, but also lining the interior walls, filling the cellar with a 'limecrete' infill and refurbishing the external joinery. This will enable both rooms to be brought back into full use; the north waiting room as a much-needed waiting facility for passengers, and the south waiting room as staff accommodation for train operator London Midland.

The Trust is pleased to have supported this project, which will bring life back to this most important of railway structures.

Sponsor: Network Rail London North Western Route, Birmingham

Designer: Network Rail Building Design Group, Manchester

Contractor: Spence, London

Above left: External view of waiting room
Below: Detail of cornice repairs



Malcolm Wood



Above: View of house with the iconic viaduct beyond

RIBBLEHEAD: STATION MASTER'S HOUSE

The awful effect of the weather on the Midland Railway's Settle & Carlisle (S&C) line is one of the legends of the UK railway. Last year we reported on The Settle & Carlisle Railway Trust's (S&CRT) restoration of the former station master's house at Ribblehead, and mentioned that the weather was causing problems. It rapidly became clear that, despite excellent restoration, water was driving through the west-facing wall whenever the wind was in that quarter and it was also raining. Anyone with knowledge of the S&C will appreciate how often that particular combination can occur.

After discussion with the project architects, the Trust agreed to contribute to applying a new weather-proofing system, Belzona 5122, to the external walls of the station master's house. The S&CRT decided to treat the station building at the same time and contracted Network Rail to carry out the work.

Both buildings were treated in the summer of 2013 – a good time for this sort of work. Most encouragingly, reports of water ingress to both buildings have decreased drastically, almost to nil, since the treatment, despite the awful weather of the last winter.

Sponsor: The Settle & Carlisle Railway Trust, Kirkby Stephen, Cumbria
Designer: PPIY Ltd, York
Contractor: Network Rail London North Western Route, Manchester

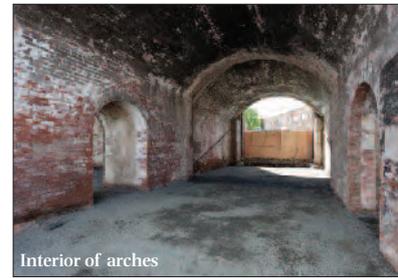
GATESHEAD: BRANDLING STREET ARCHES

When Robert Stephenson and T E Harrison designed and built the High Level Bridge to carry the York, Newcastle & Berwick Railway into Newcastle, the lie of the land on the banks of the Tyne resulted in complex approach viaducts on both sides of the bridge. On the south side of the river a triangle of viaducts carries the railway from the bridge upstream towards the main line to Darlington and York and downstream through Gateshead towards South Shields, Sunderland and Middlesbrough. From the east end of the triangle a four-track-wide viaduct carries the railway between Brandling Street and Quaysgate.

As with many other viaducts in Newcastle and Gateshead, the arches of Brandling Street Viaduct had been turned over to industrial use, and were in a very run-down condition. Because

these particular arches are under a four-track viaduct they are very spacious, and, with encouragement from the local council, Network Rail has developed a project to upgrade them to a more modern, commercial use. As the viaduct is within the Gateshead Conservation Area, and linked to the listed Hill Street and High Level Bridges, the Trust was happy to award a two-year grant towards this project. Work on the refurbishment began at the end of the 2013/14 financial year, and we will describe the project in more detail in the next Report.

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



Interior of arches



General view of arches

HEXHAM STATION: RELOCATION OF STABLES BLOCK

When it opened on 3rd March 1835, Hexham was the main intermediate station on the Newcastle & Carlisle Railway. The station has been much extended over the years, although original buildings survive, most noticeably the goods shed. The station is Grade II listed, but many of the buildings in the adjacent goods yard do not share this protection, although almost all the yard lies in a Conservation Area.

Network Rail has now decided to redevelop the yard space for more modern commercial use, with the demolition of the non-listed buildings in the yard and new uses being found for those that are protected. A particular issue was whether or not to demolish the

stables block. This two-storey, red-brick building, with gable ends and a lean-to extension at one end, is a complete example of railway stables, of which few now survive.

The commercial cost of retaining the building on site could not be justified, but local residents involved the Beamish Museum. The museum could not afford to relocate the structure before its scheduled demolition, but very much wanted to obtain it as they did not have a stables building. They therefore approached the Trust, and, as the building was in a Conservation Area, we were able to fund its dismantling, recording and movement from Hexham to Beamish.

Sponsor: Beamish Museum Ltd, Beamish, County Durham
Contractor: S & C Lee Ltd, Bishop Auckland, County Durham

WELWYN GARDEN CITY STATION: RICO'S GARDEN LINE

The Garden City movement led to several new stations being developed across the system. Located on the Great Northern Railway's line to Cambridge, the earliest example of this was Letchworth Garden City Station, initially opened in 1903, with the present buildings opened in 1908. Letchworth featured in our 2011/12 Annual Report, when Hassan Atta relocated Rico's Coffee Bar on the station, with a grant from the Trust to improve the heritage features of the new premises.

Encouraged by the success at Letchworth, Hassan has now taken on an empty buffet facility at Welwyn Garden City Station. This station lies on the East Coast Main Line, some twenty miles out of London Kings Cross. It is of a much later date than Letchworth, being opened by the London & North Eastern Railway in 1926, when it replaced a small halt on the now-closed branch from Hatfield to Luton and Dunstable. The platform buildings are a typical example of 1920s station design – rational and well built, but not showing any of the style of the Arts & Crafts period that preceded it, or of the Art Deco that followed. However, despite



Above: Interior view of coffee shop

the removal of the booking office building, the platform buildings and canopies have survived well, and are included in the local Conservation Area.

Hassan has restored the buffet to the same high standard that he achieved at Letchworth, paying particular attention to the restoration of the ceiling, the wainscoting and the parquet flooring. The result is a well-designed facility, placed at the bottom of the access

footbridge to serve commuters heading for London, and it promises to be as successful as the Letchworth project. The Trust is proud to have contributed to this scheme.

Sponsor: Hassan Atta, Bedford
Contractor: Floyd's Flooring & Shop Fitters, West Wickham, Greater London



Above: Replica war memorial & information plate

ATTENBOROUGH STATION: REPLICA WAR MEMORIAL

The village of Attenborough lies alongside the Midland Counties Railway (MCR) line between Trent and

Nottingham. Although that line opened in 1839, it was not until 1856 that the Midland Railway (MR), successor to the MCR, opened a station for the village. The station's importance increased in the Great War, with the adjacent barracks and Chilwell Ordnance Depot ensuring its heavy use.

As with so many other railway locations, some of the staff volunteered in that war, and, sadly, six of them lost their lives during that service. Whilst all six are commemorated on the main MR memorial at Derby, the local staff also erected a stone plaque to honour their fallen colleagues.

The contraction of the railways in the 1960s led to the station being demanned, and eventually demolished. However, the plaque was then placed in the station gardens, and continued to be maintained and cared for until at some stage it was vandalised and broken into sections. The remains were then removed from the site, and restored. In

2009, after several years, the plaque was returned to Attenborough, and mounted on the station footbridge. Sadly, the quality of the mounting was not good, and the plaque fell from the bridge a year later, smashing beyond repair. Late in 2012 the Southern Broxtowe Blue Plaque Working Group approached the Trust to see if we could help fund a replica.

We were aware that the original plaque had gone from the bridge, and were concerned that it had been stolen, so were delighted to fund the creation of a replica, albeit in a different stone. East Midlands Trains erected the new plaque on the footbridge, this time properly mounted, and our Chairman and the Mayor of Broxtowe unveiled the replica on Armistice Day 2013. The remains of the original plaque have been passed to be the MR museum in Derby.

Sponsor: Southern Broxtowe Blue Plaque Working Group, Broxtowe, Nottinghamshire
Contractor: Marble Hart Ltd, Nottingham

STRATFORD-UPON-AVON AND BRISTOL: ROLLS OF HONOUR

Stratford-upon-Avon Station is the sole survivor of the two stations which served the town at the beginning of the 20th century and was built by the Great Western Railway. The other station, Stratford-Upon-Avon Town, was served by the Stratford-Upon-Avon & Midland Junction Railway (S&MJR).

As with other railway companies, the S&MJR saw a proportion of its relatively small workforce answering the call to arms in the Great War, with several employees making the ultimate sacrifice. The S&MJR arranged to recognise those who had served with a Roll of Honour, to be displayed at the main stations on the route. The design was undertaken by Harry Furniss who had been an illustrator for Punch magazine and he produced a memorial which differed considerably from the more formal examples produced by other railways.



Above: The completed replica S&MJR Roll of Honour

The design was executed with a margin of pen and ink drawings showing local buildings and features framed with a single red line as a border. At the top of the sheet an image of Shakespeare semi-reclining on a bardic throne is allied to the images of two muses dressed in flowing gowns, and the title is laid out in a free style of red lettering, very much in an Arts & Crafts style. The central area of the sheet

contains the names, regiments and home locations of those who served and also those who were killed and at the foot of the design are images of a signalman, a locomotive and a wounded soldier.

One original example was known to exist in a private collection, and the Trust is very grateful that the owner allowed the document to be digitally photographed and a replica made. This replica was then installed in a wooden frame matching the original, and put on display in the booking hall at Stratford-upon-Avon Station early in 2014.

A second Roll of Honour, dedicated to the staff of the Midland Railway based at Bristol, was discovered in a poor

condition at Bristol Library. The Trust is supporting conservation of this document and frame and this will be fully described in next year's Report.

The Trust is especially pleased to have been able to use some Maber legacy funding to get work on the Rolls of Honour completed in time for the 2014 Great War commemorations.

Stratford-upon-Avon

Sponsor: Railway Heritage Trust, London
Photographer: Spheroview Ltd, Tunbridge Wells, Kent

Printer: Tapestry MM Ltd, London
Framer: Richard Christie Framemaker, Honeybourne, Worcestershire

Bristol

Sponsor & Conservator: Bristol Museum & Art Gallery

CORBRIDGE STATION: CHIMNEY REPAIRS

The Newcastle & Carlisle Railway (N&CR) was one of the earliest main line railways in England, opening between 1835 and 1838 – contemporary with the London & Birmingham, but before the Great Western.

Corbridge lies on the N&CR route, nearly eighteen miles west of Newcastle, and three miles east of Hexham, and has had a station since 1847. The station buildings have always been linked to the adjacent road bridge, which used to connect the town to the main Newcastle to Carlisle road. Widening of that bridge led to the demolition of the original station and its replacement by the main part of the present structure at an early date, but this building was later enlarged in the 1870s. The two-storey structure, which is Grade II listed, is built in dressed local sandstone, with double-pitched roofs and valley gutters.

As with so many smaller stations, there is now no staff presence at Corbridge. British Rail sold off the building many years ago, and it is now used as an Indian restaurant. What distinguishes this restaurant from so many others is its innovative arrangements with Northern Rail. A passenger can join a train at Newcastle in the early evening, choose and order a meal over a drink en route to Corbridge, eat at the restaurant and then take a later train back.

A particularly fine feature of the building is its chimneys, with excellent examples of coursing throughout, but



Above: The repaired chimney stacks

they had deteriorated over the years, and the owner wished to carry out repairs. Unfortunately, the proximity of the structure to the operational railway meant that the protection costs of the work were particularly high, and the Trust gave a grant towards these costs to ensure the survival of this building and the continuation of its unusual use.

Sponsor: The Valley, Corbridge, Northumberland
Contractor: Henderson Building Contractors, Cramlington, Northumberland



**WROXHAM SIGNAL BOX:
FIT OUT AS A MUSEUM**

In previous Reports, most recently 2010/11, we have described how the Trust has supported the relocation and restoration of the former Great Eastern Railway signal box at Wroxham, on the line between Norwich and Cromer, for reuse as a museum. The Wroxham Signalbox Trust (WST) approached us this year for a small final grant, which was used to complete the restoration of the adjacent lamp room, and some final details in the box itself. At the same time we are pleased to note that the WST has acquired further representative signalling equipment, which will enable the museum visitor to more fully understand the workings of a signal box, a feature of railway operation that is now rapidly coming to an end on the main line network.

Sponsor & Voluntary Labour: Wroxham Signalbox Trust, Wroxham, Norfolk

Left: Lower floor refurbished with mechanism on display
Inset: The signal box & adjacent lamp room

**GLOSSOP STATION:
WINDOWS**

We have reported recently on schemes to improve the windows to the ticket office area at Glossop Station and this year a small grant has been made available to complete that restoration work.

The present Glossop Station was built by the Sheffield, Ashton-under-Lyne & Manchester Railway (SA&MR) in 1847. It stands at the end of the branch line from Dinting which was opened by the 13th Duke of Norfolk in June 1845 and later transferred to the SA&MR. The station building is a low single-storey structure in local stone with two gabled pavilions linked by a stone screen. One side of the station is now a supermarket whilst the remaining wing houses the station facilities, and only one platform is in use. A notable feature of the station is the stone lion standing over one of the rusticated entrance doors, the creature being the emblem of the Howards, the Duke of Norfolk's family.

The final two windows to be restored are located in the gable end of the wing

Right: Exterior (left) and interior (right) views of windows

housing the station facilities, and they face the stop blocks to the bay platform. They are simple square sashes, but had been hidden for many years by panelling and had suffered deterioration. This small element of work has been enthusiastically promoted by the Friends of Glossop Station who have been instrumental in ensuring that the station not only functions in the 21st century, but that its heritage is carefully preserved as well.

Sponsor: Friends of Glossop Station, Glossop, Derbyshire
Contractor: Strategic Team Group Ltd, Castleford, West Yorkshire



**HEREFORD STATION:
CAST-IRON COLUMNS**

Hereford Barrs Court Station was built in 1855 to designs by T M Penson, for the Shrewsbury & Hereford Railway. Hereford was originally served by two stations, but the closure of Barton in 1893 meant all trains used Barrs Court from then on. The station is large and imposing, built with a two-storey, Tudor-style façade in red brick with cream stone dressings, and with steep slate roofs with stepped gables topped by a large number of grouped chimney stacks. The platforms are covered by glass and iron canopies supported on Corinthian columns and trefoil-bracketed trusses.

The station platforms have been joined for a considerable time by a trussed footbridge, originally detailed with upper lights in a similar style to those on the station buildings, and with a roof carried on cast-iron arched frames pierced with trefoil details. The bridge's original lower boarding was removed some time ago and replaced by a very crude mesh screen.

As part of on-going initiatives by the Department for Transport to improve mobility access at stations, Hereford has been given a set of new access lifts which has resulted in a redesign of elements of the footbridge. This has necessitated the introduction of extra supports to the landing and the Trust gave a small grant to ensure that these matched the style of the columns supporting the canopies. Two new columns were provided using original column details as a pattern and, at the same time, extra acanthus leaf details were manufactured to replace missing elements elsewhere in the vicinity of the bridge.

This scheme is a good example of the Trust being able to support even the most minor of detail issues, to ensure that the style and quality of the heritage asset is maintained.

Sponsor: Network Rail Wales Route, Cardiff
Architect: Oxford Architects LLP, Oxford
Contractor: Geoffrey Osborne Ltd, Reigate, Surrey

Below: Cast-iron columns with acanthus details



CARLISLE: VICTORIA VIADUCT

Carlisle Citadel Station is one of the glories of English railway architecture. William Tite's original 1847 station was enlarged sympathetically as it grew to eventually serve seven separate railway companies, and its Grade II* listing is well deserved. It is not surprising that the Victoria Viaduct, which carries the highway over the very north end of the station, was itself built with an ornate cast-iron parapet.

Although this parapet has survived unchanged since its construction, the electrification of the West Coast Main Line in 1974 necessitated its partial enclosure in fibreglass sheets to prevent the public from accessing the 25kV overhead supply. British Rail had long since sold the adjacent spans of the viaduct to the local authority, and here the parapet, painted white but unenclosed, showed what was hidden under the sheeting. As a result there was much public pressure to expose and improve the appearance of the concealed section.

Above: The attractive refurbished parapet

Although not specifically listed, the Trust considers that the viaduct is an integral part of the station's appearance, so when Network Rail proposed to repaint it under its maintenance programme, we were very happy to agree a grant that covered the marginal cost of a more ornate colour scheme for the parapet, and replacement of the fibreglass sheeting with a transparent material. As a result, this section of the parapet is now much improved and exposed to view.

A very useful add-on to this project is that the local authority found funds to repaint its part of the bridge too, so it matches the improved railway section, a marginal extra piece of work which means that the whole structure is now consistently decorated.

Sponsor: Network Rail London North Western Route, Manchester
Contractor: Taziker Industrial Ltd, Horwich, Lancashire

NATIONAL RAILWAY HERITAGE AWARDS

The Railway Heritage Trust Conservation Award for 2013 was won by Deborah Harper Make-up & Beauty for the restoration of Helen's Bay Station in Northern Ireland.

Additionally, the following projects to which the Trust gave grants were also recipients of National Railway Heritage Awards: Huddersfield Water Tower Redevelopment (ACoRP), Crystal Palace Station Enhancement Project (Transport for London), Cocoworks Coffee House at Inverurie Station (George and Jennie Lawson) and London Kings Cross Station Redevelopment Project (Network Rail, John McAslan + Partners, ARUP and VINCI Construction UK Ltd).

GRANTS AND EXTERNAL CONTRIBUTIONS: 2013/14

NETWORK RAIL

The Trust has supported 47 projects (2012/13: 36) with 49 grants, which totalled £1,782,966 (2012/13: £1,802,336). The grants funded repair and restoration work carried out on the heritage aspects of buildings and structures in Network Rail's ownership. A total of eight grants were cancelled, brought forward or deferred.

HIGHWAYS AGENCY (HISTORICAL RAILWAYS ESTATE)

The Trust has supported no projects this year (2012/13: two BRB (Residuary) Ltd projects), therefore there was no project funding (2012/13: £320,000). Future grants will assist the Highways Agency (Historical Railways Estate) in its management of non-operational buildings and structures, which include redundant viaducts on closed lines.

MABER LEGACY

The Trust has supported four projects (2012/13: one) with five grants, which totalled £5,420 (2012/13: £6,300), from the bequest of Henry Basil Maber. These projects met the Trust's objectives and also reflected Mr Maber's sphere of railway heritage interest.

The projects were:

Page		NETWORK RAIL GRANT	HA (HRE) & MABER BEQUEST GRANT	EXTERNAL CONTR'B'N NETWORK RAIL	EXTERNAL CONTR'B'N HA (HRE) & MABER BEQUEST
		£	£	£	£
ENGLAND					
26	Attenborough Station: Replica war memorial		1,267 (MABER)		0
21	Bath Spa Station: Halfpenny Bridge	7,843		7,797 ⁽¹⁾	
18	Battersea Park Station: Cycle yard	10,000		2,758 ⁽²⁾	
	Blackburn Station: Canopy & stonework refurbishment (£30,000)	DEFERRED			
4	Brighton Station: Heritage works	91,300		62,067 ⁽³⁾	
27	Bristol: Roll of Honour		1,698 (MABER)		0
29	Carlisle: Victoria Viaduct	25,000		0	
27	Corbridge Station: Chimney repairs	20,000		57,433 ⁽⁴⁾	
5	Crystal Palace Station: Heritage works	60,000		87,854 ⁽⁵⁾	
8	Dorridge Station: Waiting room	3,976		4,709 ⁽⁶⁾	
14	Edge Hill Station: Platform building works	11,440		0	
20	Ellesmere Port Station: Refurbishment	40,000		45,069 ⁽⁷⁾	
10	Frodsham Station:				
	– Clock	1,715		0	
	– Fencing	2,740		2,600 ⁽⁸⁾	
	– Restoration	20,000		0	
25	Gateshead: Brandling Street Arches	60,000		95,375 ⁽⁹⁾	
28	Glossop Station: Windows	2,500		168 ⁽¹⁰⁾	
5	Great Malvern Station: Victorian lamp standards	8,298		13,650 ⁽¹¹⁾	
12	Harrogate: Buffet & Station Master's Flat: Conversion to Tap Bar				
	– Building Structure	73,785		0	
	– Building Fit-Out	70,000		184,696 ⁽¹²⁾	
21	Helsby Station: Restoration of main building	21,000		0	
28	Hereford Station: Cast-iron columns	29,753		0	
25	Hexham Station: Relocation of stables block	45,000		36,330 ⁽¹³⁾	
6	Leamington Spa Station:				
	– GWR gate post patterns	1,700		0	
	– Minor heritage items	3,030		2,320 ⁽¹⁴⁾	
7	– Heritage lighting to canopies	19,000		0	
	Leatherhead: Station Master's House (£10,000)	BROUGHT FORWARD			
18	London Euston Station:				
	– Memorial plaque to Lance Corporal 'Jock' Christie VC		1,144 (MABER)		0
	– War memorial restoration (£45,406)	DEFERRED			
22	London Kings Cross Station: Redevelopment programme				
	– Footbridge re-erection at Ropley	8,000		49,000 ⁽¹⁵⁾	
	– Platform 8/9 canopy	34,341		0	
	– War memorial	20,000		0	
	– War memorial doors	6,254		0	
23	Malvern Link Station: Redevelopment	29,546		0	
15	Manchester Victoria Station: Heritage works	145,000		114,707 ⁽¹⁶⁾	
12	Network Rail Archives: Conservation of historic drawings	10,000		0	
16	Nottingham Station:				
	– Heritage works	265,000		525,774 ⁽¹⁷⁾	
17	– Transportation of redundant copers	2,750		0	

GRANTS AND EXTERNAL CONTRIBUTIONS: 2013/14

Page		NETWORK RAIL GRANT	HA (HRE) & MABER BEQUEST GRANT	EXTERNAL CONTR'B'N NETWORK RAIL	EXTERNAL CONTR'B'N HA (HRE) & MABER BEQUEST
		£	£	£	£
	Oxford Rewley Road: Swing bridge restoration (£75,000)	DEFERRED			
25	Ribblehead: Station Master's House	12,000		16,798 ⁽¹⁸⁾	
10	Salisbury Water Tower: Relocation	36,500		23,500 ⁽¹⁹⁾	
19	Scarborough Station: Former parcels office	130,000		187,000 ⁽²⁰⁾	
7	Sowerby Bridge Station: The Jubilee Refreshment Rooms	360		0	
27	Stratford-Upon-Avon:				
	– Replica Roll of Honour		243		0
			(MABER)		
	– Frame for Roll of Honour		1,068		0
			(MABER)		
15	Wakefield Kirkgate Station:				
	– Refurbishment	60,000		75,000 ⁽²¹⁾	
	– Station restoration (£100,000)	CANCELLED			
26	Welwyn Garden City Station: Rico's Garden Line	7,400		11,100 ⁽²²⁾	
24	Worcester Shrub Hill Station: Victorian waiting room	50,000		0	
28	Wroxham Signal Box: Fit out as a museum	10,000		18,315 ⁽²³⁾	
SCOTLAND					
	Aberdour Station: Conversion of signal box to café (£75,000)	DEFERRED			
11	Gleneagles Station: Restoration	85,000		130,000 ⁽²⁴⁾	
20	Helmsdale Station: Building restoration	50,250		74,096 ⁽²⁵⁾	
14	Kingussie & Pitlochry Stations: Footbridge lamps	3,798		1,038 ⁽²⁶⁾	
14	Kyle of Lochalsh: Signal Box	6,227		12,754 ⁽²⁷⁾	
	Ladybank Station: Refurbishment of Laird's waiting room (£41,000)	CANCELLED			
13	Ladybank: Station Master's House	1,272		2,684 ⁽²⁸⁾	
13	Lockerbie: Station Master's Flat	10,400		8,300 ⁽²⁹⁾	
19	New Cumnock Station: Conversion to community facility	2,500		0	
8	North Queensferry Station: Building restoration	18,288		27,432 ⁽³⁰⁾	
	Tain Station: Refurbishment of station building (£66,000)	CANCELLED			
WALES					
9	Llandudno Station: Restoration & improvements	150,000		225,000 ⁽³¹⁾	
		1,782,966	0	2,105,324	0
			HA (HRE)		HA (HRE)
			5,420		0
			MABER		MABER
COMBINED NETWORK RAIL, HA (HRE) AND MABER BEQUEST GRANTS TOTAL		1,788,386			
COMBINED NETWORK RAIL, HA (HRE) AND MABER BEQUEST EXTERNAL CONTRIBUTIONS TOTAL				2,105,324	

External contributions were from:

- | | |
|---|--|
| (1) Bath Spa Station: Halfpenny Bridge: Bath World Heritage Site Enhancement Fund | (17) Nottingham Station: Nottingham City Council |
| (2) Battersea Park Station: Southern | (18) Ribblehead: Station Master's House: The Settle & Carlisle Railway Trust |
| (3) Brighton Station: Department for Transport (SCPF) | (19) Salisbury Station: Water Tower: ERDF |
| (4) Corbridge Station: Syed Nadir Aziz | (20) Scarborough Station: Arts Council England, Coastal Communities Fund, English Heritage |
| (5) Crystal Palace Station: Transport for London | (21) Wakefield Kirkgate Station: Groundwork Wakefield |
| (6) Dorridge Station: Centro, Dorridge residents, Friends of Dorridge Station, Solihull Metropolitan Borough Council | (22) Welwyn Garden City Station: First Capital Connect, Hassan Atta |
| (7) Ellesmere Port Station: Cheshire West and Chester Council, Merseytravel, NSIP | (23) Wroxham Signal Box: The Geoffrey Watling Charity, Sustainable Development Fund, Wroxham Signalbox Trust |
| (8) Frodsham Station: ACoRP, Cheshire West and Chester Council, Frazar James Hair Design, North Cheshire Rail Users' Group | (24) Gleneagles Station: EventScotland, First ScotRail, Transport Scotland |
| (9) Gateshead: Brandling Street Arches: Gateshead Council | (25) Helmsdale Station: LEADER, Transport Scotland (SCRF) |
| (10) Glossop Station: Friends of Glossop Station, Northern Rail | (26) Kingussie & Pitlochry Stations: First ScotRail |
| (11) Great Malvern Station: Malvern Town Council | (27) Kyle of Lochalsh: Signal Box: Heritage Lottery Fund, local authority, Skye & Kyle Rail Development Company |
| (12) Harrogate: Buffet & Station Master's Flat: Pivovar Tap Ltd | (28) Ladybank: Station Master's House: Fife Charities Trust, Fife Council, Rotary Club |
| (13) Hexham Station: Beamish Museum Ltd | (29) Lockerbie: Station Master's Flat: Dumfries and District Model Railway Club volunteers |
| (14) Leamington Spa Station: Friends of Leamington Station, Leamington Spa Scheme of Grants, Warwick District Council | (30) North Queensferry Station: North Queensferry Station Trust, Transport Scotland (SCRF) |
| (15) London Kings Cross Station: Mid Hants Railway | (31) Llandudno Station: Conwy County Borough Council, NSIP, Taith, Welsh Assembly Government (WEFO) |
| (16) Manchester Victoria Station: Department for Transport (SCPF), MSSP, Transport for Greater Manchester | |

THE TRUST'S ACCOUNTS: 2013/14

The Annual Report and Accounts covers the operations of the Railway Heritage Trust during the period 1st April 2013 to 31st March 2014.

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

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

In 2013/14, the Trust awarded 54 grants towards the costs of 51 restoration and other projects. Eight grants were either cancelled, deferred or brought forward.

AUDITED ACCOUNTS

Price Firman, London, audited and approved the Trust's Accounts for 2013/14. At the Trust's Annual General Meeting in July 2014 the Executive Board considered, approved, adopted and signed the audited Accounts and, as required by law, then deposited the signed Accounts with Companies House, accompanying the Trust's Annual Return. Copies of the Accounts will also be presented to the Boards of both our sponsors.

In their Report and Financial Statements the Auditors stated: 'In our opinion the financial statements give a true and fair view of the state of the company's affairs as at 31st March 2014 and of its profit for the year then ended; have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and have been prepared in accordance with the requirements of the Companies Act 2006'. They further stated: 'In our opinion the information given in the Directors' Report for the financial year for which the financial statements are prepared is consistent with the financial statements'.

Price Firman
Chartered Accountants
Registered Auditors
London
July 2014

FINANCIAL REPORT

The Trust's financial activities in 2013/14 are summarised as follows:

FUNDING ALLOCATED TO PROJECTS	£
From Network Rail	1,783,300
From Highways Agency (Historical Railways Estate)	0
From Maber bequest	5,420
	1,788,720
EXPENDED ON PROJECTS	
49 Grants to Network Rail projects	1,782,966
0 Grants to Highways Agency (Historical Railways Estate) projects	0
5 Grants to Maber bequest projects	5,420
	1,788,386
FUNDING FOR TRUST'S OPERATIONS	
From Network Rail	216,426
From Highways Agency (Historical Railways Estate)	10,000
Total Income	226,426
Total Expenditure – Administration	226,426

EXECUTIVE DIRECTOR'S COMMENTARY

The end of the 2013/14 financial year coincided with the end of Network Rail's Control Period 4. We decided early in the year that we would have all our projects complete and paid up by its end, so that no liabilities carried over into Control Period 5. This was achieved, but only with considerable effort by all involved: we paid out three quarters of a million pounds in grants in the last four weeks! We would not have been able to attain this without even more effort than normal by Malcolm and Claire, and, as ever, I am most grateful for their support.

After 2012/13's smaller number of grants, the 49 Network Rail-funded grants in 2013/14 was a more normal workload. As the Report shows, we have been involved with some spectacular projects, and have enjoyed seeing them delivered. We have continued to use the Maber legacy, with five grants in the year, all concerned with commemoration of the Great War. It was particularly touching to have Ken Christie unveil a plaque at London Euston Station to honour his father, Lance Corporal 'Jock' Christie VC, who had worked there.

With the closure of BRB (Residuary) Ltd and its assets transferring to the Highways Agency (Historical Railways Estate) in this financial year, we were unable to fund any projects for them. However, the Highways Agency has made provision to transfer the 2013/14 sponsorship money into 2014/15, so we can fund two major projects in that year. Both provide new routes over closed viaducts. We are delighted that this relationship has survived the change of ownership.

We have had a year of stability in our office location, but Network Rail's decision to move out of its Kings Place office in London means that we now have to face several moves. In the immediate future, by the time this Report is published, we will have relocated twice within our present Euston building, but further ahead we are looking towards a move to a new location at Blackfriars.

The possibility of a recreation of the lost Euston Arch continues to command our attention, and we have had discussions with Camden Council, Network Rail, HS2 and The Euston Arch Trust. The Secretary of State's request that a new site for an arch be considered has focussed attention, and we are part of the debate on this. Our main aim remains to ensure that the setting of the surviving heritage structures – the lodges and the war memorial – is not devalued by an inappropriately placed arch, and this point now seems to have been accepted by all parties. The current Camden Council and Network Rail proposals both meet our aspirations.

Andy Savage
Executive Director
London
July 2014

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



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