

# RAILWAY HERITAGE COMMITTEE



**Handover of nameplate Silvertown from Class 313 Electric Multiple Unit no. 313101 to London Transport Museum on 19th November 2010.**

*Ian Brown, Graham Smith, Christopher Fildes, Peter Hendy - Commissioner of Transport for London, Mike Lamport, Sam Mullins - Director London Transport Museum, Chris Austin, Peter Ovenstone - Acting Chairman RHC, Jonathan Pepler, Jerry Swift, Sir Howard Newby, Catherine Wilson, Dr David Brown, Steve Davies - Director National Railway Museum, and Neil Butters - Secretary RHC.*

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*Photo: Ian Bell, TfL*

## Chairman's Report

This is the final report on the work of the Railway Heritage Committee which has striven to safeguard Britain's railway heritage over the last 18 years. Rather than just limit this report to the period under review, it is appropriate to take this opportunity to paint in some of the background to the Committee's history.

The initial concept of a statutory Committee with responsibility for railway heritage was developed in the early 1990s under the railway privatisation legislation, the Railways Act 1993. The work of the new Committee began in earnest in February 1995. Initially, however, only the public sector railway industry was effectively within the remit of the Committee's work. It was rapidly realised that the original legal framework was not an appropriate match to the structures of the newly privatised industry. To resolve this, the main issues were addressed by a separate Act of Parliament, the Railway Heritage Act in 1996 which extended the scope of the Committee's jurisdiction to the privatised industry and spelled out clearly the Committee's role:-

- (1) To identify and designate those records and artefacts of the railway industry which in the opinion of the Committee are of sufficient interest to warrant preservation, and
- (2) To consider proposals for disposal by the railway industry owner of designated records and artefacts and, if content, approves of such disposal,

The Committee has operated in several different guises – initially under the aegis of the British Railways Board during the post-privatisation transition and winding down period, then from February 2001 under the Strategic Rail Authority, and from 2005 as an independent arm's length Government body administered by the Department for Transport. All of these variations were effected by statutory changes over the years – that in 2005 brought the railways owned by the Ministry of Defence into scope. What has not changed throughout has been the 'sharp end' work of the Committee which has remained fulfilment of these two functions as spelt out in the Railway Heritage Act.

As part of the review of arm's length bodies, it was envisaged in 2010 that both the Committee itself and the concept of a scheme of statutory protection for railway heritage should be abolished. A later review of Government policy in 2011 determined that a new cost effective solution might enable statutory protection to be retained, while abandoning the arm's length body as the machinery by which the work was carried out. Accordingly, the Statutory Instrument which abolishes the Railway Heritage Committee incorporates a transfer of the full legal powers of the Committee to the Trustees of the Science Museum. During the House of Commons Committee debate on the Statutory Instrument, the Minister of State commented: "The Government fully recognise the valuable work that the RHC has carried out over a number of years in identifying and designating railway artefacts and records of historical significance, so that they can be preserved for future generations. During its life, the RHC has designated more than 1,300 artefacts and many thousands of historic documents." [*Note: this is an historic figure, which has now risen to more than 1,500 artefacts.*]

The key to successful functioning of the Committee has always been a vigorous and positive relationship with core stakeholders – strong support from throughout the railway industry on the one hand and from the museum and railway heritage sector on the other.

Many of the proposals for designation have come from all levels within the railway industry and secure homes for designated items have been found not just at the National Railway Museum at York but at museums, archives and heritage railways and other heritage bodies throughout the country. This overwhelming support has been demonstrated not just by actions on the ground but was placed clearly on record during the Public Consultation carried out in 2012 to secure views on the proposed abolition and transfer of powers. Responses submitted from both the railway industry and the heritage sector unanimously registered strong support for the past work of the Committee and underlined the value of maintaining the statutory protection system. Transfer of the powers to the Trustees of the Science Museum was recognised by all as a pragmatic solution to enable this valuable work to continue.

Details of the work done in this final period of the Committee's operation are illustrated in the individual reports from the Sub-Committees and also the updated list of designations and disposals appended to this report. One 'sea change' development which I must spotlight has been the creation of a facility for the archives and records of the railway industry – the Railway Industry National Archive (RINA). Once again, this is a working partnership with the Science Museum as the RINA is being co-located with the Science Museum's own library at Wroughton, near Swindon. RINA should provide an effective solution to what had arguably been the most intractable problem throughout the lifetime of the Committee.

My report cannot conclude without expressing deepest gratitude to everyone who has been involved with the operations of the Committee. Our paid staff for many years has consisted of only one person, our indefatigable Secretary, Neil Butters, without whose unstinting dedication little could have been achieved. His efforts have been augmented by as many as 66 people from within the railway industry, the heritage sector and elsewhere who have served on the statutory Committee and our executive sub-committees over the years – all on a voluntary basis with only reimbursement of minimal travel and subsistence costs. The value of the combined knowledge, expertise and commitment of this extended team cannot be overestimated – above all, these qualities have helped to ensure that a robust and rigorous assessment process of all proposals for designation has been consistently applied. This was also cited by the Minister of State in the Commons Committee debate as “providing a good example of the volunteering spirit that is vital in preserving this country's rich railway heritage”. Space precludes listing in this section of the report all the names of this team, but I must record my special thanks to my Deputy Chairman, Sir Howard Newby, who has combined this role with chairing the Artefacts Sub-Committee and to the Chairmen of the two other Sub-Committees, Dr David Brown (Scottish Committee) and Jonathan Pepler (Records Committee).

And so to the future. We hand over on 1<sup>st</sup> April 2013 to the new Railway Heritage Designation Advisory Board which will be chaired – very appropriately – by my predecessor as RHC Chairman, Lord Faulkner of Worcester in his current role as a Science Museum Trustee. As ministers acknowledged in both houses of parliament, it was he who persuaded them that there was something sufficiently special about the railway's heritage to justify the retention of the RHC's powers of designation. On behalf of everyone involved with the Railway Heritage Committee, may I extend our very best wishes to the new Board, its Chairman and the Science Museum Trustees in continuing to safeguard Britain's railway heritage for the future.

Peter Ovenstone, CHAIRMAN

## Designations 2009 to 2013 (from 2 April 2009 to 31 March 2013)

*showing reference numbers*

- Models made by Apprentices at Doncaster Works: a. LNER Class A4 locomotive no. 4482 *Golden Eagle*; b. maroon 1970s electric locomotive built for London Underground; c. unidentified green 2–2–2 locomotive and tender, bearing some Patrick Stirling features [2009/8] [Disposal to Doncaster Council]
- Nameplates (one): *Chief Engineer* (Class 86 locomotive no. 86901); *Silvertown* (Class 313 electric multiple unit no. 313101) [Disposal to London Transport Museum]; *John F Yeoman Rail Pioneer* (Class 59 locomotive no. 59206) [09/9]
- ‘GWR Places of Interest’ – three framed pictures of colour images [09/10]
- Railtrack PLC Sign at West Brompton: *The Wildlife of West Brompton Linesides* [09/11]
- Paintings by Ernest Sargieson: *Evening Arrival* and *Loading Newspapers, King’s Cross* [09/12] [Disposal to NRM]
- Advertising Poster – framed: *Apex from London to Aviemore, now just £49 return* (two copies) [09/13] [Disposal to NRM and National Museums Scotland]
- Early Privatised Railway Network Map: *Britain’s National Railway Network Map*, 1998, showing logos of all TOCs (two copies) [09/14] [Disposal to NRM and National Museums Scotland]
- Electrification Mast Plaque: *The first mast to carry overhead wires for electrification of the East Coast Main Line was planted at Peterborough on 7<sup>th</sup> February 1985. Two years later, on 7<sup>th</sup> February 1987, this 12,000<sup>th</sup> mast was put in place by the Prime Minister the Rt. Hon. Margaret Thatcher M.P. to mark the completion of one third of the total project and the start of work in the York area* [09/15]
- Signalbox items, North Warwickshire Line – brass block shelf plate ‘To Shirley’, Henley-in-Arden; Signalbox nameboards for Henley-in-Arden and Bearley West Jn. [09/16]
- InterCity Sign, Retford; denotes signal maintenance facility [09/17]
- On-Track Machine (OTM) Nameplates: *First Engineering* (no. 73916); *James Watt* (73804); *Robert McAlpine* (73914); *William Arrol* (73915) [09/18]
- Porterbrook-inscribed Circular Clock and *Porterbrook* plaque [09/19] [Disposal to NRM]
- Station nameboards at Manchester United Football Ground (including any not currently visible) – *class designation* [09/20]
- Tom Winsor Plaque at Broughty Ferry [09/21]
- SWT (South West Trains) Door Plate from Eastleigh: *SWT/SOUTH WEST TRAINS/A STAGECOACH COMPANY/South West Trains Limited,/a wholly owned subsidiary/of Stagecoach Holdings Plc./Registered office:/Friars Bridge Court,/41–45 Blackfriars Road,/London SE1 8NZ* [09/22] [Disposal to NRM]

- Overground Network Signs at Richmond (includes double arrow + London Underground logo), and Greenwich (includes double arrow + DLR logo) [09/23]
- Waterloo International Opening Plaque [09/24]
- Locomotive Nameplate, Numberplate, Plaque, and Crests: *Queen's Messenger* (no. 67005) [09/25]
- Items at Tay Bridge: Fluorescent Light Fitting 'DUNDEE TAY BRIDGE' + Centenary Plaque [09/26]
- Sign at Whifflet marking Reopening of Line between Glasgow Central and Whifflet via Mount Vernon (with assistance from European Regional Development Fund 1994–96) [09/27]
- North British Rly 'Atlantic' Tender, as modified with Oil Tank (type ZRO) no. 041957 [09/28] [Disposal to Scottish Railway Preservation Society; further disposal to Scottish Railway Museum Collections Trust]
- Locomotive Nameplates: *Robert Adley* (91122, formerly 91022) [Disposal to NRM pro tem], *Ian Allan* (91007) [Disposal to NRM pro tem], *Sir John Betjeman* (86229) [10/1] [Disposal to NRM]
- LCDR/SECR Milepost 7¾, between Kent House and Beckenham Jn. [10/2] [Disposal to NRM]
- Signalbox Nameplate: 'MILNER ROYD JUNCTION' (box built 1878) [10/3]
- GWR Ticket Booths, Bristol Temple Meads (two) [10/4]
- *British Rail Agent* Sign, Saxmundham [10/5] [Disposal to NRM]
- Paintings by Terence Cuneo CVO, OBE: *Clear Road Ahead*, *On Early Shift*, and *An Engine is Wheeled*. [10/6]
- Two Permanent Way Section Cups: *British Railways London Division Best Permanent Way Section* (1949–65); *British Railways Northampton District Best Permanent Way Section* (1950–65) [10/7] [Disposal to Milton Keynes Museum]
- Signalbox Nameplate: VITRIOL WORKS [10/8]
- Parry People Movers – Class 139 Gas/Flywheel Hybrid Drive Railcars nos. 139001 and 139002 [10/9]
- Tea Plaque at Preston, commemorating efforts of Red Cross on behalf of sailors and soldiers during World War I [10/10]
- Bilingual Station Signs – Welsh/English: *Cardiff Central/Caerdydd Canolog*; *Swansea/Abertawe*; *Bridgend/Pen-y-Bont* + Large Sign in individual letters from front of station: 'SWANSEA/ABERTAWA' [10/11] [Disposal to National Museum of Wales]
- GNER Archive – specified material (Finalised list agreed – 19.11.10) [10/12] [Disposal to NMSI]
- Falsgrave NER Signal Gantry [Disposal to North Yorkshire Moors Rly [10/13]
- Bilingual Station Sign – Scots Gaelic/English: *Drem/An Druim* [10/14]
- Freshford Station Sign (reinstated GWR sign [10/15]

- West Runton Station Sign (Midland & Great Northern Rly) [10/16]
- Class 321 EMU Model [10/17] [Disposal to NRM]
- BRSA Ladies Darts Team Shield [Disposal to NRM]
- Signalbox Nameboard: WESTERN JUNCTION (Dalston) NSE-style [10/19] [Disposal to NRM]
- Bilingual Station Sign, English/Punjabi: *Southall* [11/1]
- Locomotive Nameplate: *ISAMBARD KINGDOM BRUNEL* (47484) [11/2]
- Locomotive Nameplate: *IRO THE INSTITUTION OF RAILWAY OPERATORS 2000–2010 TEN YEARS PROMOTING OPERATIONAL EXCELLENCE* (43025) [11/3]
- Locomotive Nameplate: *RAILWAY HERITAGE TRUST* (43189) [11/4]
- Bilingual Stations Signs, English/Scots Gaelic: *Carntyne/Càrn-Tin* and *Shettleston/Baile Nighean Sheadna* [11/5]
- Bilingual Station Directional Sign, English/Japanese: at Moreton-in-Marsh [11/6]
- Station Sign: *Witton for Villa Park ASTON VILLA FOOTBALL CLUB* [11/7]
- Redundant Radio Electronic Token Block (RETB) and Block Interface Control Unit (BICU) Equipment, from Craighendoran and Banavie [11/8] [Disposal to Romney Hythe & Dymchurch Rly]
- Telephone Concentrator, from Annat Gate Box (near Banavie) [11/9] [Disposal to SRPS]
- Class 60 Locomotive no. 60100 [11/10]
- EMU Nameplates: *Barry Flaxman* and *James Snelling* (357001 and 357209) [11/11]
- Locomotive Nameplate: *Eisteddfod Genedlaethol* (37429) [11/12]
- Painting of Class 170 Turbostar, by Mandy Shepherd [11/13]
- Locomotive Nameplate: *Elgar* (92009) [11/14]
- Wedge-shaped Snowplough no. ADB 965232 (no reserve) [11/15] [Disposal to NRM] *Amended designation: see 03/8*
- Beilhack Snowplough (complete) no. ADB 966099 [11/16] *Amended designation: see 03/1.*
- Signalbox Nameboards: SHREWSBURY CREWE BANK; CHURCHILL & BLAKEDOWN; and CARMUIRS WEST JUNCTION [‘CARMUIRS WEST JUNCT’] (2 no.) [11/17] [Disposal of Carmuir boards to a. NMS, b. SRPS]
- Yoker Resignalling Sign, Airdrie [11/18]
- Holmes Summit Board: ‘HOLMES/SUMMIT/656 ft (200m)/ABOVE SEA LEVEL’ [11/19]
- Historic Items at Springburn Depot (formerly St Rollox Works): a. one of pair of framed locomotive office windows, with CR crest; b. wooden feature for alcove with inscription ‘BRML Glasgow, Springburn Depot 1987’, with lion motifs; and c. small Railcare sign. [12/1]

- Plaque at East Kilbride: ‘SCOTRAIL RDS In memory of Jack and Helen Broadbent who campaigned so vigorously for the improvement of the railways in Scotland and in particular for the East Kilbride line, including its extension to the town centre.’ [12/2]
- BR LMR Enamel Sign: ‘TUTBURY CROSSING’ [12/3]
- Assemblage of Gold and Silver Medallions/Passes + Dies [12/4] [Disposal to NRM]
- Clock (two-face – through wall, long-case) at Prestwick Town [12/5]

- Plaques on Forth Bridge: 1. 'FORTH BRIDGE COMMENCED APRIL 1883 OPENED BY H.R.H. THE PRINCE OF WALES MARCH 4<sup>TH</sup> 1890' + 2. Directors [12/6]
- OPENING PLAQUE AT MILLIKEN PARK: 'ScotRail This station was formally opened by Councillor Andrew Ferguson, Strathclyde Regional Council, on 16<sup>th</sup> May 1989 Strathclyde Transport' [12/7]
- 'CAXTON SWIMMING CLUB' War Memorial and Perpetual Trophy/Shield; GNR/LNER [12/8] [Disposal to NRM]
- Cast Signalbox Plate at Barry: 'EVANS, O'DONNELL & CO. LTD. RAILWAY SIGNAL ENGINEERS LONDON & CHIPPENHAM' [12/9]
- Enamel Signalbox Nameplate: 'ATHERTON GOODS YARD' [12/10]
- Signalbox Nameboard: 'PARBOLD CABIN' [12/11]
- NSE Signalbox Nameboard: 'Newhaven Harbour' [12/12]
- Nameplate: 'Team Dorset DESTINATION WEYMOUTH' (Class 444 coach no. 67212) [13/1]
- Plaque at Fenchurch Street station, showing logos of Network SouthEast and BR Property Board [13/2]
- Pendolino Vehicles from set no. 390033 nos. 69133 (DMRFO – Driving Motor Restaurant First Only) and 69833 (PTSRMB – Pantograph Trailer second Refreshment Motor Brake), at Virgin Training Academy [13/3]
- Ramp Wagon for loading tanks on to Warflats, no. UKR 83 [13/4]
- Regional Railways Sign for Conductors, Cononley [13/5]
- EWS 'NO IDLING' Sign, Millerhill [13/6]
- Yoker Signalling Centre Sign [13/7]
- Plaque Commemorating Gourock Driver Arthur McKee, killed following an act of vandalism near Branchton, 25<sup>th</sup> June 1994 [13/8]
- Cathcart Signalbox: Control and Indication Desk [13/9]

## Artefacts Sub-committee

Although the RHC has been coming to an end in its present existence this has not slowed down the work of the Artefacts Sub-Committee. We recommended 12 designations in 2012/13 as compared to 11 during the previous year.

As in previous years our designations continue to reflect the diversity and pace of change in the Railway Industry. They ranged from the last British-designed mainline freight locomotive built in the UK - no. 60100, to an assemblage of gold and silver travel medallions. In an Olympic year, appropriate railway artefacts commemorating the Games were difficult to come by, but we did designate the nameplate "Team Dorset Destination Weymouth" (from Class 444 electrical multiple unit no. 444012. We continued to make surprising discoveries, including a 'Caxton Swimming Club' Great Northern Railway/LNER war memorial shield and perpetual trophy. We also designated two Pendolino vehicles, one a 'power car', and both currently set aside for training purposes by Virgin Trains at Crewe.

We hand over our responsibilities in the knowledge that the future designation of important artefacts has been secured. We have had the most constructive relationship with professionals throughout the modern railway industry, without whose support we simply would not have been able to discharge our responsibilities effectively.

I also want to thank all those who served on the ASC over the years – 24 individuals in total – some of whom have contributed a huge amount of time and effort. I particularly want to thank Bob Ballard who over the years has conducted a continuous survey of signalling equipment which has taken him all over the country, and who also compiled a regular update of the naming and de-naming of locomotives.

It seems fitting that the final meeting was held at the Mayflower Inn, Rotherhithe, where, in 1864, the Fellows of the Royal Society had met on the occasion of Sir Marc Brunel's 65<sup>th</sup> birthday. Here they had formed the 'Tunnel Club' – commemorated by a plaque funded by the British Tunnelling Society. Our meeting was followed by a formal presentation of the portrait of IK Brunel to the Brunel Museum. The painting is, arguably, by Britain's most distinguished portrait painter Bryan Organ, and formed a fitting finale to the work of the Committee.

Finally I thank all members for their support and commitment which has made my task a most enjoyable one.

Howard Newby, CHAIRMAN

## Records Sub-committee

For much of the life of the Committee the Records Sub Committee has wrestled with the central problem of how, practically, to arrange for the preservation of those records of the railway industry which the RHC designates. Artefacts are generally one-off items which can be dealt with piecemeal as they come to light, and there are often a number of appropriate institutions interested in their disposal. Archives and records, on the other hand, if they are to provide the materials for the history of the post-privatisation railway, need to be identified early in their lifespan and appraised and managed by series and class rather than represented by individual examples. There are also fewer potential recipients. Without a repository able and willing to take significant records and archives, there was a serious risk that the value and purpose of the designation process itself would be undermined. In his last annual report for 2008-09 my predecessor as Chairman, Dr John Gough, stated that he was “very cautiously optimistic” about a way forward in finding a solution. The principal achievement of the last 4 years has been the realisation of this ambition, although it is not the solution on the horizon early in 2009.

In the autumn of that year the proposal was put forward that the National Museum of Science and Industry (NMSI) might be able to accommodate a Railway Industry National Archive (RINA) at its site at Wroughton near Swindon, which is the home of the Science Museum’s large object store and library and archive. Co-location with an organisation with such a pedigree in the preservation of heritage has obvious advantages and practical benefits not least professional staff onsite who are aware of current national standards for the management of archives. A costed scheme was developed for the construction of a number of modular storage units, within existing refurbished hangars, to meet foreseeable demand for space on the site; the Department for Transport accepted this bid and released the matched funding which it had earmarked for the purpose in 2007. The National Railway Museum (NRM), which is part of the Science Museum Group along with NMSI, will manage the collections and provide public access. It is particularly exciting that the units have been constructed using a relatively new hemp-based building material which has excellent moisture and carbon-absorbing qualities. The building work is now complete and the unit will be ready for the reception of records from this spring.

This development is particularly opportune in the light of another piece of work which the Sub Committee has undertaken. GNER (Holdings), a subsidiary of Sea Containers, held the East Coast Main Line franchise from 1996 until 2007. The company went into liquidation in 2009, and the liquidators were willing to allow the Committee to survey the surviving records, with a view to identifying those which should be designated when they are available for disposal later this year. Carl Newton was very generous with his time in undertaking a thorough examination of the records which produced two very positive results. In the first place we have been able to identify and designate those records which should be transferred to the RINA, and raised a number of practical issues such as management of future access. The exercise also highlighted a number of issues relating to the designation scheme which the Sub-committee had acknowledged in principle but had not been able to test in practice.

GNER is an example of the sort of company which is increasingly common in the railway industry: a subsidiary part of a multi-national, with many interests outside railways, with a small central staff and a fluid structure, a world away from the classic model of the free-standing, independent, structured organisation on which the designation scheme was originally based.

As a result the Sub Committee has reviewed and revised the designation scheme of archive series and classes to make it more relevant to the industry as it exists today.

For most businesses in the railway industry, their website is a key part of their information resources, and their main public interface with their customers. The Sub-committee recognised their potential archival value in telling the story of the railway industry, while also noting the technical challenges which the capture of websites pose. To explore the subject further, the RHC commissioned consultants to analyse existing sites of companies within scope, suggest collection criteria, and propose technical solutions and indicative costs, but the Committee did not have the resources to take this forward. However the Sub Committee was able to act as intermediary in putting the NRM in touch with Sim Harris and the *Railhub Directory* which has been capturing websites of the railway industry over a number of years

The Sub Committee also welcomed the launch of Network Rail's Virtual Archive which is both a useful resource for those interested in railway history and a significant recognition by NR of the potential value of their archive for researchers, as well as its primary value for current business operations.

As Chairman of the Sub Committee, I have been acutely aware of my relative ignorance of the railway industry. I am very grateful to the other members of the Sub-committee for their unfailing help and support. As the Committee transfers its responsibilities to the new Advisory Board there remains much to be done primarily in raising awareness in the industry of the importance and value of archives and records. The history of the pre-privatisation railway can be written because systems and procedures were in place to ensure the orderly transfer of records to proper custody. In the more volatile and digital world in which the railways now operate, we need the positive interest and support of the industry, not simply well-meaning indifference: otherwise future historians will be confronted by a proverbial "black hole" of lack of evidence.

Jonathan Pepler, CHAIRMAN

## Scottish Sub-committee

The Sub-committee continued in its work of alerting the Main Committee to Scottish records and artefacts worthy of designation. As before, we held meetings in various locations around Scotland. Highlights included visits to the Network Rail Training facility at Larbert (September 2010) and to the Scottish Railway Preservation Society (SRPS) at Bo'ness (March 2011). In October 2012, we met at the Almond Valley Heritage Centre, Livingston where we were joined by Mrs Fiona Hyslop, Cabinet Secretary for Culture and External Affairs in the Scottish Government. She presided at the formal handover to the Almond Valley Heritage Trust as an addition to its museum collection for the Scottish shale oil industry of an oil wagon, a last survivor of this once-great industry. The vehicle had been decaying for many years in the yards at Doncaster until it was identified by RHC and designated in 2006. D B Schenker generously gifted it to Almond Valley in 2010 and the volunteers there subsequently did a magnificent job of restoring it to exhibition standard. The RHC is a UK body, and so the cross-border traffic in artefacts is two-way. In 2011, the Sub-committee proposed the designation of a redundant block interface control unit (BICU) from the West Highland Line. With the support of Network Rail this was then disposed to the Romney, Hythe and Dymchurch Railway in Kent, where it now has a new lease of working life. Other designation proposals for artefacts made by the group included Gaelic/English station signs at Drem, Carntyne and Shettleston (2010 and 2011), a station clock at Prestwick Town (2011), ceremonial plaques on the Forth Bridge (2012) and a section of the signal panel from Cathcart Signal Box (2013). This last is destined for SRPS, one of several Scottish heritage bodies to benefit from the RHC's work since 1996. More poignantly, our focus on the community who work in the railway industry led us to propose the designation of a plaque at Gourock Station commemorating Arthur McKee, a train driver killed in a 1994 derailment caused by vandals.

Several artefacts designated in times past came into full public view during the period. After a long delay, the Ladybank crane finally reached its new home at Glenfinnan (2012). The Stirling North signal post and bracket now enjoys a prominent place in the main hall of the National Museum of Scotland, newly re-opened in July 2011. The Callander and Oban Railway crest from Taynuilt is also fully restored and mounted at the CalMac terminal at Oban. We hope that a fully-refurbished Edinburgh/Glasgow milepost will soon have a place of honour in Haymarket Station, a fitting counterpoint to the one already an established landmark at Glasgow Queen Street. In the archive field, the Sub-committee facilitated a steady flow of First ScotRail records to the National Records of Scotland. As informed observers, we also made successful, informal efforts to advise organisations as to the future for the records of Transport Scotland, Strathclyde Partnership for Transport, and the two projects to build rail-links to Edinburgh and Glasgow airports from their respective cities.

The Sub-committee is now being abolished along with the RHC and its functions will pass to the new Railway Heritage Designation Advisory Board (RHDAB). In concluding this report, I must extend thanks to all of the 25 people who, over the past seventeen years, have passed through our ranks. They represented the main companies in the Scottish industry and the principal interests in the Scottish railway heritage sector. Their commitment and support, almost all of it given in their own time, was central to the successful working of the group. I was asked to lead the Sub-committee in 2010, following my predecessor Peter Ovenstone being appointed Chair of the Main Committee. I am particularly grateful to Peter for his agreeing to continue to attend meetings and give us the benefit of his advice and counsel, despite his heavy outside workload.

Finally, it is with great delight that I can report that all of the existing members have indicated a wish to assist RHDAB in its future work.

David J Brown, CHAIRMAN

## **Mission Statement**

The Railway Heritage Committee is established by statute to secure the preservation of evidence which is significant to the railway's history.

## Aims

The Railway Heritage Committee has the function of designating records or artefacts (or classes of record and artefact) which are historically significant and should be permanently preserved.

The Committee also has the function of agreeing which institution shall hold those records and artefacts so designated when no longer required by the railway business that owns them, and the terms under which they shall be offered to such institution.

The Committee will seek to identify records worthy of designation amongst those held within the railway businesses.

It will seek to identify artefacts for designation by canvassing museums and other bodies for information on the items on the railway that have a historical significance and by keeping abreast of the developments on the railway.

The Committee has set criteria to judge the historical significance of any item considered for designation. These criteria include:

- The type of the record and activity recorded – with an emphasis on recording policymaking and implementation, organisational structure, publicity and promotion, and operational aspects of the railway.
- The uniqueness of the artefact and its ability to represent and evoke the operation of the railway and its social impact.

In agreeing which institution will hold the record or artefact, the Committee has set for the institutions criteria that aim to ensure the long-term safety of the items and to maintain the integrity (as far as possible) of current collections or railway records and artefacts.

The Committee will be as open as possible in its decisions, using the set criteria as fairly as possible and maintaining records that are accessible to any interested party.

The Committee is helped in its work by three Sub-committees that consider the case for designation of records in England, Scotland, and Wales; artefacts in England and Wales; and (mainly) artefacts in Scotland. All decisions on designation, agreement to proposals to dispose and (where appropriate) direction will be made by the full Committee based on recommendations made by the Sub-committees.

## Procedure

Formally, the Committee must meet at least once a year. Normal practice is however to meet every three to four months.

Designations are made by the Committee and may relate to individual items, or to classes of item – eg types of record. It is also permissible to use the latter method to designate, say, a class of locomotive that is still in service – with a view to a good example being earmarked for preservation when it comes to be withdrawn. (To earmark one particular example at too early a stage could lead to problems were it to be involved in an accident, for instance.)

Formal designation is not the only procedure available to the Committee: it can often be more appropriate to enter into an agreement with the body concerned.

Minutes, together with records of designations and directions, are available for public inspection by appointment with the Secretary. Recent minutes of main committee meetings, together with all designations, are available to see on the website.

## Committee Status and Remit

The Railway Heritage Committee is established under the terms of The Railway Heritage Scheme Order 2005, authorised by the Railway Heritage Act 1996 (as amended by the Transport Act 2000 and the Railways Act 2005). The Committee's powers extend to the following organisations:

- a) the British Railways Board ('the Board') [since deleted]
- b) any wholly-owned subsidiary of the Board [since deleted]
- c) any company which was formerly a wholly-owned subsidiary of the Board
- d) any publicly-owned railway company (see note 1 below)
- e) any company which was formerly a publicly-owned railway company
- f) the Secretary of State
- g) any company which is wholly owned by the Secretary of State
- h) any franchisee; and
- i) any franchise operator.

Additionally, following passage of the Railways Act 2005, the Secretary of State now has the power, after consultation and by order made by statutory instrument, to add a body or description of a body to the list shown above.

The Railway Heritage Committee's principal remit is:

- to designate railway records and artefacts of sufficient interest to warrant preservation and to notify the owners accordingly
- to agree to whom designated records or artefacts should be offered for disposal
- to agree the terms of disposal (see note 2 below).

This arrangement amends that laid down under the Railways Act 1993, Section 125. (This in turn replaced a rather different arrangement established under the Transport Act 1968, Section 144 – which had long since been overtaken by events.) An Advisory Panel on the Disposal of Historical Records met once or twice a year between 1984 and 1994.

*Note 1: a 'publicly-owned railway company is, in essence, a company wholly owned by the Crown and carrying on a former undertaking of the British Railways Board. (See Section 151 (1) of the Railways Act 1993 for a full definition.)*

*Note 2: private companies may be entitled to receive compensation for items subject to a preservation direction. The Committee hopes however that, in the interests of preserving the nation's heritage, companies will be generous to bona fide collecting institutions.*

## Membership

From 17 June 2009, the Railway Heritage Committee has been chaired by Peter Ovenstone, otherwise Company Secretary and a Director of the Heritage Railway Association. He had served as Deputy Chairman from 1 to 16 June 2009.

On 16 June 2009, Lord Faulkner of Worcester had resigned as Chairman on his appointment as a Lord in Waiting in the Whips' Office. This was formally an appointment of the Royal Household. Lord Faulkner was now to speak on behalf of Lord Adonis, then Secretary of State for Transport, in the House of Lords and also, from time to time, on Welsh matters, as well as energy and climate change.

Dr John Gough, Deputy Chairman, and Andrew Scott CBE both retired from the Committee on 31 May 2009, having reached their full terms of office. Andrew Scott was replaced by Helen Ashby as representative of the National Railway Museum.

Sir Howard Newby, Vice Chancellor of the University of Liverpool, has served as Deputy Chairman since 17 June 2009.

During most of the course of 2009–10 there were 14 members in total, drawn from the railway industry, the record offices, the museums world, the heritage railway sector – and from amongst individual railway historians. With the change of Government and abolition on the horizon however this has declined to eight members.

Members are appointed by the Secretary of State for Transport. It is the responsibility of the Secretary of State to provide reasonable administrative and secretarial support.

**Membership in 2009–13**

Peter Ovenstone, CHAIRMAN *from 17 June 2009*  
 Lord Faulkner of Worcester, CHAIRMAN *to 16 June 2009*

Sir Howard Newby, KB, CBE, DEPUTY CHAIRMAN *from 17 June 2009*  
 Peter Ovenstone, DEPUTY CHAIRMAN *from 1 to 16 June 2009*  
 Dr John Gough, DEPUTY CHAIRMAN *to 31 May 2009*

**Representative Members**

Helen Ashby OBE, *National Railway Museum †*  
 Dr David Brown, *National Records of Scotland*  
 Prof Andrew McNaughton FREng, *the railway industry \* R*  
 Andrew Scott CBE, *National Railway Museum † R*  
 Jeremy Swift, *the railway industry \**

\* *Andrew McNaughton was employed by High Speed Two (HS2) Ltd;  
 Jeremy Swift is employed by Network Rail Infrastructure Ltd*

**Individual Members**

Chris Austin OBE *R+*  
 Ian Brown CBE *R+*  
 Christopher Fildes OBE *R*  
 (Dr John Gough † – *see above*)  
 Gareth Jones *R*  
 (Sir Howard Newby KB, CBE – *see above*)  
 Michael Lamport  
 (Peter Ovenstone – *see above*)  
 Jonathan Pepler  
 Graham Smith MBE  
 Catherine Wilson OBE *R*

† *part-period only*

*R* *since retired from Committee*  
*R+* *formally since retired, but still invited to attend*

## Sub-committees

Four sub-committees were established: a Records Sub-committee; an Artefacts Sub-committee; a Scottish Sub-committee, and an Appointments Sub-committee. As shown below, the first three include members not on the main committee.

### Artefacts Sub-committee

Sir Howard Newby KB, CBE, CHAIRMAN

Helen Ashby OBE

Ian Brown CBE

Lord Faulkner of Worcester (ex-officio) † *R*

Christopher Fildes OBE

Gareth Jones

Michael Lamport

Peter Ovenstone

Andrew Scott CBE † *R*

Jeremy Swift

Catherine Wilson OBE *R*

### Appointed additionally

Bob Ballard

David Bladen

Tim Bryan

Richard Gibbon OBE *R*

Charlie Maddocks *R*

Aidan Nelson

Andrew Scott CBE

Mark Whitmore

### Records Sub-committee

Jonathan Pepler, CHAIRMAN (*from 1 June 2009*)

Dr John Gough, CHAIRMAN (*to 31 May 2009*)

Chris Austin OBE

Dr David Brown

Lord Faulkner of Worcester (ex-officio) † *R*

Prof Andrew McNaughton FEng *R*

Peter Ovenstone (ex-officio) †

Graham Smith MBE

### Appointed additionally

Justin Cavernelis-Frost

Dieter Hopkin

Nigel Loadman *R*

Carl Newton

Tim Procter

Roderick Shelton

Dr Elizabeth Hallam Smith

Peter Trewin

**Scottish Sub-committee**

Peter Ovenstone, CHAIRMAN  
 Dr David Brown  
 Lord Faulkner of Worcester (ex-officio) †  
 Dr John Gough †  
 Sir Howard Newby KB, CBE  
 Jonathan Pepler †

**Appointed additionally**

Ed Bartholomew  
 John Burnie ‡  
 Louise Innes (formerly known as Alastair Dodds)  
 Bob Gardiner  
 Richard Gibbon OBE *R*  
 Peter Ramsay  
 John Yellowlees

**Appointments Sub-committee**

Peter Ovenstone, CHAIRMAN (*from 17 June 2009*)  
 Lord Faulkner of Worcester, CHAIRMAN (*to 16 June 2009*)  
 Dr John Gough †  
 Sir Howard Newby KB, CBE  
 Jonathan Pepler †

† part-period only

‡ part-period only – deceased

## Memorandum of Understanding with the National Railway Museum

- 1 The National Railway Museum Collecting Policy sets out the broad principles for collecting by the Museum and identifies the themes that the Museum aims to interpret, through its collections, for the benefit of a broad range of audiences.
- 2 The Railway Heritage Committee has a significant role to play in the development of the NRM collections and is a key contributor in the identification and acquisition of material from the railway industry. The RHC and NRM will work together to use their best endeavours to ensure the continuing development and maintenance of the National Collection.
- 3 This agreement aims to highlight agreed areas of co-operation between the NRM and the RHC –
  - 3.1 The Railway Heritage Committee will use the expertise of its members and associates to provide support for the development of detailed collecting policies within the areas identified in the NRM's thematic agenda, insofar as resources permit.
  - 3.2 The Railway Heritage Committee has access to information, people and objects throughout the railway industry and will provide introductions that enable the NRM to build its collections in line with the National Heritage Act 1983, taking account of the Museum's Collecting Policy and the existing collections.
  - 3.3 The Railway Heritage Committee is a Non-Departmental Public Body with the potential to attract additional resource in support of the NRM collections so that the RHC may discharge its statutory duties.
  - 3.4 The National Railway Museum has access to expertise and knowledge in collections management and provides a suitable home for such material directed to it by the Railway Heritage Committee, as the Collections Development Group of the Museum may determine as appropriate for acceptance into the collection.
  - 3.5 The National Railway Museum will, from time to time, review its existing collections and will make selective disposals. The Railway Heritage Committee may advise the Museum on potential suitable recipients for material requiring re-homing.
  - 3.6 The National Railway Museum and the Railway Heritage Committee agree to consult each other over future planning.
  - 3.7 The National Railway Museum agrees insofar as resources permit to continue providing assistance to the Railway Heritage Committee in respect of the latter's decision-making processes.
  - 3.8 This memorandum will be reviewed at least every five years.

Adopted 2 December 2005

## Policy statement: presence of asbestos

Any artefact within scope of the *Railway Heritage Act 1996* may be considered for designation by the Committee without reference to its asbestos status.

The Committee nevertheless recognises that any proposed disposal would be in accordance with relevant legislation.

In the case of ongoing use or for preservation, before approving such a disposal the Committee will require an assurance in writing from the owning body *either* that the item or items concerned are as far as is reasonably practicable free from asbestos; *or*, if not, that it has obtained/will obtain before transfer an appropriate Certificate of Exemption from the Health & Safety Executive – recognising that this implies notifying said body of the intended new owner and the purpose to which the item or items in question are to be put, and may also imply stripping of the said asbestos (subject to discussions with the Railway Inspectorate).

## **Policy statement: nameplates and associated crests**

Where locomotive and multiple unit nameplates are shown as designated, the designation is deemed to apply to any associated crests.

## Nature of records and artefacts

Records take a number of forms, but essentially may be regarded as ‘information carriers’. Examples include: legal documents, traditional files, ledgers, record books, maps, plans, engineering drawings, printed documents/booklets/leaflets – eg timetables, rule books – card indices, microfilm, and electronic storage media such as computer disks and tapes; also, films, audio-visual presentations, videos, photographs (including negatives), slides, posters (other than advertising posters), newsletters, newspapers, magazines, etc.

Artefacts may be regarded as three-dimensional items capable of being moved around. Examples include locomotives and other rolling stock, railway-related road vehicles, stationary engines, movable structures, operating and engineering equipment – eg signalling and telecommunications equipment – furniture, clocks and watches, railway models, hotel and catering ware, uniform and personal items, tickets/passes/labels, commemorative coins and medals. Paintings/works of art, advertising posters, calendars, and emblems are also likely to fall within this category.

## Criteria for designating records

### Preamble

*Prior to the passing of the Railways Act 1993, railway records in general were presumed worthy of preservation save where a deliberate decision to dispose had been taken. The 1993 act, in powers continued under the Railway Heritage Act 1996, provides that only those records deemed of sufficient importance to merit preservation and so designated by the Railway Heritage Committee shall be protected.*

The Railway Heritage Committee will normally seek to designate series of records from the companies over which it has jurisdiction rather than individual items. It will exercise its powers to ensure the preservation of those record series that constitute a company's top-level business archive. Such materials include:

- the company's memorandum and articles of association;
- annual reports;
- the minutes of the main board and its committees (whether standing or *ad hoc*) and the working papers of those bodies, and comparable material for all subsidiary companies;
- organisation charts, showing the principal officers and the departmental structure of the company;
- company newsletters, newspapers, or magazines for distribution to staff;
- files relating to the preparation of legislation where the company was the initiator of such legislation.

The Railway Heritage Committee may also, from time to time, designate individual records for preservation. In making such individual designations the Committee will take into account such factors as:

- the rarity of the record;
- the importance of the information carried by the record;
- the significance of any associations the record may have;
- that the record forms part of an established series that is being collected by a recognised institution, or that it relates to an object or class of object that is being collected or preserved *in situ* by a recognised institution.

In making all designations, the Committee will be mindful of the desirability of ensuring the continuity of existing record series of historical significance.

Aware of the breadth of the existing railway archive, the Committee will wish to encourage the voluntary preservation of records beyond those for which designation is appropriate where willing donors and willing recipient bodies or institutions can reach agreement.

## Criteria for designating artefacts

### Preamble

*Consonant with the spirit of the Railway Heritage Act 1996, the Railway Heritage Committee should designate for preservation only those classes or descriptions of artefact that it actively decides to be of sufficient interest and significance to warrant preservation.*

Artefacts to be considered for designation should be judged against the following criteria:

- a) That they are unique, as made or built/the last remaining one of a group or class/extremely rare;
- b) That they are representative of a group or class that merits preservation;
- c) That they are illustrative of a type of activity that merits preservation;
- d) That they represent an important technical or operational aspect of the railway;
- e) That they represent an important aspect of the social impact of the railway;
- f) That they form part of an established series or part of an assemblage that is being collected by a recognised institution;
- g) That they represent an important stage in development;
- h) That they have been involved in some significant event, or have associations with an important person or organisation;
- i) That they are of local, regional, national or international importance.

All should meet criterion (i) and one or more of criteria (a) to (h).

In addition, the Committee has the authority to introduce as valid criteria such other factors as from time to time it may deem appropriate.

## **Special criteria for designating nameplates**

1. Those that were carried by rolling stock undertaking duties of particular cultural or historic significance.
2. Those that perpetuate a railway tradition of naming and/or steam-era plates held in the national collection.
3. Those that commemorate significant people or events in the history of railways.
4. Those that are representative of the evolution of plate design.
5. Those that represent the evolution of naming policy.

## Criteria for consenting to or making directions for disposals of records

### Preamble

*The Transport Act 1968 empowered the British Railways Board to offer records presumed worthy of preservation first to the Secretary of State for Education & Science or, where Scottish records were concerned, to the Secretary of State for Scotland. In practice, such Scottish railway records have always been passed to the Scottish Record Office (now the National Archives of Scotland).*

*In 1975, the Secretary of State for Education & Science exercised his right and claimed three categories of record, which were transferred to the National Railway Museum. Subsequently, similar records were sent to the National Railway Museum – and all UK-wide, English and Welsh records were offered first to the Public Record Office (now The National Archives), then to other designated local authority record offices.*

*In consenting to or making directions for a disposal, the Committee should be mindful of maintaining continuity of location in record series of historical significance.*

*In making a direction, the Committee may order an offer either to a single institution or to a group of institutions arranged in hierarchical order.*

The Committee has adopted the following criteria for receiving institutions:

- a) That these can demonstrate that the items concerned fall within their collecting policy.
- b) That they meet approved minimum storage standards in terms of security; fire, water and environmental control; space; and layout of site.
- c) That they meet approved minimum standards for facilities of public use in terms of the supervised, safe inspection of records; opening hours; ready production of records; cataloguing of records open to public inspection; facilities for obtaining copies; and the prevention of unauthorised access to closed records.
- d) That they have an approved long-term plan.
- e) That there should be long-term financial security.
- f) That they are likely to be in a position to meet any required terms relating to payment, including any payment for transport – when such payment has not been met from another source.

All of these tests must be passed at the envisaged time of disposal.

In addition, the Committee has the authority to introduce as valid criteria such other factors as from time to time it may deem appropriate.

## Criteria for consenting to or making directions for disposals of artefacts

### Preamble

*The Transport Act 1968 empowered the British Railways Board to offer artefacts presumed worthy of preservation first to the Secretary of State for Education & Science, and thereafter, if not claimed within six months, to any other person. From 1975, it was agreed that the practice should change: such items would be offered first to the newly-established National Railway Museum.*

*In consenting to or making directions for a disposal, the Committee should be mindful of the desirability of facilitating the development of existing major national collections of historical artefacts.*

*When appropriate, it should also take into account whether or not museums are registered with the Museums, Libraries and Archives Council (MLA).*

*In making a direction, the Committee may order an offer either to a single institution or to a group of institutions arranged in hierarchical order.*

The Committee has adopted the following criteria for receiving institutions:

- a) That these can demonstrate that the items concerned fall within their collecting policy.
- b) That they meet approved minimum storage standards in terms of security; fire, water and environmental control; space; and layout of site.
- c) That they meet approved minimum standards for public display facilities in terms of the supervised, safe inspection of items; opening hours; and the cataloguing of items open to public inspection.
- d) That they have an approved long-term plan.
- e) That there should be long-term financial security.
- f) That they are likely to be in a position to meet any required terms relating to payment, including any payment for transport – when such payment has not been met from another source.

All of these criteria must be met by receiving institutions at the envisaged time of disposal.

In addition, the Committee has the authority to introduce as valid criteria such other factors as from time to time it may deem appropriate.

## Care of designated items

Owning bodies are, naturally, expected to look after items that have been designated. They are not however expected to restrict their use in any way; nor need they refrain from modifying them, although the Committee would wish to be advised of any significant changes. (If a locomotive were to be re-engined, for example, a case might be made for designating the original engine in its own right – if it were held to be of sufficient importance. At some future date it might thus be possible to re-unite the engine with the rest of the locomotive.)

Designated items may only be disposed of with the agreement of the Committee.

The Committee has drawn up a set of standard terms and conditions for the care of items disposed of with its consent – see below. The Committee may require an undertaking from a receiving body that it will abide by such terms and conditions.

## Formal undertakings

*Network Rail Infrastructure Ltd (formerly, Railtrack PLC) has formally undertaken –*

To supply two copies of various operating publications to approved institutions on a continuing basis. These include rule books, working timetables, and general and sectional appendices.

To notify the Committee of any intention to replace the avalanche signals at the Pass of Brander.

## Terms and conditions for the care of items disposed of with the consent of the Committee

With regard to records –

### *1 Documentation*

The recipient shall maintain documentation systems and access in line with The National Archives' Standard for Record Repositories (see website [www.nationalarchives.gov.uk/archives/standards-framework.htm](http://www.nationalarchives.gov.uk/archives/standards-framework.htm)).

### *2 Access*

Appropriate standards of public access to the item(s) must be provided, taking into account issues of public safety, the fact that some items could be in use and the needs of future conservation.

### *3 Care and Security*

Upon receipt of the item(s), the recipient shall:

- a) Take measures to ensure the long-term care of the item(s) in accordance with BS 5454.
- b) Maintain the material in a suitable condition for public display or inspection, as appropriate.
- c) Provide suitable security broadly in accordance with BS 5454.

### *4 Insurance*

Except in the case of receiving institutions covered by government indemnity, or owned by a local authority, insurance cover against damage by fire, flood, or other mishap must also be obtained, where appropriate. Details of this cover shall be made available to the Committee if it shall so request.

### *5 Disposal*

In the event of recipients wishing to dispose of material, they must first obtain the written consent of the Committee with regard to a new recipient.

With regard to artefacts –

*1 Documentation*

The recipient shall maintain documentation systems to the standards laid down by the Museums, Libraries and Archives Council (MLA) for museum accreditation purposes.

*2 Access*

Appropriate standards of public access to the item(s) must be provided, taking into account issues of public safety, the fact that some items could be in use and the needs of future conservation.

*3 Care and Security*

Upon receipt of the item(s), the recipient shall:

- a) Take measures to ensure the long-term care of the item(s) in line with the appropriate MLA guidelines.
- b) Make: i) a condition report and photographic record of the material; and ii) a record of any conservation or restoration work. Any replacement parts must be clearly and permanently marked and dated.
- c) Maintain the item(s) in a suitable condition for public display or inspection, as appropriate.
- d) Provide suitable security in accordance with the appropriate MLA guidelines.

*4 Insurance*

Except in the case of receiving institutions covered by government indemnity, or owned by a local authority, insurance cover against damage by fire, flood, or other mishap must also be obtained, where appropriate. Details of this cover shall be made available to the Committee if it shall so request.

*5 Disposal*

In the event of recipients or their personal representatives wishing to dispose of material, they must first obtain the written consent of the Committee with regard to a new recipient.

## Designations (showing year) and disposals to 31 March 2009

*Note: excludes items designated but later de-designated*

### Bells

**Bell, 1898, believed to have come from Brighton Pullman Works** [02/4] [Disposal to Bluebell Rly Trust]

**Bell from Sheaf House, Sheffield – acquired by Midland Railway from 15<sup>th</sup> Duke of Norfolk in 1899** [01/2] [Disposal to NRM]

**Bell (1866) known to have been in use at Liverpool Street station** [98/4] [Disposal to Bressingham Museum]

**LNWR Bell (1892) from Euston station** [98/3] [Disposal to NRM]

**Inverness & Aberdeen Junction Rly Bell (1858) at Inverness station** [97/8]

### Buffers

**Sets of buffers (all), Bradford Interchange** [08/22]

### Certificates

**Woodbridge Extension share certificate printing plate** [07/9] [Disposal to NRM]

**Certificate of Incorporation: Wilsons & North Eastern Rly Shipping Company Ltd; 6 March 1906** [07/6] [Disposal to NRM]

**Landscaping Certificate for Glasgow Central** [05/9] [Disposal to National Museums Scotland]

### Clocks

**Clock at Ladybank, believed to be original** [08/27] [Disposal to Glenfinnan Station Museum Trust]

**Flap Clock, London Victoria** (shows seconds) [08/21]

**Clock at Troon** [08/8]

**Clock from Mickleton station, Tees Valley Rly; by R Railton, Barnard Castle** [05/5] [Disposal to Darlington Borough Council, for Darlington Railway Centre]

**Clock from Royal Waiting Room, Windsor** [03/4] [Disposal to Swindon Borough Council for STEAM]

**Carnforth Station Clock (case and faces):** this featured strongly in the well-known 1946 film *Brief Encounter* starring Celia Johnson and Trevor Howard [00/11]

**Caledonian Rly Clock, Barrhill** [99/13] [Now at Buchanan House, Glasgow]

**Perth Station two- and three-face Clocks** (including mechanism) [97/20]

**London & Birmingham Rly Regulator Clock** (oldest working railway clock in world) [97/5] [Disposal to NRM]

## Coaching Stock

**Inspection Saloon *CAROLINE* (type AZA) no. DB 975025; built at Eastleigh as DEMU TRB buffet vehicle no. S 60755; 1981 – used in Lady Diana/Prince Charles honeymoon special [08/35]**

**2 ft-gauge ‘Royal’ Coach, Eastriggs – used by Prince William of Gloucester; built 1973 for RAF Chilmark [07/2]**

**Ex-LMS Saloon no. DM 45029; conveyed senior members of royal family at Prince of Wales’ investiture; first passenger-carrying vehicle on to Britannia Bridge after fire [06/15]**

**Class AF2F Coaches (DBSO – Driving Brake Open Standard) nos. 9705 and 9707 [06/1] [Disposal to British American Railway Services Ltd, subject to Undertaking]**

**LSWR former Observation and Ambulance Coach, built 1907; latterly WGP 8800 [05/10]**

**Mark I Travelling Post Office Sorting Vehicle (NSA) no. 80382 [04/9] [Disposal to Scottish Railway Preservation Society; further disposal to Scottish Railway Museum Collections Trust]**

**Royal Train Passenger Rolling Stock [04/1]**

## Coats of Arms

**BRSA (Eastern Region) Coat of Arms [02/11] [Disposal to NRM]**

**Wooden Sculpture of British Railway Board Coat of Arms [98/12] [Disposal to NRM]**

## Collections and Groups

### Heritage Items on West Coast Main Line:

Harrow & Wealdstone station: 1952 accident commemoration plaque

Hatch End downside on bank: coal and wine tax post

Denbigh Hall, Bletchley: plaque commemorating original, temporary terminus (from south) of London & Birmingham Rly; on underbridge

Castlethorpe: water trough concrete lamp holder

Basford Hall Junction signalbox: framed brass plaque commemorating visit to Crewe Works by King George V in 1913

Liverpool Edge Hill station: plaque commemorating restoration of station in 1979; V-shaped wall clock

Wigan North Western: (one pair of) LNWR buffer stops

Gretna: England–Scotland border signs [06/2]

### Items from Sudbrook Pumping Station/in Severn Tunnel:

two large lamps for marking changes in tunnel gradient; three notices; six plaques; set of pressure gauges; governors from original fan engine; door closed by diver Lambert on discovery of great spring 1879 (first application in Britain of self-contained diving apparatus); large spanner with reverse thread, next to above door; map of tunnel [04/4]

### Collection of heritage items at Crewe Works:

documentary (25); commemorative (unframed) (22); commemorative (framed) (12); signs and insignia (36); trophies and shields (20); photographs (unframed) (47); photographs (framed) (58); models (cased) (21); models (uncased) (78);

manufacturing items (64); railway items (19); support items (34); medical items (9).  
(Total: 445) [02/17] [See website for further details]

#### **Items at Vale of Rheidol Rly:**

three GWR 2–6–2 side tank locomotives (nos. 7 *Owain Glendwr* and 8 *Llywelyn* built 1923, no. 9 *Prince of Wales* built 1924); 16 GWR bogie coaches plus one GWR four-wheeled guard's van (four summer cars built 1923, all other 1938); three ex-Plynlimon & Hafan tramway four-wheeled end-door open wagons plus three flat wagons (all much modified, 1897/8); four Midland Carriage & Wagon four-wheeled side-door open wagons plus one flat wagon (1906); Pease & Co Worcester ground frame (1902); two GWR (narrow gauge) water cranes (1920s); Cambrian Rly 2,500-gallon cast-iron water tank (1920); patterns from Swindon Works; BR signalling staff with two tickets [99/19]

**Collection of Royal Train etc material from Wolverton Works** [98/24] [Disposal to NRM, Public Record Office – now The National Archives, Scottish Record Office – now the National Archives of Scotland, Milton Keynes Museum, Midland Railway Trust, Vintages, Carriages Trust]

#### **Furnishings at/from former BR Main Headquarters building, York:**

contents of Board and Committee Rooms – including portraits and clocks; contents of room known as General Manager's Safe; busts of George and Robert Stephenson [Disposal of busts to IMechE]; other specified items of artwork; First Aid shields [Disposal of Great Central Rly shield to GCR Association; other shields to Museum of Order of St John] [Disposal of almost all other items to NRM] [98/18] See List of Designations, Undertakings, and Disposals for further information.

### **Company records (active)**

#### **Classes of record:**

Memorandum and article of association

Annual reports

Minutes and working papers of main board, principal subsidiaries, and any sub-committees (whether standing or ad hoc)

Organisation charts showing principal officers and departmental structure of company

Company-produced staff newsletters/papers or magazines

Files relating to preparation of principal legislation where company was in lead in introducing legislation [Interim Disposal of Railtrack PLC records relating to Channel Tunnel Rail Link to Union Railways (North) Ltd and Union Railways (South) Ltd] [99/14]

**Daily incident log** [99/1]

### **Containers**

**20 ft Freightliner Container no. 08L43** [08/7] [Disposal to NRM]

**BR Experimental Fibreglass BD Container**, Falkland Yard, Ayr [07/3] [Disposal to Scottish Railway Preservation Society; further disposal to Scottish Railway Museum Collections Trust]

**Two BR-type AF Containers at Wigan Springs Branch** [98/22]

## Cranes

**Fixed crane** at Ladybank, built c 1870 by James Tod & Son, Edinburgh [01/7] [Disposal to Glenfinnan Station Museum Trust]

**75t diesel hydraulic breakdown crane** (type ZIA) no. ADRC [99/11]

## Display Pieces

**Box, containing piece of stone from original Edge Hill station (1836)** – believed to be oldest in world still in normal service – commemorating, in 1979, a. 150<sup>th</sup> anniversary of Rainhill trials, and b. inaugural run of APT; box also sports a BR double arrow [06] [Disposal to National Museums Liverpool]

**Barmouth Viaduct Timber Display Piece showing damage by teredo worm** [97/4] [Disposal to Sailors' Institute Museum, Barmouth]

## Drawings and plans

**BR Corporate Design Material** [08/2] [Disposal to NRM]

**Plan of Lochgorm Works** [07/17] [Disposal to National Archives of Scotland]

**LMS Estate Department land books: a. Gleneagles Golf Course, 1926; b. Turnberry Hotel and Golf Course, 1930** [00/9] [Disposal to British Gold Museum, St Andrews]

**Boxed book set of Bourne drawings of London & Birmingham Rly** [98/6] [Disposal to NRM]

**Stephenson-era structural drawings – three:** bridge (canal over railway) no. 31 Wolverhampton contract, Grand Junction line – dated 11 July 1835; bridge (occupation lane) near Hunton Bridge (north of The Grove, Watford); Sankey Viaduct, Liverpool & Manchester Rly – dated 23 June 1832 [97/25]

**Brunel-era Structural Drawings: produced for GWR or its associated companies between 1833 and 1859** – non-operational property [96/2]

**Brunel-era Structural Drawings (as above)** – operational property [95/1]

## Files and other company records

**British Railways Board 'Organising for Quality' (QTP)** [99/16]

**File series from BR Records Centre:** selected from – BRB Chief Executive (Railways); BRB Finance Department; BRB Industrial Relations; BRB Public Affairs; Design Panel; BR Property Board HQ correspondence; Railway Staff Conference papers; BTC Chief Secretary correspondence; BR SR Channel Tunnel Link; BR SR and Southern Rly General Manager's correspondence; LMS Research Department reports; Chief Projects Officer; Projects Department; Advanced Technology; Business Review Group; BR Works Group; New Works Department; Hovercraft papers; Operational Research Department reports; Privatisation Studies Group; Shipping & International Services [99/3] [now Public Records, at The National Archives]

**British Railways Board Secretariat** – paper records and microfilm [98/17] [now Public Records, at The National Archives]

**British Rail Privatisation Archive** [97/27] [now Public Records]

**Railtrack Flotation Data Room Archive** [97/26]

**File series from BR Records Centre:** selected from –

Reconstruction of London Euston and Birmingham New Street stations, and Mersey Link and Loop (New Works Department); Building of Channel Tunnel, Waterloo International Terminal, and Dollands Moor International Freight Terminal project files; Director of Operations Policy & Safety files; Director of Safety policy and case files; BR Provincial Sector proposed closure files; IM Campbell papers [97/11] [now Public Records, at The National Archives]

**Films**

**Post/non-British Transport Films (BTF) material** [04/7]

**British Transport Film Archive (including out-takes)** [96/4] [Disposal to British Film Institute – National Film & Television Archive]

**Flags**

**Three flags: i. Lion and Wheel; ii. BTC Shipping; iii. InterCity 21** [07/13] [Disposal to NRM]

**BR Flags – two** (from Euston House) [99/22] [Disposal to NRM and Islington Museum]

**Furniture**

**Three SR Benches**, from Worplesdon [08/30 + 09/7] [Disposal to Bluebell Rly Trust]

**Four LMS Benches at Leigh-on-Sea** [07/19]

**North Staffordshire Rly double-sided Bench**, from Etruria [05/15] [Disposal to NRM]

**Set of original Doors from Bristol Temple Meads Joint Station** [05/7]

**Three benches (Midland Rly, Manchester Sheffield & Lincolnshire Rly, unknown Rly)** from Sheaf House, Sheffield [01/2] [Disposal to NRM]

**The Darlington Cabinet, made for the Stockton & Darlington Rly, c. 1840.** [99/17] [Disposal to Darlington Railway Centre & Museum]

**Firescreen – with GER Crest** [98/5] [Disposal to East Anglian Railway Museum]

**GNR Boardroom Table and 26 Chairs**, from Doncaster Works [97/28] [Disposal to Doncaster Museum & Art Gallery]

**LMS Station Furniture** (at listed station in north west England) [97/13]

**Letter**

**Letter from IK Brunel, concerning the Forest of Dean** [99/18] [now a Public Record, at The National Archives]

**Libraries**

**Former LMS/BR London Midland Region Library** [97/2] [Disposal to Birmingham Central Library, Public Record Office – now the National Archives, NRM, National Tramway Museum (LMS Tramways map)]

**Former GER etc library** [97/3] [Disposal to Essex County Record Office]

## Locomotives and Multiple Units

**Valenta HST Engine** [07/22] [Disposal to NRM]

**Corsham Narrow Gauge Locomotive ‘WD No. 1’** [06/22]

**Class 414 2HAP Unit no. 4308 (vehicle nos. 61275 and 75395** [06/6] [Disposal to NRM]

**Class 423 4VEP Driving Trailer no. 76875, from Unit 3545** [06/5] [Disposal to NRM]

**Class 101 Diesel Multiple Unit Vehicles nos. 51192 and 54352** (formerly no. 56352) [04 – amended numbers; original designation 01/4] [Disposal to NRM]

**Class 306 Electric Multiple Unit no. 017** [03/2] [Disposal to NRM]

**Class 58 Locomotive no. 58050** *Toton Traction Depot* [02/5]

**Class 33 Locomotive no. 33116 (formerly no. D 6535)** [01/5] [Disposal to NRM]

**Class 73 Locomotive no. 73201** *Broadlands* (formerly no. E 6049, then 73142); this locomotive hauled many royal trains [00/12] [Superseded nameplates-only designation: 99/15]

**Class 311/936 (Glasgow ‘Blue Train’) Electric Multiple Unit Driving Battery Trailer no. 977844 (formerly 76433) (from unit 936103)** [00/10] [Disposal to North Lanarkshire Council, for Summerlee Industrial Heritage Centre, Coatbridge]

**Class 303 (Glasgow ‘Blue Train’) Electric Multiple Unit no. 032 – with centre car later switched from set no. 023** [00/4] [Disposal to Scottish Railway Preservation Society; further disposal to Scottish Railway Museum Collections Trust]

**Class 47 Locomotive no. 47798** *Prince William* (formerly no. D 1656, then 47072, then 47834) [99/6] [Disposal to NRM]

**Class 37 Locomotive no. 37350/D 6700** *National Railway Museum* [99/5] [Disposal to NRM]

**Class 91 Locomotive no. 91031** *Sir Henry Royce* [98/20] *Note: holds British locomotive speed record of 161 mph, set in 1991 on a test run down Stoke Bank with DVT end leading.*

**High Speed Train – Class 43 Locomotives plus Coaches comprising InterCity 125s** (*class designation*) [97/7] *Note: a special HST set (43102 + 43104 plus three coaches) holds official world speed record for diesel traction of 149 mph, set in 1987 on measured mile between York and Northallerton.*

**Class 08 Shunting Locomotive no. 08616 (formerly D 3783)** (last locomotive to have been rebuilt in Swindon Works) [96/1]

## Mileposts

**Edinburgh & Glasgow Rly Mileposts** [06/10] [Disposal of four of five to: National Museums Scotland, Glasgow Museum of Transport, NRM, and Scottish Railway Preservation Society; further disposal of last to Scottish Railway Museum Collections Trust]

**Caledonian Rly Milepost ‘CARLISLE 225’** [05/13]

## Models

**Model of Class 20 Locomotive, with BRT/Racal Wagon and Coach: ‘00’ gauge** [07/15] [Disposal to NRM]

**Model of NRM-preserved GNR Atlantic Locomotive no. 251, by GA Hutcheson** [06/12]

**Motorail ‘Cartic’ Model** [02/14] [Disposal to NRM]

**Special Model (HO gauge) of blue and silver, four-bogie, NTL Spent Nuclear Fuel Wagon** [00/18] [Disposal to NRM]

**Model of Keadby Bridge** [00/7] [Disposal to NRM]

**Locomotive Models – 6 cm gauge** [98/1]

**Steam:** 44768 Class 5MT (LMS no. 4768, Class 5) 4–6–0 Bassett-Lowke; 44769 Class 5MT no. 4769, Class 5) 4–6–0; 46103 Class 7P ‘Royal Scot’ 4–6–0 *Royal Scots Fusilier*; 48112 Class 8F (LMS no. 8112) 2–8–0 Bassett-Lowke.

**Diesel:** 40179 Class 40 (Type 4, formerly no. D 379) 1Co–Co1; 55022 Class 55 – ‘Deltic’ (Type 5, formerly no. D 9000 *Royal Scots Grey*) Co–Co [sectioned];

**Electric:** 83015 Class 83 (formerly no. E 3100) Bo–Bo; 86316 Class 86 (formerly no. E 3109, then 86016; later 86416) Bo–Bo *Wigan Pier* [note: 98/15]; 87009 Class 87 Bo–Bo *City of Birmingham*; Class 310 Electric Multiple Unit Driving Trailer Composite Open (original blue livery) [note: 98/14]

[Disposal to all bar no. 86316 and Class 310 vehicle to Glasgow Museum of Transport; disposal of 86316 and Class 310 vehicle to NRM]

**Locomotive Models – 3 cm gauge** [98/2]

**Electric:** 86413 Class 86 (formerly no. E 3128, then 86013; later 86613) Bo–Bo *County of Lancashire*, plus three coaches [Disposal to NRM]; 86417 Class 86 (formerly no. E 3146, then 86017; later 86617) Bo–Bo *The Kingsman*, plus three coaches [Disposal to Bressingham Museum]; **Advanced Passenger Train (APT): power car plus two coaches** [Disposal to NRM]

**Model of Euston Doric Arch** [96/3] [Disposal to NRM]

## Nameplates

*From locomotives, unless otherwise indicated –*

**Edward Paxman (no. 43170)** [09] [Disposal to NRM]

**mtu fascination of power (43290, formerly 43090); RAILWAY HERITAGE COMMITTEE (66200); BLETCHLEY PRIDE (321425 – car 71793)** [08/31] [Last: disposal to Milton Keynes Museum]

**T.C.B. Miller MBE (43048) + accompanying descriptive plaque** [08/24]

**Hayabusa (43089)** [Disposal to NRM]; **UK Coal Maltby Raider (66552); John Armitt (43062)** [07/20]

**RIBBLEHEAD VIADUCT (60071, and previously from 47760)** [06/25] [Disposal to NRM]

**ISAMBARD KINGDOM BRUNEL (43003)** [06/17]

**Sir Peter Parker 1924–2002 Cotswold Line 150 (43127); Brains (57309); City of Truro** (second plate) (43192); **North Star** (second plate) (47840) [Disposal to Swindon Borough Council for STEAM] [05/2]

**Michael Palin (221130), plus associated internal plaque** [06/8] [Disposal to NRM]

**GWENDRAETH 08 994 REBUILT LANDORE 1987** [04/3] [Disposal to NRM]

Multiple Units – one: *LORD NELSON* (150213); *OLIVER CROMWELL* (150217); *GERARD FIENNES* (153309); *Maiden Voyager* (220001) [Disposal to NRM]; *Cheriton* (319008); *Coquelles* (319009); *Red Revolution* (original plate) (390002); *MUM IN A MILLION 1997 DOREEN SCANLON* (442 2410); *Sir Cosmo Bonsor* (456024) [02/7]

One, except where shown: *The Institution of Railway Signal Engineers* (37232); *Driver John Elliott* (37412); *Robert F Fairlie Locomotive Engineer 1831–1885* (37422) [Disposal to NRM]; *Tre Pol and Pen* (37671); *The Master Cutler 1947–1997* (43076) [Disposal to NRM]; *Sir Felix Pole* (43131); *Great Western* (43185); *City of Truro* (43192); *Cory Brothers 1842–1992* (47270) [Disposal to National Museum of Wales]; *St. Christopher’s Railway Home* (47348); *The Institution of Civil Engineers* (47540); *Crewe Diesel Depot Quality Approved* (47734); *Captain Peter Manisty RN* (47788) [Disposal to Bluebell Rly Trust]; *The Institution of Mechanical Engineers* (47817); *NORTH STAR* (47840) [Disposal to NRM]; *Crewe Locomotive Works* (56133); *The Permanent Way Institution* (60045); *James Watt* (60060); *ISAMBARD KINGDOM BRUNEL* (60081); *Night Mail* (67001); *Robert A Riddles* (86102) (note: missing, but disposal to NRM pro tem); *André Chapelon* (86103) (note: both plates) [Disposal of one to French National Railway Museum, Mulhouse; other missing, but disposal to NRM]; *Lancashire Witch* (86213) [Disposal to Manchester Museum of Science & Industry]; *BBC Look East* (86221); *Bishop Eric Treacy* (86240) (note: both plates) [note: second – 02/19] [Disposal to NRM pro tem]; *Talyllyn – The First Preserved Railway* (86258) [Disposal to Narrow Gauge Railway Museum, Tywyn]; *Driver Wallace Oakes G.C.* (86260) (note: missing, but disposal to NRM pro tem); *The Institution of Electrical Engineers* (86607) [Disposal to Institution of Engineering and Technology]; *Patriot* (87003); *Britannia* (87004); *King Arthur* (87010); *Iron Duke* (87017) [Disposal to Swindon Borough Council, for STEAM]; *Lord Nelson* (87018); *Sir Winston Churchill* (87019) [Disposal to Imperial War Museum]; *275 Railway Squadron (Volunteers)* (90010) [Disposal to Royal Logistic Corp Museum]; *Rail Express Systems Quality Assured* (90017) [02/7]

*Royal Scot* (87001) [Disposal to NRM]; *Wolf of Badenoch* (87027); *Earl Marischal* (87029); *The Rt. Hon. John Smith QC, MP* (320321) [01/8]

*Sir Robert McAlpine* and *Concrete Bob* (37416, and formerly D 6992, then 37292, then 37425) [Disposal to Glenfinnan Station Museum Trust] [00/5]

*Prince Henry* (47799) [Disposal to National Museums Scotland] [99/6]

*Claud Hamilton* (Class D14 no. 1900, then 7700, then 2500; then D16 no. 2546, then 62546) [97/14] [Disposal to NRM]

*Terence Cuneo* (91011) [97/12] [Disposal to NRM]

## Other Equipment

**Oil-filled Switchgear Cutaway Circuit Breaker** [08/14]

**Vacuum Testing Equipment**, Chester [Disposal to NRM] [99/21]

**Capstan Set** [Disposal to Gloucestershire Warwickshire Rly] and **40T Weighbridge** [Disposal to Whitwell & Reepham Rly], Carlisle Currock [98/13]

**Forth Bridge Theodolite** [Purchased by Railtrack PLC, now Network Rail Infrastructure Ltd] [97/29]

## Permanent Way

**Sections of Forth Bridge Rail and Expansion Joints at Dalmeny Yard** [98/21] [Disposal to National Museums Scotland, NRM, and Forth Bridges Visitor Centre Trust]

**South Eastern & Chatham Rly Hallade Track Recording Machine** [98/10] [Disposal to Bluebell Rly Trust]

**The Final Bolt for the new Liverpool Street Station** [98/7] [Disposal to NRM]

## Photographs and slides

**BR (London Midland Region) Board, 1969** [08/6] [Disposal to Cheshire Record Office]

**Photograph Album from York Main Headquarters: recorded prints of furnishings** [07/14] [Disposal to NRM]

**Lantern slides (c 350) from Brighton M&EE. 1930s to 1950s** [07/10] [Disposal to NRM]

**Montage of oval Portraits, GWR corporate image design: officers of Mechanical Engineering department including CB Collett and WA Stanier** [07/8] [Disposal to NRM]

**WA Hart MVO – GWR Retirement Photograph** [07/7] [Disposal to Swindon Borough Council for STEAM]

**Framed Photograph of Cannon Street Station, 19<sup>th</sup> century** [05/3] [Disposal to NRM]

**Photograph of Lord Stamp** [01/1] [Disposal to Cheshire Record Office]

**Railway Picture Library: images from former advertising libraries of BR InterCity and Regional Railways, and general (image) library of BR Network SouthEast** [99/2] [Now public records; at National Museum of Science and Industry]

## Pictures

**Painting by Bryan Organ: *IK Brunel at Box Tunnel*** [08/26] [Disposal to Brunel Museum]

**Wall Relief by Chris Plowman for BR Trainload Freight: *Freight Business*** [08/5] [Disposal to NRM]

**Painting by Brendan Neiland RA: *Waterloo International*** [06/23]

**Print *Dunkeld* by Frances Walker**, commissioned by ScotRail 1992 to decorate First Class areas (similar seating layout as Standard Class) in Class 158 diesel multiple units [06/11] [Disposal to Scottish Railway Preservation Society; further disposal to Scottish Railway Museum Collections Trust]

**Painting by Terence Cuneo CVO, OBE: *Waterloo International*** [05/6]

**Painting by Terence Cuneo CVO, OBE: *Derby C&W Works, 1960*** [03/9]

**Further Collection of Paintings by Eddie Pond –**

*Blisworth Tunnel 1; Great Linford; Edelsborough; Brick Kilns, Great Linford; Berkamstead (sic) Castle; Grove Lock, Leighton Buzzard* [Disposal of all to Milton Keynes Museum]; *Cosgrove* [02/3]

**Collection of British Railways Board Pictures –**

**John Beswick: *Freightliner*** [Disposal to NRM]; **James Brook: 11 Picture Panels showing Trainload Freight Operation** [Disposal to NRM]; **Claude Buckle RI: *Falkland Palace*** [Disposal to Fife Council], ***Holyrood Palace*** [Disposal to City of Edinburgh Council]; **William Powell Frith RA: *The Railway Station*** (coloured engraving) [Disposal to National Museums Scotland]; **A Gerard: *Girl and InterCity*** [Disposal to NRM]; **Ernest William Haslehurst RI: *Teesdale, near Barnard Castle*** [Disposal to Darlington Railway Centre & Museum]; **Henry Lamborn: *Newcastle***

**High Level Bridge** [Disposal to Tyne & Wear Museums Service]; **Alasdair MacFarlane: Kyles of Bute** [Disposal to Scottish Maritime Museum]; **Jack Merriott: Amberley, Loch Etive** [both with British Transport Police]; **Philip Mount: Liverpool Street Station: interior and exterior** [Disposal to NRM]; **Brendan Neiland RA: series of masks for London King's Cross** [Disposal to NRM]; **Charles Oppenheimer: Galloway Dee** [with British Transport Police]; **Charles Pears CH: Ships at Sea** [missing]; **John Piper: The Forth Bridge; Tamar Bridge** (for Rail House, Euston) [Disposal to NRM]; **Eddie/Edward Pond: set of 15 for Network SouthEast coach interiors – Abbey Gate (Bury St Edmunds), Aythorp Roding, Castle Rising (Norfolk), Cavendish (Suffolk), Chequers, Flatford Mill (Suffolk), Framlingham Castle, Heveningham Hall, Kirtling Tower (Cambridgeshire), Orford Castle, Queen Elizabeth Hunting Lodge (Epping), Stoke Bruerne, Tide Mill (Woodbridge), Willy Lot's Cottage (Suffolk)** [Disposal of all to NRM]; **Sir Henry Rushbury RA: John Constable** (painting) **at Flatford** [Disposal to NRM]; **John Sergeant: set of 11 station scenes for Rail House, Euston – Bristol Temple Meads, Broad Street, Cannon Street (from Southwark), Charlbury, Crystal Palace, Huddersfield, King's Cross, Oriel Window (Paddington), Slough, Stamford, Wye** [Disposal to NRM]; **Kenneth Steel: Royal Deeside** [Disposal to Aberdeen Museum]; **Waddell: Glasgow Central** [purchased by Railtrack PLC, now Network Rail Infrastructure Ltd]; **Peter Wagon: The Grove** [Disposal to NRM]; **Pullman Car Company Award of Arms** [Disposal to NRM] [01/1]

#### Paintings by Brendan Neiland RA –

**InterCity Collection – Edinburgh** [Disposal to National Museums Scotland], **King's Cross, Leeds, Leeds 2/Carriage Window, Newcastle, York** [97/22] [Disposal of last five to NRM]

**ScotRail Collection – Glen Coe, Glenfinnan, Isle of Skye, Loch Shiel, Nevis Range, Tain** [97/21] [Disposal to Glasgow Museum of Transport]

**Gatwick Express Collection – Eros, Taxis, Westminster** [97/23]

other – **Bath, London, Great Western at Paddington** [97/24] [Disposal to NRM]

#### Paintings by Terence Cuneo CVO, OBE –

**Class 91, Bounds Green** [Disposal to NRM], **Class 91, Durham Viaduct** [Disposal to NRM]; **Essex Water-mill** [Disposal to NRM]; **Into the 1980 – the APT** [Disposal to NRM]; **Monessie Gorge** [Disposal to National Museums Scotland]; **Royal Border Bridge** [Disposal to NRM]; **Signals** [Norwood Jn; Disposal to NRM]; **The Forth Bridge** [Disposal to National Museums Scotland]; **The Helensburgh Electric Railcar (Glasgow 'Blue Train')** [Disposal to Glasgow Museum of Transport]; **The Royal Albert Bridge, Saltash** [Disposal to NRM]; **The Tay Bridge** [Disposal to National Museums Scotland] [97/6]

#### Plaques, plates, and crests

**Burns Line Plaque, Girvan – unveiled by Cllr Charles Gordon, Chair of Strathclyde PTE accompanied by Jimmy Knapp, General Secretary RMT 24 September 1966** [09/6]

**Plaque in honour of Sir Peter Parker, Charlbury** [09/3]

**Wagon Builder's Plate: DOUAI** [08/32]

**LBSC & Ouest Rlys Dinner Plate, from SS Seaford** [08/12] [Disposal to Bluebell Rly Trust]

**Mutual Improvement Association plaque, Dundee** [08/10]

**Tea Stall Plaque, Dingwall**, commemorating efforts of Red Cross on behalf of sailors and soldiers during World War I [08/9]

**GNER Carriage-side Crest Plate** [07/23] [Disposal to NRM]

**Worksplate from MTU Re-engined HST** [07/21]

**Plaque Commemorating Efforts of Area Maintenance Engineer's Staff in 1984 Blizzard, Lochgorm Works, Inverness** [07/16]

**BR Badge III, 19<sup>th</sup> December 1955** [07/11] [Disposal to NRM]

**Plaque at Perth to Commemorate 50 years' Service of Last Time-served Signal Locking Fitter in Scotland (William Downie)** [07/4]

**Bristol & South Wales Union Rly Plaque**, Bristol Temple Meads [06/21]

**LMS 'Quota League' Plaque**, Ayr [03/7]

**Callander & Oban Rly 'Crest'**, from Taynult [03/6] [Disposal to Caledonian MacBrayne Ltd]

**Railway Convalescent Homes Plaque** [02/12] [Disposal to NRM]

**BR Property Board Logo Plaque** [02/6] [Disposal to NRM]

**Stone Plaque from Church Stretton, Showing Local Time Difference from Greenwich** [00/8] [Disposal to Swindon Borough Council for STEAM]

#### **Plaques at Inverness Station:**

Plaque commemorating efforts of Area Manager's staff in 1984 blizzard [added 09]

Two plaques surmounted by coat of arms of Inverness and Aberdeen Junction Rly, one recording construction of line between Nairn and Keith, other directors of company

Stone plaque showing arms of Highland Rly

Stone plaque bearing letters 'SR' (Sutherland Rly)

Modern plaque erected in 1990 to commemorate work of Murdoch Patterson in development of Highland Rly [97/8]

#### **Posters**

**Collection of BR Posters** [02/16] [Disposal to NRM]

**Brenda Neiland RA: set of ScotRail posters**, complementing (designated) originals – *Glen Coe, Glenfinnan, Isle of Skye, Loch Shiel, Nevis Range, Tain* [01/1] [Disposal to Glasgow Museum of Transport]

#### **Sculptures (not wood)**

**Low-relief Sculpture of JH Renton – Financier – at Rannoch Station** (built by West Highland Rly navvies) [98/16]

**Sculpture of Antonine, the Legendary Engine, Falkirk High Station (George Wyllie)** [97/10]

#### **Seals**

**Company Seals – class designation** [00/22] [Disposal of redundant former BR-owned seals to NRM]

**GWR Seal Box** [99/20] [Disposal to Swindon Borough Council for STEAM]

**British Railways Board Seal Press and Die** (formerly British Transport Commission seal press; originally, GWR seal press) [98/11] [Disposal agreed to NRM]

**Collection of 17 Early Company Seal Impressions** – believed to be originals dating from 1845; mounted with a copy of an early railway map [98/8] [Disposal to NRM]

## Signalling Equipment

**Tyer's Type F Block Instruments** (two pairs – one from Larbert North, one from Plean Jn signalboxes) [08/29] [Disposal to Strathspey Rly and Scottish Railway Preservation Society; further disposal of latter to Scottish Railway Museum Collections Trust]

**Ensemble of Signalling Equipment at Slateford Signalling Training Centre** [08/28] [Disposal to National Museums Scotland and Scottish Railway Preservation Society; further disposal of latter equipment to Scottish Railway Museum Collections Trust]

**Signalling Control Panel covering Glasgow Central station area** [08/11]

**Signals at Stirling** –

- i. **gantry of two CR signals Stirling North nos. 11 and 18** [Disposal to National Museums Scotland]
- ii. **gantry of three CR signals Stirling Middle nos. 65, 52, and 54**
- iii. **gantry of three CR signals Stirling Middle nos. 10, 30, and 34**
- iv. **LMS tubular bracket signal Stirling Middle nos. 47, 44, and 26; and Stirling North no 10** [06/19]

**Splitting Distant Signal**, from Larbert (last on Network Rail): *Larbert Junction no. 4/17* [06/9] [Disposal to Scottish Railway Preservation Society; further disposal to Scottish Railway Museum Collections Trust]

**Lower Quadrant Semaphore Stop Signal with Early Route Indicator**, from Yeovil Pen Mill; *Yeovil Pen Mill no. 60/61* [06/4] [Disposal to Yeovil Railway Centre]

**Oakham and Leicester Area Heritage Items** –

Contents of Oakham Signalbox, as an ensemble: two wooden-cased circuit omnibus telephones of LMS origin, one being for local box communication and other for contacting Control; two BR block instruments; six modern plungers; 1x2 (?) signal lamp repeater unit; three 'arm' signal repeaters; 20 'light' signal repeaters; one 'arm' weight bar repeater; battery clock; BR (LM) illuminated diagram; 12-lever 1899 Midland tumbler frame with brass lever plates; brass/plastic frame ID plates; two BR(M) maroon box enamel nameplates; MR locker unit; MR stool; stair step plate; wooden-cased box circuit telephone with brass front plate; wooden-cased Control telephone; wooden box with brass telephone switches; fire bucket bracket board (with buckets)

Signal frame levers, fitted with original side-mounted brass plates, Langham Jcn.

Single line token for line to former Asfordby line, Melton [06/3]

**LNWR Seven-lever Open Ground Frame**, from Stewartby (Bedford–Bletchley line) [03/3] [Disposal to Northampton & Lamport Rly]

**Contents of Shrewsbury Signalboxes** –

**Crewe Junction:** three GWR Thompson wooden-cased absolute block instruments; five GWR block bells; four Fletcher train describers; GWR Tyers wooden-cased train describer; LNWR wooden nameboard 'SHREWSBURY'; eight brass lever pull plates (indicating pull sequence)

**Severn Bridge:** six LNWR train describers; Tyers wooden-cased train describer; four GWR wooden-cased signal lamp out repeaters; two wooden nameboards 'SHREWSBURY'; set of large diameter Webb-type lever collars [00/2]

**Highland Rly Signal, Dunkeld** [99/12]

**GSWR 'Train Waiting' Lever Collars,** from Stranraer Signalbox [99/8]

**Detonator Placer** from Cheetham Hill Signalbox: overcentre link [99/7] [Disposal to NRM]

**Eastfield Signalbox Frame, Peterborough** [99/4]

**Signal Frame (Caledonian Rly pattern)** from Dumfries South [97/9] [Disposal to Scottish Railway Preservation Society; further disposal to Scottish Railway Museum Collections Trust]

## Signs, boards, markers, and tablets

**Strathclyde PTE-logo'd Sign from Bogston** [09/5] [Disposal to Glasgow Museum of Transport]

**EWS Signage** – selection of signs [09/4]

**Tredegar Park 'Golden Mile' Boundary Markers** (three remaining, of original four) [08/37]

**Station Nameboard: 'RAMSLINE HALT'** [08/34] [Disposal to National Football Museum]

**Signalbox Nameboards: 'BARNHAM' ('Southern' TOC design)** [Disposal to Barnham Signalbox Trust]; **'CHIPPENHAM JUNCTION' (GER); 'WILLESDEN CARRIAGE SIDINGS NORTH' (LMS); 'STAFFORD No. 5' (BR LMR), plus 'STAFFORD No. 5', with arrow** [08]

**Signalbox Nameboards: 'TAMWORTH HIGH LEVEL'; 'BURY ST EDMUNDS YARD'** [08/25]

**Sign: 'Cycling, Skateboarding and Rollerskating Prohibited By Order of the British Railways Board',** from Salisbury [08/23] [Disposal to NRM]

**Red Star Sign: 'GREAT YARMOUTH' + double arrow** [08/20]

**Large Sign: 'BRITISH RAILWAYS LOWESTOFT CENTRAL'** [08/19]

**Maltby Colliery South Signalbox Nameboard** [08/16]

**'No Smoking' Sign, Essex Road** [08/15] [Disposal to NRM]

**Enamel Signalbox Nameboard: 'MARCH ½ MILE'** [08/4]

**Signalbox Nameboard: WASHWOOD HEATH SIDINGS No. 1** [07/24]

**Transrail Sign at St Blazey** [07/5] [Disposal to NRM]

**Early BR Southern Region St John Ambulance Winning Teams Board, referring to Railway Executive** [06/27] [Disposal to Museum of the Order of St John]

**Regional Railways Sign, Appleby** [06/24]

**Railtrack 'Bridge Bash' Sign from Cross Street, Shrewsbury** [06/20] [Disposal to NRM]

**Two British Railways Door Plates – one from Euston House, one from Whittles House** [06/14] [Disposal to NRM]

**Railtrack 'Signalling Manager' Door Sign** [06/13] [Disposal to NRM]

**Railtrack Safety Sign from Millbrook, Bedfordshire: 'DANGER', plus pictogram of hand with diagrammatic 'no entry' sign** [06/7] [Disposal to NRM]

**Door Plates from Forth Banks Offices, Newcastle-upon-Tyne** [05/4] [Disposal to NRM]

**Railtrack Sign at Kinnaber Junction, marking centenary of 'Railway Races to the North' (1895/1995)** [04/11]

**Railtrack Signs from 125 House, Swindon** [04/10] [Disposal of sign 'RAILTRACK 125 HOUSE' to NRM and of sign 'RAILTRACK Great Western 125 House' to Swindon Borough Council for STEAM]

**Waterloo International Sign** [04/6] [Disposal to Sir William McAlpine/]

**Door Plate (Silver) from Enterprise House, 169 Westbourne Terrace, London: Railfreight Distribution Reg. Office – FREIGHTLINER LTD** [00/20] [Disposal to NRM]

**Wooden Memorial Board: *In memory of Henry West, who lost his life in a whirlwind at the GWR station Reading on 24.3.1840, aged 24 years.*** [00/17] [Disposal to NRM]

**LNER Lineside Signs, King's Cross to Fort William: 'LONDON 50 MILES'; 'EDINBURGH 250 MILES'; LONDON 150 MILES'; 'DONCASTER 5 MILES' (arrow); 'EDINBURGH 200 MILES'; 'HALFWAY BETWEEN LONDON AND EDINBURGH'; 'LONDON 200 MILES'; 'YORKSHIRE'; 'COUNTY DURHAM'; 'ROUTE OF STOCKTON & DARLINGTON RAILWAY 1825'; 'EDINBURGH 150 MILES' (arrows); 'STOCKTON' (arrow to right); NEWCASTLE 5 MILES'; 'LONDON 300 MILES' (arrows); 'ROYAL BORDER BRIDGE, BERWICK'; 'ACROSS THE BORDER ENGLAND SCOTLAND' [Disposal to NRM]; 'ACROSS THE BORDER SCOTLAND ENGLAND' [Disposal to National Museums Scotland]; 'EDINBURGH 50 MILES' (arrows); 'LONDON 350 MILES' (arrows); 'MONESSIE GORGE' (two)** [00/1]

**Perth Station Running-in Board (Platform 4)** [97/18]

**Huskisson Memorial Tablet, from Parkside, Newton-le-Willows** [97/1] [Disposal to NRM]

### **Silverware/trophies/medallions**

**Deuchars Cup, for First Aid** [05/8] [Disposal to National Museums Scotland]

**LMS Silver Salver, signed by Board Members** [02/13] [Disposal to NRM]

**'Grand Ambulance Shield for Competition among the Railway Men of the Cardiff Division Presented by the Rt Hon Lord Glanely DL JP Xmas 1922'** [02/2] [Disposal to National Museum of Wales]

**Silver Outline of Eurostar no. 3001, plus plaque, mounted on wood: *To commemorate the financing of Four Trans Manche Super Trains*** [00/21] [Disposal to NRM]

**Boxed Pobjoy Mint Medallion: *Daily Mail le Walk/Channel Tunnel Walk* (face); *The Children's Society The Channel Tunnel Walk 12 February 1994* (reverse)** [00/19] [Disposal to NRM]

**Boxed Silver Trowel: *Presented by Prime Minister Rt Hon Mrs Thatcher FRS MP to the members of BRPB on the occasion of her inauguration of the construction of Phases I and II of Broadgate, London EC2. 31<sup>st</sup> July 1985.*** [00/16] [Disposal to NRM]

**Circular Salver (hallmarked): *Gases Division 21.7.76. Millionth ton of liquid gas by rail.*** [00/15] [Disposal to NRM]

**Railsport Trophies: LNER Tug-of-war; SR Badminton; BRSA (SR) Quiz; BRSA Sea Angling; BRSA Ladies' Flat Green Bowls; BTC Male Voice Choir** [98/9] [Disposal to NRM]

**Gooch Centre-Piece: tri-form table piece portraying Isambard Kingdom Brunel, Robert Stephenson, and Joseph Locke** [95/2] [Disposal to NRM]

### Station items – other

- BR Network SouthEast Frieze (from Great Northern & City Line station)** [08/3]  
**Howitzer Shell Charity Collecting Box** [05/12] [Disposal to National Museums Scotland]  
**Historic Drinking Fountain, Milngavie (North British Rly)** [05/11]  
**North British Rly Stained Glass Windows at Edinburgh Waverley (two)** [04/8]

### Uniform clothing

- ‘Miss Rail News (Wks)’ Sash** [07/12] [Disposal to NRM]  
**Eurostar Uniform Clothing: four sets, two of original style and two of new (26 February 2004+) style.** (One male, one female in each case; and one operational and one customer-facing in each case.) [04/5] [Disposal to NRM]

### Wagons and snowploughs

- 32½T Coal (Type HEA) no. 361917** [08/18] [Disposal to NRM]  
**‘Seacow’ Ballast Hopper (YGB) no. DB 982896** [08/17] [Disposal to NRM]  
**Rail Rooter/Wrecker** [08/13]  
**4-wheel Tank (ZRO) no. 041181** – originally Scottish Oils no. 202, and registered as CR no. 25455 in 1910; remnant of Scottish shale oil industry [06/26]  
**Freightliner Outer Wagon no. 601403** [06/18] [Disposal to NRM]  
**31T Open Goods (OBA) – class designation** [05/14]  
**Wedge-shaped Snowploughs nos. ADB 965223 and ADB 965235 (reserve)** [03/8]  
**Beilhack Snowplough Blade, probably from plough no. ADB 966099** [03/1]  
**22T Long Wheelbase International Open (ZDX, formerly OIX) no. ADB 733221** [02/18] [Disposal to Barrow Hill Engine Shed Society Ltd – subject to confirmation]  
**50 cm-gauge Coal, b. Orenstein & Koppel (O&K), Berlin, from Bath Corporation Power Station** [02/15] [Disposal to: 1. Museum of Bath at Work, 2. Bath & North East Somerset Council]  
**LMS Bogie Trolley (YYP) no. LDM 700370** [02/10] [Disposal to The Flour Mill Ltd]  
**29T ‘Cov AB’ Vanfit (VAA) no. 200000** [02/8] [Disposal to East Lancashire Rly]  
**31T Timber (OTA) – rebuilt from 31T Open Goods no. 110349** [02/1] [Disposal to Scottish Railway Preservation Society; further disposal to Scottish Railway Museum Collections Trust]  
**21T Flyash (CSA) no. B 874172** [Disposal to Mr Andrew Goodman]; **31T Plate Carrier (SPA) nos. 460774 and 460487** [00/14]  
**74T Bogie Steel Carrier – nos. 900147 (BCA) and 910318 (BLA); 32T 2-axle Steel Carrier (RRA, formerly ZEA, ex-SAA) nos. DC 400198 and DC 400053; 24T Vanfit (VDA) no. 201004** [00]; **24T Sliding Wall Vanfit (VGA) nos. 210501 and 210444** [00/6]  
**Bulleid Well (ZVR) no. DS 61107** [00/3] [Disposal to Bluebell Rly Trust]  
**20T BR Ferry Van (ZSX, formerly VIX) no. 083655 (Class 786xxx)** [99/10] [Disposal to Spa Valley Rly]  
**‘Condor’ Conflat (FWV) no. 041906 (formerly no. B 510044)** [98/19] [Disposal to Scottish Railway Preservation Society; further disposal to Scottish Railway Museum Collections Trust]

**GWR Coolant Tank (ZRO): oldest wagon on public railway (1894) no. ADW 43989**

[Disposal to GWR 813]; **SR Travelling Hand Crane (ZZP) no. 061014 (formerly no. ADS 2008)** [Disposal to Southern Steam Trust]; **33½T Mineral Hopper (ZDV, formerly HKV) no. DB 437781** [Disposal to East Anglian Railway Museum] [97/19]

**LNER Bogie Special Trestle no. 083425 (formerly no. ADM 3014)** [97/16] [Disposal to Churnet Valley Rly PLC]

### **Wall of Names**

**Wall of Destination Names (54), Blackfriars** (opened as St Paul's 10<sup>th</sup> May 1886 by London Chatham & Dover Rly) [09/1]

### **Wicket Gates**

**North Staffordshire Rly Revolving Wicket Gates** from Foley Crossing [01/6] [Change from Undertaking] [Disposal to North Staffordshire Rly (1978) Ltd]

## Relevant Legislation

- The Public Bodies (Abolition of the Railway Heritage Committee) Order 2013, statutory instrument (SI) no. 64
- Public Bodies Act 2011 (Chapter 24)
- The Railway Heritage Scheme Order 2005, SI no. 2905 – now revoked
- Railways Act 2005 (Chapter 14)
- Transport Act 2000 (Chapter 38)
- The Railway Heritage Scheme Order 1997, SI no. 39 – now revoked
- Railway Heritage Act 1996 (Chapter 42)
- The Railway Heritage Scheme Order 1994, SI no. 2032 – now revoked
- Railways Act 1993 (Chapter 43), Section 125 – now repealed
- The Public Records (British Railways Board) Order 1984, SI no. 546
- Transport Act 1968 (Chapter 73) – now repealed for these purposes.

The Railways Act 1994, which paved the way for privatisation, led to major changes in the structure of Britain's railway industry. This resulted in a need to change the way the industrial heritage was preserved. It also increased the risk of records, in particular, being lost to scholars and historians. The Railway Heritage Act 1996 was designed to ensure that records of the process of privatisation and of the privatised industry were protected.

Reorganisation of the industry involved transferring all of the operations and assets of the British Railways Board to a wide variety of new owners and stakeholders. This was through:

- moving them to separate government ownership before sale – such as Railtrack (now Network Rail), three rolling stock leasing companies, and European Passenger Services (now Eurostar);
- direct sale to private buyers – such as the freight operators, and engineering and support activities
- transfers to franchisees – the passenger train operations.

The Transport Act 2000 created a Strategic Rail Authority (with effect from 1 February 2001), which took over most of the residual activities of the British Railways Board – including that of sponsoring the Committee. In turn, the Railways Act 2005 led to the demise of the Strategic Rail Authority – with most functions taken over in England and Wales by the Department for Transport, and in Scotland by Transport Scotland.

The Public Bodies Act 2011 was the main legislative vehicle for taking forward the Government's review of public bodies, many of which were slated for closure.

## Financial Statement

The Railway Heritage Committee may incur expenditure solely on its own administration.

Originally funded by the British Railways Board, and later the Strategic Rail Authority, it currently receives a budget from the Department for Transport.

The budget set for the year 2009–10 was £140,000. Actual expenditure however was £112,181.

Since that time, the budget has declined to £99,728 for the year 2012–13, with actual expenditure [c £96,000.]

## Some Notable Landmarks in Britain's Railway History

- World's first surface railway (Wollaton Waggonway: 1603–04)
- First steam locomotive capable of hauling a train (Richard Trevithick: 1804)
- First railway to carry fare-paying passengers (Oystermouth or Swansea and Mumbles: 1807)
- First public railway to use steam traction from the beginning (Stockton & Darlington: 1825)
- First 'modern' railway, ie: first major public railway to be operated entirely by steam locomotives – using double track throughout, signalling, and a public passenger timetable (Liverpool & Manchester: 1830)
- First underground passenger railway (Paddington–Farringdon: 1863)
- First passenger-carrying narrow-gauge railway (Festiniog: 1865)
- First steam locomotive to reach 100 mph (GWR 3700 Class locomotive no. 3440 *City of Truro*: 1904)
- First scheduled train to run at 80 mph (*Cheltenham Spa Express*, Swindon–London: 1932)
- First fully authenticated steam locomotive to reach 100 mph (LNER Class A3 no. 4472 *Flying Scotsman*: 1934)
- World speed record for steam traction – 126 mph (Class A4 locomotive no. 4468 *Mallard*: 1938)
- British speed record pre-Eurostar of 162 mph, set by electric Advanced Passenger Train (APT) – world's first tilting train (1979)
- World speed record for diesel traction – 149 mph (special High Speed Train set: Class 43 locomotives nos. 43102 *City of Wakefield* + 43104 plus three coaches: 1987)
- World speed record for third rail electric traction – 108 mph (Class 442 Wessex Electric unit no. 2401: 1988)
- British locomotive speed record – 161 mph (Class 91 no. 91031 *Sir Henry Royce*: 1991)
- New British speed record of 208 mph, set by Eurostar on Section 1 of Channel Tunnel Rail Link (30 July 2003)

## Who's Who of Committee members in 2009–10

*Peter Ovenstone*, CHAIRMAN (from 17 June 2009). DEPUTY CHAIRMAN 1 to 16 June 2009. Director, Company Secretary and Chairman of Heritage & Scottish Committees, Heritage Railway Association. Committee Member, Association of British Transport & Engineering Museums. Conference Officer, Fedecrail (European Federation of Museum and Tourist Railways); Retired Solicitor.

*Sir Howard Newby KB, CBE*, DEPUTY CHAIRMAN (from 17 June 2009). Vice Chancellor, University of Liverpool. [Trustee](#), Science Museum Group (Chair of [Advisory Board](#) at National Railway Museum York).

*Helen Ashby OBE* (award: January 2010) (member from 1 June 2009), Head of Knowledge and Collections, National Railway Museum. [Acting Director, NRM, September 2009 – February 2010.]

*Dr David Brown*, Head of Court, Legal and Private Records Branch, National Records of Scotland.

*Michael Lamport*, a former member of the National Railway Heritage Awards committee who retired in 2008 after a railway career spanning forty years. He is now an independent consultant specialising in giving stakeholder relations advice to UK rail franchise bidders and railway heritage bodies.

*Jonathan Pepler*, former County Archivist, Cheshire County Council.

*Graham Smith MBE*, a career railway manager, Graham was Planning Director for DB Schenker Rail (UK) Ltd (formerly English Welsh & Scottish Railway Ltd) until January 2010. He is now Director-General of the Rail Delivery Group and Managing Partner of Albany Smith Rail LLP.

*Jeremy Swift*, Head of Community Rail, Network Rail Infrastructure Limited; responsible for community rail, heritage issues and sponsoring developments such as tram train and other lighter rail initiatives.

## Secretary

*Neil Butters*, a career railway manager. Formally, Neil is an employee of BRB (Residuary) Ltd, a subsidiary company of the Department for Transport. He is also an officer of the Heritage Railway Association, carrying out for HRA the role of Co-secretary of the All Party Parliamentary Group for Heritage Rail.

He is also a member of Bath & North East Somerset Council – where he is Vice-Chairman, and Chairman-Elect.

## CONTACT DETAILS

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*Until 31st March 2013*

**Sarah Norville, SECRETARY**

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*From 1<sup>st</sup> April 2013*