

The Railway Heritage Committee

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Annual Report 2002

Table of contents

Foreword
Chairman's Report
Designations in 2002
Records Sub-committee
Artefacts Sub-committee
Scottish Sub-committee
Aims
Britain's railway history
The modern era
Procedure
Committee status and remit
Membership
Sub-committees
Policy statement: presence of asbestos
Policy statement: nameplates and associated crests
Nature of records and artefacts
Criteria for designating records
Criteria for designating artefacts
Special criteria for designating nameplates
Criteria for consenting to or making directions for disposals of records
Criteria for consenting to or making directions for disposals of artefacts
Care of designated items
Formal undertakings
Terms and conditions for the care of items disposed of with the consent of the
Committee
Disposals
Who's Who of Committee members
Secretary
Relevant legislation, etc
Other notable landmarks in British railway history

Foreword

The Railway Heritage Committee has the function of designating records and artefacts (or classes of record and artefact) which are historically significant and should be permanently preserved. Britain's railways are its oldest large industry. Launched at the peak of the industrial revolution, they combined the recent inventions of steel and steam to transform the lives of people the world over. The industry fostered a plethora of professions, from surveying and mechanical engineering to civil engineering and company law; the first company auditors were found in the railway companies.

Railways were one industry in which Britain indubitably led the world, and it has always attracted enthusiasts, thanks to whom the history of the railways is more profusely recorded than any other industry – both in documentary form and through the preservation of artefacts.

Following privatisation of the industry *circa* 1994, the Railway Heritage Committee was established by statute to ensure that this wonderful heritage was not lost to the nation. Although the Committee has no funds to purchase items it does have the power to make orders, applicable to the 140 or so successor entities to British Rail, to ensure that records and moveable artefacts are properly disposed of if they are of historic value.

The preservation of significant railway buildings and other fixed infrastructure is the province of the Railway Heritage Trust, which is separately established and funded.

The Committee works through three Sub-Committees: Records and Artefacts (for England and Wales), and a Scottish Sub-committee.

Chairman's Report

The year was marked by further changes in the structure of the industry, including the formation of Network Rail. The Committee continued to make the industry aware of its role and of the industry's duty to ensure the preservation of artefacts and archives critical to the history of the world's first national railway system. Our task was made easier by the continuation in office of many long-serving railway men and women whose hearts are unchanged although their employers may have altered. I particularly congratulate Jim Cornell, a member of the Committee and Chairman of our Artefacts Sub-committee, on his appointment as a non-executive director of Network Rail.

There is no point in the Committee designating artefacts, and particularly rolling stock, if there is nowhere to store them under cover. The National Railway Museum is therefore to be congratulated on a £10 million funding package from European, National, and Regional sources – including a £5 million grant from the Lottery – to build covered storage at Shildon in County Durham. This will provide for a nearly a mile of track and will be linked to the line which now covers the route of the world's first public railway to use steam traction from the beginning – the Stockton and Darlington. In the summer the Committee visited Barry in South Wales to see the re-development of the old Barry Railway estate and docks. It may be that more storage can be provided there.

Storage is needed for archives too. The establishment of the privatised rail system ended the rule by which the Public Record Office would take railway archives for preservation. The industry must now make its own arrangements. The creation of the Railway Industry National Archive at the National Railway Museum in York now looks under way. This should provide the space needed for the storage of historical records of the events of the last critical decade in the railway industry.

The Committee has addressed lesser issues too. Thanks to an analysis by Sir Howard Newby we have designated a total now of just over 50 of some 850 traction nameplates. We are also looking at arrangements for the preservation of the Brunel-era structural drawings which, when digitised, may no longer be required for working use. Many are truly works of art. The Artefacts Sub-committee visited the Crewe Railway Works now owned by Bombardier plc: we have designated a number of LNWR, LMS, and BR (LMR) items with the full support and co-operation of the company.

During the year we said goodbye to Dr John Shaw of the National Archives of Scotland who served on the Records Sub-committee and the main committee for 2½ years. We welcome his successor Dr David Brown; Lord Faulkner, who is being particularly helpful with the Committee's public relations work in conjunction with Christopher Fildes who heads our, informal, publicity sub-committee; and Gareth Jones, formerly Treasurer of Abbey National and Chairman of Porterbrook Leasing.

Finally, Terence Jenner, who has acted as our Legal Adviser for a number of years, has retired and his place has been taken by Sara Hollingworth.

Ian Hay Davison, CHAIRMAN

Designations in 2002

Collection of Heritage Items at Crewe Works

Bell, 1898, believed to have come from Brighton Pullman Works

Class 58 Locomotive no. 58050 *Toton Traction Depot*

Air-braked Wagons: 29T 'Cov AB' Vanfit (VAA) no. 200000; 22T Long Wheelbase International Open Wagon (type OIX) no. ADB 733221 *Amended designation*
Freightliner Outer Wagon (FGA) nos. 601734 and 601780; Freightliner Match Wagon (RGQ) nos. B 462732 and B 462783 *Amended designation* 31T Timber Wagon (OTA) – rebuilt from 31T Open Goods no. 110349

LMS Bogie Trolley Wagon (type YYP) no. LDM 700370

LMS Silver Salver, signed by Board Members

50 cm-gauge Wagon (O&K, Berlin SW), from Bath Corporation Power Station

Motorail 'Cartic' Model

Nameplates [locomotives] (one – except where shown): *The Institution of Railway Signal Engineers* (no. 37232); *Driver John Elliott* (37412); *Robert F Fairlie Locomotive Engineer 1831–1885* (37422); *Tre Pol and Pen* (37671); *The Master Cutler 1947–1997* (43076); *Sir Felix Pole* (43131); *Great Western* (43185); *City of Truro* (43192); *Cory Brothers 1842–1992* (47270); *St. Christopher's Railway Home* (47348); *The Institution of Civil Engineers* (47540); *Crewe Diesel Depot Quality Approved* (47734); *Captain Peter Manisty RN* (47788); *The Institution of Mechanical Engineers* (47817); *NORTH STAR* (47840); *Crewe Locomotive Works* (56133); *The Permanent Way Institution* (60045); *James Watt* (60060); *ISAMBARD KINGDOM BRUNEL* (60081); *Night Mail* (67001); *Sir William A Stanier FRS* (86101); *Robert A Riddles* (86102); *André Chapelon* [note: both plates] (86103); *Lancashire Witch* (86213); *BBC Look East* (86221); *Bishop Eric Treacy* (86240) [note: both plates]; *Talyllyn – The First Preserved Railway* (86258); *Driver Wallace Oakes G.C.* (86260); *The Institution of Electrical Engineers* (86607); *Patriot* (87003); *Britannia* (87004); *King Arthur* (87010); *Iron Duke* (87017); *Lord Nelson* (87018); *Sir Winston Churchill* (87019); *275 Railway Squadron (Volunteers)* (90010); *Rail express systems Quality Assured* (90017)

Nameplates [multiple units] (one): *LORD NELSON* (no. 150213); *OLIVER CROMWELL* (150217); *GERARD FIENNES* (153309); *Maiden Voyager* (220001); *Coquelles* (319008); *Cheriton* (319009); *Red Revolution* (original plate) (390002); *MUM IN A MILLION 1997* *DOREEN SCANLON* (442 2410); *Sir Cosmo Bonsor* (456024)

'Grand Ambulance Shield for Competition among the Railway Men of the Cardiff Division Presented by the Rt Hon Lord Glanely DL JP Xmas 1922'

Further Collection of Pictures by Eddie Pond – *Berkhamsted Castle; Blisworth Tunnel 1; Blisworth Tunnel 2; Brick Kilns; Great Linford; Grove Lock, Leighton Buzzard* (plus any others in ownership of Silverlink rail Services Limited)

BRSA (Eastern Region) Coat of Arms

BR Property Board Logo Plaque

Railway Convalescent Homes Plaque

Collection of BR Posters

Records Sub-committee

The Records Sub-Committee has focused its work in 2002 as in previous years on the attempt to find a safe place of deposit for the records of the privatised railway industry. The committee is backing a scheme being developed by the National Railway Museum under which major developments in the museum's own archive and library storage and management services could be combined with the establishment of an archive in which English and Welsh records designated by the Railway Heritage Committee could be deposited when their owners are ready to dispose of them. The scheme is a large one and is currently being worked up by the NRM. If it can be brought to reality, the NRM's proposal will provide a first-rate railway archive with all the requisite facilities for access to documents (when they are opened for study) by the railway historians of the future.

The sub-committee has continued its consideration of the future of the huge collection of paper engineering drawings held by Railtrack/Network Rail in very close collaboration with the owners of the material — a subject that has led to some lively debates as to exactly what constitutes a record! A policy is being developed that will ensure that as much information as possible is retained for future historians, preserve original documents where the interest of the document itself is significant in addition to the interest of the information carried, and avoid asking the present owners to shoulder an unreasonable burden of costs. A further topic that has come before the committee during the year is the archive of the former British Rail research organisation in Derby.

A major change that was clarified during 2002 concerns records held by BRB (Residuary) Ltd. Now that this company is wholly owned by the Strategic Rail Authority its records, like those of the parent body, are public records and therefore not subject to the jurisdiction of the Railway Heritage Committee. This covers any records from the past that remain in the ownership of BRBR. We welcome the security that this brings to this area of the railway archive.

Dr Dudley Fowkes left the sub-committee in 2002, having been a member since its beginnings (and having been a member before that of the British Railways Board Advisory Panel on Minor Historical Records for a number of years). Dudley made an enormous contribution to the work of the sub-committee and hearty thanks are due to him for so many years' commitment. Dr John Shaw left the committee too, on his retirement from the National Archives of Scotland, and we wish him well for the future. His place was taken by Dr David Brown from the start of 2003. We welcomed other new members on to the sub-committee: Lord Faulkner of Worcester, Jonathan Pepler, and Carl Newton. We are delighted to have them all on board and look forward to working together.

John Gough, CHAIRMAN

Artefacts Sub-committee

The Artefacts Sub Committee (ASC) continues to be fully occupied with four full agenda meetings held during the year. Again, considerations have embraced individual items, groups of items and thematic subjects. We have endeavoured to critically analyse the items brought to our attention from a wide range of sources and have been mindful that we should not (and indeed cannot) attempt to preserve, through designation, artefacts which are not of sufficient interest and significance in informing future generations of the development of the railway. This is not an easy discipline to follow but I believe that the use of the Committee's established criteria and scoring system (with enhanced criteria for traction unit nameplates) continues to robustly support our work.

Early in the year I was able to present to the main committee the ASC's recommendations for the designation of some 50 nameplates selected from an initial total of almost 850. This brought to an end a significant piece of work for ASC which was well received by the main committee. Our recommendation to revisit the subject two years hence was also accepted.

ASC decided some time ago to use seminars as a means of identifying areas of interest to our work. This year we have successfully followed up the 2001 West Coast Main Line seminar and established good working relationships with the West Coast Route Modernisation Team. This process has also had transferable lessons in addressing resignalling areas, with the Bletchley to Bedford route being an excellent example. The co-operation and interest received from Network Rail (formerly Railtrack PLC) is gratefully acknowledged.

The difficult subject of Electric Multiple Units (EMUs) was the subject of our seminar for this year, and what a challenge that turned out to be. Attendees had a wide variety of relevant knowledge and interest with enthusiasm not in short supply. The seminar was able to conclude that two sets of DC and two sets of AC stock were worthy of further consideration for possible designation. An interim report was submitted to the main committee.

The sub-committee's out visit this year was to Crewe Works. This was prompted by the Secretary having received a report compiled by Adtranz (Bombardier's predecessor) revealing a significant list of interesting artefacts which were either on display or stored at the works. Members were able to examine the items and in discussion make recommendations as to how ASC wished to take matters forward. The collection was subsequently considered to be an 'ensemble' and designated by the main committee.

ASC is aware of at least three thematic subjects which still require to be addressed. They are on-station passenger information systems, manufacturers' nameplates, and lineside markers and mileposts. Some preliminary work was done on all three during the year but there is clearly much more to do if we are to achieve a quality process.

During the year the sub-committee was strengthened by the addition of David Bladen, Tim Bryan and Gareth Jones. I am most grateful for the input which they have already made, and indeed I am indebted to all members of the sub-committee for their enthusiasm, knowledge and commitment in delivering the aims of the *Railway Heritage Act 1996*.

Jim Cornell, CHAIRMAN

Scottish Sub-committee

The two meeting places for the Scottish Sub-Committee in 2002 reflected the Railway Heritage Committee's role in working with both the railway industry and the museum and preservation sector. Our April meeting was held at Buchanan House, Glasgow – the Scottish headquarters of (at that time still) Railtrack while our September meeting was held at the Summerlee Heritage Park at Coatbridge. This enabled members to see the designated Class 936 (formerly Class 311) Driving Battery Trailer no. 977844 which had recently arrived at the museum, and to view other items from the museum's transport collection.

The Scottish committee remit covers both the records and artefacts functions of the Committee with reference to material situated in or specifically relevant to Scotland.

2002 saw a number of changes in membership of this committee and this report gives me the opportunity to pay tribute to the work of my predecessor as Scottish committee chairman, Dr Malcolm Reed, Director General of Strathclyde Passenger Transport Executive who ably steered the Committee from its formation until 2000 and continued as a member for a further two years. Other retirements during the year were Simon Osborne, Railtrack Company Secretary and Dr John Shaw, National Archives of Scotland; both also made valuable contributions to our work. In their place, we welcomed as new members Iain Brown – Network Rail Company Secretary, Dr David Brown – National Archives of Scotland, Lord Faulkner of Worcester, and Peter Ramsay.

Our work continues to embrace artefacts and records both large and small ranging from the Class 303 Blue Train to small trackside and station signs. We are mindful of the need to give consideration to "less visible" artefacts which tell the story of the technical development of the railway such as signalling and telecommunications equipment. In some cases, it will be more important to ensure the preservation of a film or video which demonstrates how the technology worked rather than designating an inanimate lump of metal or a box of solder and silicon chips.

It is vitally important to get the message of the significance of our railway heritage across to the public at large and not just within the "railway community". Useful publicity was gained by a handover ceremony in April 2002 at the British Golf Museum in St Andrews for the LMS Gleneagles and Turnberry Hotel golf course land books which was covered with photographs and text in several Scottish newspapers. Copies of last year's Annual Report were distributed to the Chairman and members of the Transport and Environment Committee of the Scottish Parliament. Similar opportunities will be sought in 2003 to increase wider awareness of our role.

Peter Ovenstone, CHAIRMAN

Aims

The Railway Heritage Committee has the function of designating records and 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 in 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 criteria for the institutions to meet which aim to ensure the long-term safety of the items and to maintain the integrity (as far as possible) of current collections of 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.

Britain's railway history

This is of particular significance since Britain in many ways can justifiably claim to have 'given railways to the world'.

What was to become the world's standard gauge – 4ft 8½in (1435 mm) – was first established at Willington Colliery near Newcastle-upon-Tyne in 1764.

It was also in Britain that the key technological advances were made – in particular iron (and, later, steel) rails, and the steam locomotive – that allowed the locomotive to be developed as a complete transportation system. The understanding of the interface between the metal rail and wheel has continued to be refined in Britain, leading to significant further international breakthroughs.

In addition, innumerable industrial and social changes resulted from the development of the railway – such as the standardisation of time within a state.

Railway companies established hotels, shipping lines, road services and, later, even air and hovercraft services.

Much of this story may be seen interpreted at the National Railway Museum at York – winner of the *2001 European Museum of the Year* (the first national railway museum to be so honoured), which houses the largest railway collection of any museum in the world.

Certainly Britain possesses one of the world's richest collections of railway records – probably the finest collection of records of any major industry in the world.

Britain's railways were also unusual, at least in Europe, insofar as the government played little part in their development as a network. By 1914, more than 20,000 route miles existed, built up piece by piece on the initiative of more than 1,000 separate entrepreneurial companies (albeit many were owned and/or operated by larger companies – and the maximum that existed at any one given time was 476, in 1867). Vigorous competition had led to cities, towns, and even many villages boasting railway stations and lines belonging to more than one company. Inevitably, there were many mergers.

Inter-company rivalries gave passengers choice and tended to promote better services on individual routes; as exemplified above, however, they could also lead to the quite unjustified over-provision of facilities.

From the early years of this century, railway companies were already seeing the advantages of working together and began to enter into closer working arrangements. During the First World War there was a high degree of government control. This period exhausted the railways, and after the war was over it was clear that a new approach was needed.

In 1923, 150 or so of the main railway companies were grouped into the 'Big Four': the Great Western, the London Midland & Scottish, the London & North Eastern, and the Southern. The LMS became the Empire's largest joint stock company.

Then in 1948, following the further exhaustion of the Second World War, the Big Four were finally nationalised and combined into one organisation: British Railways, part of a new British Transport Commission.

In 1962, a self-standing British Railways Board was formed.

Thus from the earliest times, Britain has frequently been at the leading edge of railway organisational, or business organisational, change.

The modern era

The *Railways Act 1993*, 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 has involved transferring almost all of the operations and assets of the British Railways Board to a wide variety of new owners and stakeholders.

This has been through: 1) moving them to separate government ownership before sale – such as Railtrack (now Network Rail), three rolling stock leasing companies, European Passenger Services (now Eurostar UK), and Union Railways; 2) direct sales to private buyers – such as the freight operations, and engineering and support activities; or 3) 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.

Procedure

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

Committee status and remit

The Railway Heritage Committee is established under the terms of *The Railway Heritage Scheme Order 1997*, authorised by the *Railway Heritage Act 1996* (and amended by the *Transport Act 2000*). The Committee's powers extend to the following organisations:

- a) the British Railways Board ('the Board');
- b) any wholly owned subsidiary of the Board;
- c) any company which was formerly a wholly owned subsidiary of the Board;
- d) any publicly owned railway company (see note 1);
- e) any company which was formerly a publicly owned railway company;
- f) the Strategic Rail Authority ('the Authority');
- g) any company which is wholly owned by the Authority;
- h) any franchisee; and
- i) any franchise operator.

Its key remit is:

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

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 Railways Act 1993 for 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

The Railway Heritage Committee is chaired by Ian Hay Davison, sometime Chief Executive of Lloyd's of London.

During the course of 2002, there were fifteen other members, drawn from the railway industry, the record offices, the museums world, the voluntary sector – and from amongst individual railway historians.

Members are appointed by the Strategic Rail Authority, subject to the approval of the Secretary of State. It is the responsibility of the Authority to provide reasonable administrative and secretarial support.

Ian Hay Davison, CHAIRMAN
Dr John Gough, DEPUTY CHAIRMAN

Representative members

Allan Baker, *the railway industry* *
Dr David Brown, *National Archives of Scotland (from November)*
Iain Brown, *the railway industry* †
Cliff Edwards, *Public Record Office*
Andrew Scott, *National Railway Museum*
Dr John Shaw, *National Archives of Scotland (until September)*
Peter Trewin, *Strategic Rail Authority*

Individual members

Jim Cornell
Lord Faulkner of Worcester
Christopher Fildes
(Dr John Gough — see above)
Gareth Jones
Sir Howard Newby
Peter Ovenstone
Jonathan Pepler
Catherine Wilson

* *Allan Baker: employed by Angel Trains Ltd*

† *Iain Brown: employed by Railtrack PLC (now Network Rail)*

Sub-committees

Three sub-committees have been established: a Records Sub-committee, an Artefacts Sub-committee, and a Scottish Sub-committee. As shown below, they each include members not on the main committee.

Records Sub-committee

Dr John Gough, CHAIRMAN
Iain Brown *
Cliff Edwards
Lord Faulkner of Worcester *
Dr Dudley Fowkes *
Jonathan Pepler *
Dr John Shaw *
Peter Trewin

Co-opted

Dieter Hopkin
Dr Norman James
Nigel Loadman
Carl Newton *

Artefacts Sub-committee

Jim Cornell, CHAIRMAN
Allan Baker
Christopher Fildes
Gareth Jones *
Sir Howard Newby
Peter Ovenstone
Andrew Scott
Catherine Wilson

Co-opted

Bob Ballard
David Bladen *
Tim Bryan *
Richard Gibbon
Aidan Nelson
John Robinson

Scottish Sub-committee

Peter Ovenstone, CHAIRMAN
Iain Brown *
Jim Cornell
Dr John Gough
Dr John Shaw *

Co-opted

John Crompton
Bob Gardiner
Richard Gibbon
Peter Ramsay *

Dr Malcolm Reed *
John Yellowlees

* *part-year only*

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 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, 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 Resource – the Council for Museums, Libraries, and Archives.

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 relevant section. The Committee may require an undertaking from a receiving body that it will abide by such terms and conditions.

Formal undertakings

Railtrack 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.

To notify the Committee of any intention to replace the semaphore signalling at Stirling Station.

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 as indicated in *A standard for Record Repositories on constitution, finance, staff, acquisition, access*. (Royal Commission on Historical Manuscripts, London, 3rd edition, 2001; see web-site: ‘www.hmc.gov.uk’.)

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 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 Resource — the Council for Museums, Libraries, and Archives (MLAC) for museum registration 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 the recipient shall:

- a) Take measures to ensure the long-term care of the item(s) in line with the appropriate Resource 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 Resource 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 wishing to dispose of material, they must first obtain the written consent of the Committee with regard to a new recipient.

Designations to 31 December 2001

Previously featured in Annual Report 2001:

Nameplates (one): *Earl Marischal* (Class 87 locomotive no. 87029); *Royal Scot* (87001); *Wolf of Badenoch* (87027); *The Rt. Hon. John Smith QC, MP* (Class 320 electric multiple unit no. 320321)

Fixed Crane at Ladybank, built c. 1870 by James Tod & Son, Edinburgh

North Staffordshire Railway Revolving Wicket Gates at Foley Crossing (Change from Undertaking)

Class 33 Locomotive no. 33116 (formerly no. D 6535)

Class 101 Diesel Multiple Unit Vehicles nos. 53204 (formerly no. 50204), **set no. 680; and 54056** (formerly 56056), **set no. 656.**

Air-braked Wagons: 31T Open Goods – wooden-sided – (type OBA) nos. KDC 110378, and 110366 (no prefix)

Bell acquired by Midland Railway from 15th Duke of Norfolk in 1899 **plus three benches** (Midland Railway, Manchester Sheffield & Lincolnshire Railway, unknown railway) from Sheaf House, Sheffield

Collection of British Railways Board Pictures: by Beswick, Brook, Buckle, Cuneo (prints), **Frith** (coloured engraving), **Gerard, Haslehurst, Lamborn, MacFarlane, Merriott, Mount, Neiland** (series of masks, plus set of ScotRail posters), **Oppenheimer, Pears, Piper, Pond, Rushbury, Sergeant, Shepherd, Springs, Steel, Waddell, Wagon, plus unknown (Class 91);** also **Pullman Car Company award of arms, photograph of Lord Stamp, photograph of Eurotunnel crossover lunch.**

Previously featured in Annual Report 2000:

Company Seals

Silver Outline of Eurostar no. 3001, plus plaque, mounted on wood: *To commemorate the financing of Four Trans Manche Super Trains.*

Silver Door Plate from Enterprise House, 169 Westbourne Terrace, London: *Railfreight Distribution Reg. Office – FREIGHTLINER LTD.*

Boxed Pobjoy Mint Medallion: *Daily Mail le Walk/Channel Tunnel Walk* (face); *The Children's Society The Channel Tunnel Walk 12 February 1994* (reverse)

Special Model (HO gauge) of blue and silver, four-bogie, NTL Spent Nuclear Fuel Wagon

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.*

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. 31st July 1985.*

Circular Salver (hallmarked): *Gases Division 21.7.76. Millionth ton of liquid gas by rail.*

Mark I Travelling Post Office Sorting Vehicle no. 80373 (NSA) – transfer from no. 80308

Class 73 Locomotive no. 73201 Broadlands (replaced Class designation): this locomotive hauled many royal trains

Carnforth Station Clock (case and faces): this featured strongly in the well-known 1946 film *Brief Encounter*, starring Celia Johnson and Trevor Howard.

Class 311 (Glasgow 'Blue Train') Electric Multiple Unit Driving Battery Trailer no. 977844 (from unit no. 936103)

LMS Estate Department Land Books: a. *Gleneagles Golf Course*, 1926; b. *Turnberry Hotel and Golf Course*, 1930

Stone Plaque from Church Stretton, showing local time difference from Greenwich

Model of Keadby Bridge

Air-braked Wagons: 74T Bogie Steel Carrier – modified to carry coils – nos. 900147 (type BCA) and 910318 (BLA); 21T Flyash no. B 874172 (type CSA); Freightliner Outer Wagon nos. 601613 and 601620 (FGA) (since de-designated; superseded by designation of nos. 601734 and 610780); Freightliner Match Wagon nos. B 462748 and B 462708 (RGQ) (since de-designated; 32½T Coal Wagon nos. 360000 and 360201 (HEA); 24T Timber Wagon – rebuilt from 24T Vanfit – nos. 210363 (since de-designated; superseded by designation of nos. B 462732 and B 462783) and 200995 (OTA); 32T 2-axle Steel Carrier nos. DC 400198 and DC 400053 (ZEA, ex-SAA); 31T Plate Carrier nos. 460774 and 460487 (SPA); 24T Vanfit no. 201004 (VDA); 24T Sliding Wall Vanfit nos. 210501 and 210444 (VGA)

Locomotive Nameplates *Sir Robert McAlpine* and *Concrete Bob* (Class 37 no. 37416, and formerly no. 37425)

Class 303 (Glasgow ‘Blue Train’) Electric Multiple Units nos. 032 and 085 (latter since de-designated) (amended designation)

Bulleid Well Wagon no. DS 61107 (ZVR)

Contents of Shrewsbury Signal Boxes: Crewe Junction – three Great Western Railway (GWR) Thompson wooden-cased Absolute Block Instruments; five GWR Block Bells; four Fletcher Train Describers; GWR Tyers wooden-cased Train Descriptor; London & North Western Railway (LNWR) wooden Nameboard ‘SHREWSBURY’; eight brass lever Pull Plates (indicating pull sequence); Severn Bridge – six LNWR Train Describers; Tyers wooden-cased Train Descriptor; four GWR wooden-cased Signal Lamp Out Repeaters; two wooden Nameboards ‘SHREWSBURY’; set of large diameter Webb-type Lever Collars

London & North Eastern Railway 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); ‘London 250 Miles’ (arrows); ‘Newcastle 5 Miles’; ‘London 300 Miles’ (arrows); ‘Royal Border Bridge, Berwick’; ‘Across the Border England Scotland’; ‘Across the Border Scotland England’; ‘Edinburgh 50 Miles’ (arrows); ‘London 350 Miles’ (arrows); ‘Monessie Gorge’

Previously featured in Annual Report 1999:

Daily Incident Log

Railway Picture Library: images from former advertising libraries of BR InterCity and Regional Railways, and general (image) library of BR Network SouthEast

File Series at 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

Eastfield Signal Box Frame, Peterborough

Class 37 Locomotives nos. 37350 (D 6700) *National Railway Museum* and 37351

Class 47 Locomotives nos. 47798 *Prince William* and 47799 *Prince Henry* (one only to pass into preservation)

Detonator Placer from Cheetham Hill Signal Box: Overcentre Link

'Train Waiting' Lever Collars from Stranraer Signal Box

22T Long Wheelbase International Open Wagon no. 217060940533 (BR no. 733233) (since de-designated; superseded by designation of ADB 733221)

20T BR Ferry Van no. 083655 (Class 786XXX)

76T Diesel Hydraulic Breakdown Crane no. ADRC 96714

Highland Rly Signal, Dunkeld

Caledonian Rly Clock, Barrhill

***Broadlands* Locomotive Nameplates (now superseded by designation of complete locomotive)**

British Railways Board 'Organising for Quality' files (OFQ series)

***The Darlington Cabinet* (made for the Stockton & Darlington Railway, c. 1840)**

GWR Seal Box

Letter from IK Brunel, concerning the Forest of Dean

Vacuum Testing Equipment, Chester

BR Flags – two (from Euston House)

Class 73 Locomotives (Class Designation) (now superseded by designation of locomotive no. 73201 *Broadlands*)

Previously featured in Annual Report 1998:

Locomotive Models – 6 cm gauge

Steam:

44768 Class 5MT (LMS: 4768, Class 5) 4–6–0 Bassett-Lowke

44769 Class 5MT (LMS: 4769, Class 5) 4–6–0

46103 Class 7P – ‘Royal Scot’ (LMS: 6103) 4–6–0 *Royal Scots Fusilier*

48112 Class 8F (LMS: 8112) 2–8–0. Bassett-Lowke

Diesel:

40179 Class 40 (Type 4 – D 379) 1Co–Co1

55022 Class 55 – ‘Deltic’ (Type 5 – D 9000 *Royal Scots Grey*) Co–Co [Sectioned]

Electric:

83015 Class 83 (E 3100) Bo–Bo

86316 Class 86 (later 86416) Bo–Bo *Wigan Pier*

87009 Class 87 Bo–Bo *City of Birmingham*

Class 310 Driving Trailer Composite Open

Locomotive Models – 3 cm gauge

Electric:

86413 Class 86 (later 86613) Bo–Bo *County of Lancashire*, plus three carriages

86417 Class 86 (later 86617) Bo–Bo *The Kingsman*, plus three carriages

Advanced Passenger Train (APT): power car plus two carriages

LNWR Bell from Euston Station

Bell (1866) known to have been in use at Liverpool Street Station

Firescreen – with Great Eastern Railway crest

Boxed book set of Bourne Drawings of London & Birmingham Railway

The final bolt for the new Liverpool Street Station

A collection of seventeen early company seal impressions – believed to be originals dating from 1845. Mounted with a copy of an early railway map

South Eastern & Chatham Railway Hallade track recording machine

Railsport Trophies: LNER Tug-of-War; SR Badminton; BRSA (SR) Quiz; BRSA Sea Angling; BRSA Ladies Flat Green Bowls; BTC Male Voice Choir

British Railways Board seal press and die (formerly the Great Western Railway seal press)

Wooden Sculpture of British Railways Board coat of arms

Capstan Set and 40T Weighbridge at Carlisle Currock

Low Relief Sculpture of JH Renton on Rannoch Station

British Railways Board Secretariat files (SEC series) – paper records and microfilm

Furnishings from former BR Main Headquarters Buildings, York: contents of Board and Committee Rooms; contents of room known as General Manager’s Safe; busts of George and Robert Stephenson; other specified items of artwork; First Aid shields

‘Condor’ Conflat wagon no. 041906

Two BR-type AF containers at Wigan Springs Branch

Class 91 locomotive no. 91031 *Sir Henry Royce*

Sections of Forth Bridge rail and expansion joints at Dalmeny Yard

Motorail Carflat wagon no. 024783

Collection of Royal Train etc material from Wolverton Works

Previously featured in Annual Report 1997:

British Transport Film Archive (including out-takes)

Paintings by Brendan Neiland, RA

British Rail privatisation archive

File series (various) at BR Records Centre

Railtrack flotation data room archive

Stephenson-era structural drawings – three

Vehicles

GWR coolant tank: oldest wagon on public railway (1894) no. ADW 43989

LNER bogie special trestle no. 083425

SR travelling hand crane no. 061014

twin-barrelled fuel oil tank (rebuilt from GWR milk tank) no. 070882 (transferred from no. ADW 150142)

33½T mineral hopper no. DB 437781

Mark I travelling post office no. 80308 (since superseded)

Class Designations (since superseded by individual designations)

20T BR ferry van (class 786xxx)

Freightliner match wagon (modified from 13/16T Palbrick)

international open wagons

Locomotive nameplates: *Claud Hamilton* and *Terence Cuneo*

Great Northern Railway boardroom table and 26 chairs, from Doncaster Works

LMS station furniture (at listed station in north-west)

**Sculpture of *Antonine, the Legendary Engine*, Falkirk High
(George Wyllie)**

Forth Bridge theodolite

Dumfries South Stevens signal frame

Perth station running-in board and clocks

Previously featured in Committee brochure dated April 1997:

Classes of record

Memorandum and articles of association

Annual company reports

Minutes and working papers of company's 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

Former LMS/BR London Midland Region library

Former Great Eastern Railway etc library

Brunel-era structural drawings

Gooch centre-piece

Class 08 shunting locomotive no. 08616 (last locomotive to have been rebuilt at Swindon Works)

Model of Euston Doric arch

Class 303 electric multiple unit – ‘Blue Train’ (*Class Designation*) (since superseded by individual designations)

Huskisson memorial tablet

Barmouth viaduct timber display piece: showing damage by teredo worm

London & Birmingham Railway regulator clock

High Speed Train (*Class Designation*)

Plaques and bell at Inverness station

Paintings by Terence Cuneo

Who's Who of Committee members in 2002

Ian Hay Davison CHAIRMAN, Chartered Accountant, former managing partner of Arthur Andersen & Co, and former Chief Executive of Lloyd's of London.

Dr John Gough DEPUTY CHAIRMAN, railway historian and journalist. Past Chairman of Council, Railway Study Association. Current Vice-President and former President, Railway & Canal Historical Society, and for a decade editor of the society's *Journal*. Past President, Midland Railway Society.

Allan Baker, Engineering Director, Angel Trains Ltd; railway author.

Dr David Brown, Head of Corporate & Private Records Branch, National Archives of Scotland. [Part-year only, replacing Dr John Shaw.]

Iain Brown, Company Secretary & Solicitor, Network Rail.

Jim Cornell, Executive Director, Railway Heritage Trust; Non-Executive Director, Railtrack PLC.

Cliff Edwards, Inspector and Client Manager, Public Record Office.

Lord Faulkner of Worcester – Richard Faulkner, Treasurer, parliamentary all-party railways group; former adviser to the British Railways Board, 1977–1997.

Christopher Fildes OBE, financial columnist, *The Daily Telegraph* and *The Spectator*; Director, *The Spectator*.

Gareth Jones, formerly Treasurer, Abbey National.

Sir Howard Newby KB, CBE, Chief Executive, Higher Education Funding Council for England.

Peter Ovenstone, Director and Company Secretary, Heritage Railway Association; Committee Member, Association of British Transport & Engineering Museums; Conference Officer, Fedecrail (European Federation of Museum and Tourist Railways); Solicitor and Notary Public.

Jonathan Pepler, County Archivist, Cheshire County Council [Part-year only.]

Andrew Scott, Head of National Railway Museum. Formerly Director, London Transport Museum. Chartered Civil Engineer and Fellow of the Museums Association.

Dr John Shaw, Head of Corporate & Private Records Branch in the National Archives of Scotland. [Part-year only, due to retirement from Committee.]

Peter Trewin, The Secretary, Strategic Rail Authority.

Catherine Wilson OBE, Museum professional with more than 30 years' experience, now working as a museums consultant.

Secretary

Neil Butters, career railway manager with experience in local management, operations, the application of new technology, management services, management development and training, personnel research, consultancy, and management of a major training centre (The Grove, once the wartime headquarters of the LMS).

Relevant legislation, etc

Transport Act 2000 (Chapter 38).

The Railway Heritage Scheme Order 1997, statutory instrument (SI) no. 39.

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), Section 144 – now repealed for these purposes.

Other notable landmarks in Britain's railway history

- world's first surface railway (Wollaton Waggonway: 1603/4)
- 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)
- world speed record for steam traction – 126 mph (*Mallard*: 1938)
- British speed record, 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: 1987).