

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.



Left: Quadruple ground disk signal at Forders Sidings

Above: Class 306 electric multiple unit no. 017.

Chairman's Report

It seems that today's railway was rarely out of the news in 2003. Despite the attention, and criticisms over the railway's ability to deliver results, the basic remit of the Committee – to ensure the preservation of Britain's Railway Heritage – went ahead steadily.

Picking up on two matters raised in last year's Report we heard that the National Railway Museum's new branch at Shildon will be opening in 2004 providing much needed accommodation and



display space for the NRM's locomotive and carriage collection, thanks to the generosity of the Heritage Lottery Fund and others. The Railway Industry National Archive (RINA) moves forward with, it is to be hoped, tenders to be let during 2004 – and a possible date for opening a year or two later. When RINA is a

reality we can be confident that the present-day archives of the rail industry will be sure of a safe haven now that The National Archives can no longer take them due to their private status.

The Committee is fortunate to have two media professionals among its ranks: Christopher Fildes and Richard Faulkner. As a result our publicity sub-

committee has set to work with a will and has realised a number of initiatives to spread the word about our work both within the industry and to interested parties outside.

Two new issues were addressed this year. The first related to the future destination of the original engineering drawings collection held by Network Rail as a major digitisation project now being carried out by that company may render the originals surplus to requirements. These originals are truly works of art – but are they artefacts or archives? The digitised images will be accessible in the future and it is they that will be subject to designation. The Committee concluded that there is such a thing as a two-dimensional artefact. Secondly, we looked at the status of BR Training films and videos. With the rapid obsolescence of electronic media it was decided that the content was what had to be preserved not the medium.

The Committee continued its work of designating important artefacts and archives which came to its attention and continues to welcome suggestions from the industry and members of the public.

During the year, we said goodbye to Cliff Edwards, Railways Inspector at the Public Record Office, who gave great service to the Committee over many years. We welcome his successor, Steven Jones, of the newly-constituted National Archives.

Ian Hay Davison, CHAIRMAN

Above: Painting by Terence Cuneo – Derby C&W Works, 1960

Designations in 2003

Wedge-shaped Snowploughs nos. ADB 965223 and ADB 965235 (reserve)

Beilhack Snowplough Blade, probably from plough no. ADB 966099

LMS 'Quota League' Plaque, Ayr

Callander & Oban Rly 'Crest' from Taynuilt station

Painting by Terence Cuneo – *Derby C&W Works, 1960*

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



Bedford-Bletchley Signalling Equipment:

Stewartby

LNWR 7-lever open ground frame.

Forders Sidings

LMS extra tall ground signal – single permissive type

Quadruple ground disk signal

Repeater for calling-on arm

LMS gain-stroke lever (multiplier).

Millbrook

'L(M)S' step tread.

Class 306 Electric Multiple Unit no. 017



Left: Plaque at Ayr. Text reads: LONDON MIDLAND & SCOTTISH RAILWAY – QUOTA LEAGUE COMPETITION – THE STAFF OF THIS STATION WON THE SHIELD IN THEIR LEAGUE FOR THE YEAR 1937

Above: another view of wedge-shaped snowplough no. ADB 965223, at Carlisle

Records Sub-Committee

REGULAR readers of these annual reports will have grown used to – and even perhaps bored with – the regular reference to the problem of there being no archive to which English and Welsh records chosen by the Railway Heritage Committee might be directed on disposal. I am delighted to be able to report this year that the solution to that problem appears to be in sight. The scheme being worked up by the NRM that I referred to last year is now at the point where firm, detailed plans exist. The NRM and the Higher Education Funding Council for England have given financial commitments, and there is public support from a range of interested bodies. Provided an application for lottery funding is granted, building could commence this autumn and the new ‘Search Engine’ facility could be opened in 2006. ‘Search Engine’ offers the secure storage facilities and the means of making records in due course available to the public that the RHC requires, and the RHC will designate the NRM its chosen place of deposit for records. The Records Sub-Committee is convinced that the creation and development of a general centre of railway knowledge in York will be a major contribution to the serious study of the railway in England and Wales.

During the past year the sub-committee has continued to keep the matter of the future of the Railtrack/Network Rail collection of paper engineering drawings under consideration and now awaits further information from the owners of the material. Consideration of the engineering drawings and of filmed material led the sub-committee to raise the question of what definition of a record it should use, and it was encouraged by the full committee to pursue this question in some detail to inform a discussion by the latter body. In the light of its

responsibility to ensure the survival of the material required to meet the needs of the railway historians of the future, the sub-committee chose to recommend a broad definition, and this approach was accepted by the full committee, with acknowledgement that it must inevitably involve close collaboration between Artefacts Sub-Committee and Records Sub-Committee on the many railway items that can be quite properly viewed either as an artefact or as a carrier of information.

The withdrawal of Connex from the South Eastern Trains franchise raised new questions for the sub-committee, many of which are still being explored. Records Sub-Committee is very grateful to Connex for its co-operation and its assurance that those records that have been designated by the RHC will all be duly preserved. However, this is the first time that a company that held passenger franchises has ceased to do so and therefore at present plays no part in the British railway industry. Other questions have arisen from the status of the Rail Safety and Standards Board which, as a distinct company ‘hived off’ from Network Rail, does not come within the scope of the Committee’s Act despite being very much a core element of the reformed railway industry. These, and other matters, have moved the sub-committee to hold a seminar of interested parties to consider the parameters within which it should work and whether there is a need for any changes to the legislation under which it operates.

On the membership front, we have lost Cliff Edwards, on his retirement from the Public Record Office – now The National Archives. He has been succeeded by Steven Jones, who is Head of Archive Inspection Services in the Records Management Department of TNA.

John Gough, CHAIRMAN

Artefacts Sub-Committee

THE environment in which Artefacts Sub-Committee (ASC) carries out its tasks includes a railway industry facing huge opportunities and yet, at the same time, huge challenges. Inevitably, this means change in organisational structures and in the people who populate those organisations.

It is therefore a pleasure to be able to pay tribute to the manner in which the industry has co-operated with ASC in attempting to carry out the requirements of the *Railway Heritage Act 1996*.

It continues to be a fundamental duty of ASC to ensure that only artefacts which are of sufficient interest and significance in informing future generations about the development of the railway are designated. Additionally, alternative ways of 'telling the story' must be addressed as it is clear that we cannot practically preserve and make accessible uncontrolled numbers of artefacts.

During 2003, the sub-committee has been able to address several significant items or groups of items which are worthy of description in this report. Most significantly, we have considered the Royal Train vehicles with their attendant sensitivities and complexities. Following detailed presentations and a visit to examine the vehicles at their Wolverton base, ASC was able to recommend to the main committee that all vehicles should be class designated. In making this recommendation, the sub-committee was aware that not all the vehicles were of the same value but it wished to ensure that none were disposed of without detailed consideration of all the influencing factors.

Having addressed several major themes in recent years, ASC has now started to address Manufacturers' and Owners' Nameplates. This is potentially a large, as well as significant, subject and it is important to establish a robust policy for the sub-committee to adopt. Following a preliminary discussion in March, a comprehensive paper was considered in November which also acknowledged the existence of Works-

plates. The subject matter embraces the whole of the history of the rail industry and selectivity will play a key part in the recommendations we take to main committee during 2004.

The subject of Engineering Wagons and On-Track Machines was considered by the sub-committee as sufficiently significant to warrant a seminar to which industry members were invited. Plasser and Theurer hosted the seminar at its West Ealing works which added to an understanding of the development of On-Track Machines in particular. A significant output of the day was the identification of some 15 items for more detailed follow-up with film of plant, processes and wagons being recognised as a valid means of informing the nation about this subject.

An outstanding demonstration of the co-operation given by the industry was shown by Eurostar which invited ASC to its Waterloo offices to view a series of artefacts which may disappear from public view as a result of 're-badging' proposals for completion of Phase II of the Channel Tunnel Rail Link works in 2007. In addition to paintings, station signage, furniture and models, uniforms were available for inspection and consideration.

Other important subjects addressed during the year included further consideration of EMUs (electric multiple units), an examination of railway related memorials, items of significant interest at the historic Sudbrook Pumping Station serving the Severn Tunnel, and what guidance/advice, if any, the main committee should give regarding the removal of asbestos from rolling stock considered for designation.

I am, as always, most grateful for all the contributions made by members of ASC and our secretary. Their knowledge and commitment is invaluable to the work of the sub-committee.

Jim Cornell, CHAIRMAN

Scottish Sub-Committee

THE remit of the Scottish Sub-Committee covers both the records and artefacts elements of the Railway Heritage Committee with regard to material situated in or specifically relevant to Scotland. The sub-committee met twice in Edinburgh in 2003. The April meeting was hosted by the National Library of Scotland (NLS) and provided an opportunity both for members of the library's staff to gain a better understanding of the role and work of the Committee, and equally for sub-committee members to gain an awareness of the significant collection of railway material held by the NLS. Network Rail hosted the second meeting in the appropriate setting of a conference room at Waverley Station, decorated with original North British Railway stained glass panels re-located after removal during rebuilding elsewhere in the station some years ago. During the year, the Chairman, Ian Hay Davison also visited Scotland and, aided by the Secretary, made a presentation on the role of the Railway Heritage Committee to a meeting of the Heritage Railway Association near Aviemore.

In physical terms, the biggest development of the year was completion of the process of designation and disposal of a Class 303 'Blue Train' EMU to the Scottish Railway Preservation Society at the Bo'ness & Kinneil Railway. This provided a good case example of flexible use of the designation powers – when the final remaining units came out of service, it proved to be more practical to preserve a combination of Units 032 and 023 (centre car) rather than previously designated complete unit 032, and appropriate changes of designation were swiftly made.

The Scottish Sub-Committee finds the scoring system originally devised by the Artefacts Committee an invaluable tool in carrying out the assessment of material. It is worth recording that the scoring system criteria have now gained a wider respect

beyond their function in our work and are currently being adapted by other organisations to serve as a potential tool to help owners of railway artefacts to assess the heritage significance of items for possible applications for Heritage Lottery Fund grant aid.

New designations proposed during the year included a Callander & Oban Railway crest formerly at Taynuilt Station in Argyllshire and a London Midland and Scottish Railway 'Quota League' plaque displayed at Ayr Station. The history of this item initially mystified the sub-committee but subsequent research indicates that the plaque relates to internal competitions held in the 1930s to encourage staff to gain new traffic to the railway system.

It is important to emphasise that, on very many occasions, the role of all three sub-committees is to say 'no' to items put forward for consideration. Even when we have felt that the formality of designation is inappropriate, we can sometimes perform a useful facilitating role to aid transfer to new appropriate owners – Scottish examples in 2003 were the distinctive Howitzer shell collecting boxes at Glasgow Central and Queen Street, and Aberdeen Stations, at least one of which may find a new home in the collection of a Scottish museum.

Ongoing business includes continued general consideration of signal and telegraph equipment, particularly in the light of the continuing West Coast route modernisation programme. A paper was presented by Richard Gibbon setting out draft criteria for assessing signal and telegraph equipment which will be considered further. The sub-committee has also continued to advocate the video recording of features of railway operation in Scotland as on some occasions this represents a much more appropriate solution than the designation of physical hardware.

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.



Left: WESTMINSTER REFLECTED: acrylic painting (1994) on canvas by Brendan Neiland RA. Original artwork for poster LONDON (Designated 1997)

Above: THE TAY BRIDGE: painting (1957) by Terence Cuneo showing Class 40 Type 4 locomotive hauling a passenger train on the Tay Bridge. Original artwork for poster TAY BRIDGE SEE SCOTLAND BY TRAIN (Designated 1997)

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 – and some company failures.

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.



Right: LMS extra-tall ground signal – single permissive type

Far right: 31T Timber Wagon (OTA) – rebuilt from 31T Open Goods – no. 110349 (Designated 2002)

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 however is 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.



Above: THE ROYAL ALBERT BRIDGE, SALTASH: painting (1959) by Terence Cuneo showing Castle Class 4-6-0 no. 5021 Whittington Castle hauling a passenger train on the Royal Albert Bridge across the River Tamar. Original artwork for poster ROYAL ALBERT BRIDGE, SALTASH Centenary 1859 1959 (Designated 1997)

Above right: LNWR 7-lever ground frame at Stewartby

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 2003, there were fifteen other members, drawn from the railway industry, the record offices, the museums world, the heritage railway 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

Dr David Brown, *National Archives of Scotland*

Iain Brown, *the railway industry* †

Cliff Edwards, *Public Record Office* (until March)

Steven Jones, *The National Archives* (from June)

Andrew Scott, *National Railway Museum*

Peter Trewin, *the railway industry* *

Individual members

Allan Baker

Jim Cornell

Lord Faulkner of Worcester

Christopher Fildes

(Dr John Gough – *see above*)

Gareth Jones

Sir Howard Newby

Peter Ovenstone

Jonathan Pepler

Catherine Wilson

† *Iain Brown: employed by Network Rail*

* *Peter Trewin: employed by the Strategic Rail Authority*

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
Steven Jones*
Jonathan Pepler
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



Dr David Brown
Iain Brown
Jim Cornell
Lord Faulkner of Worcester
Dr John Gough

Co-opted

John Crompton
Bob Gardiner
Richard Gibbon
Peter Ramsay
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.



*LMS builder's plaque
(from Crewe Works
collection)
(Designated 2002)*

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.



Right: YORK: acrylic painting (1990) on canvas by Brendan Neiland RA. Original artwork for InterCity East Coast Main Line Collection poster (Designated 1997)

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.



Right: Callander & Oban Rly 'Crest' from Taynult station. Restored by Railtrack PLC/Network Rail

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.



*Above: LMS silver salver, signed by board members
(Designated 2002)*

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.

Formal undertakings

Network Rail (formerly 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.

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.



Silver cup presented to winners of Crewe Works Cricket League, 1968–1990 (Designated 2002)

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 page 18. The Committee may require an undertaking from a receiving body that it will abide by such terms and conditions.

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 (showing year) and Disposals to 31 December 2002

BELLS

- Bell, 1898, believed to have come from Brighton Pullman Works [02] [Disposal to Bluebell Rly plc]
- Bell from Sheaf House, Sheffield – acquired by Midland Railway from 15th Duke of Norfolk in 1899 [01] [Disposal to NRM]
- Bell (1866) known to have been in use at Liverpool Street Station [98] [Disposal to Bressingham Museum]
- LNWR Bell from Euston Station [98] [Disposal to NRM]
- Inverness & Aberdeen Junction Rly Bell at Inverness Station [97]

CLOCKS

- Carnforth Station Clock (case and faces): this featured strongly in the well-known 1946 film *Brief Encounter*, starring Celia Johnson and Trevor Howard [00]
- Caledonian Rly Clock, Barrhill [99]
- Perth Station two-and three-face Clocks (including mechanism) [97]
- London & Birmingham Railway Regulator Clock (oldest working railway clock in world) [97] [Disposal to NRM]

COATS OF ARMS

- BRSA (Eastern Region) Coat of Arms [02] [Disposal to NRM]
- Wooden Sculpture of British Railways Board Coat of Arms [98] [Disposal to NRM]

COLLECTIONS

- Collection of Heritage Items at Crewe Works [02]
- Items at Vale of Rheidol Rly: three GWR 2–6–2 Side Tank Locomotives (nos. 7 *Owain Glyndwr* 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 others 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]
- Collection of Royal Train etc material from Wolverton Works [98] [Disposal to NRM, Public Record Office – now The National Archives, Scottish Record Office – now the National Archives of Scotland, Milton Keynes Museum, Midland Rly Trust, Vintage Carriages Trust]
- Furnishings at/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 [98] *Note: originally included a set of 59 chairs – since de-designated.* [Disposal of Delftware Plate, depicting Class EM1 Locomotive no. 26000 *Tommy* and marking its loan to Dutch Rlys 1947–1952 to NRM]

COMPANY RECORDS (active)

Daily Incident Log [99]

Classes of Record –

- Memorandum and Articles 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 [95] – extended to private organisations [99] [Interim Disposal of Railtrack PLC records relating to Channel Tunnel Rail Link to Union Railways (North) Ltd and Union Railways (South) Ltd]

CONTAINERS

- Two BR-type AF containers at Wigan Springs Branch [98]

CRANES

- Fixed Crane at Ladybank, built c. 1870 by James Tod & Son, Edinburgh [01]
- 76T Diesel Hydraulic Breakdown Crane (type ZIA) no. ADRC 96714 [99]

DISPLAY PIECE

- Barmouth Viaduct Timber Display Piece: showing damage by teredo worm [96] [Disposal to Sailors' Institute Museum, Barmouth]

DRAWINGS AND PLANS

- LMS Estate Department Land Books: a. *Gleneagles Golf Course*, 1926; b. *Turnberry Hotel and Golf Course*, 1930 [00] [Disposal to British Golf Museum, St Andrews]
- Boxed book set of Bourne Drawings of London & Birmingham Railway [98] [Disposal to NRM]
- Stephenson-era Structural Drawings – three [97]
- Brunel-era Structural Drawings – non-operational property [96]
- Brunel-era Structural Drawings – operational property [95]

FILES AND OTHER COMPANY RECORDS

- 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; 'Organising for Quality' files (OFQ series); Privatisation Studies Group; Shipping & International Services [99] [now Public Records, at The National Archives]
- British Railways Board Secretariat files (SEC series) – paper records and microfilm** [98] [now Public Records, at The National Archives]
- British Rail Privatisation Archive** [97] [now Public Records]
- Railtrack Flotation Data Room Archive** [97]
- 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] [now Public Records, at The National Archives]

FILMS

- British Transport Film Archive (including out-takes)** [97] [Disposal to British Film Institute – National Film & Television Archive]

FLAGS

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

FURNITURE

- Three Benches** (Midland Railway, Manchester Sheffield & Lincolnshire Railway, unknown railway) from Sheaf House, Sheffield [01] [Disposal to NRM]
- The Darlington Cabinet** (made for the Stockton & Darlington Railway, c. 1840) [99] [Disposal to Darlington Railway Centre & Museum]
- Firescreen – with GER crest** [98]
- GNR Boardroom Table and 26 Chairs, from Doncaster Works** [97]
- LMS Station Furniture** (at listed station in north-west) [97]

LETTER

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

LIBRARIES

- Former LMS/BR London Midland Region Library** [97] [Disposal to Birmingham Central Library, Public Record Office – now The National Archives, NRM, National Tramway Museum (LMS Tramways map)]
- Former GER etc Library** [97] [Disposal to Essex County Record Office]

LOCOMOTIVES AND MULTIPLE UNITS

- Class 58 Locomotive no. 58050 *Toton Traction Depot*** [02]
- Class 33 Locomotive no. 33116** (formerly no. D 6535) [01] [Disposal agreed to NRM]
- Class 101 Diesel Multiple Unit Vehicles nos. 53204** (formerly no. 50204), **set no. 680**; and **54056** (formerly 56056), **set no. 656**. [01] *Note: vehicle numbers amended 19.3.04: 51192 and 54352 (formerly 56352)* [Disposal to NRM]
- Class 73 Locomotive no. 73201 *Broadlands*** (formerly no. E 6049, then 73142) (replaced Class designation): this locomotive hauled many royal trains [00]
- Class 311 (Glasgow 'Blue Train') Electric Multiple Unit Driving Battery Trailer no. 977844 (from unit no. 936103)** [00] [Disposal to North Lanarkshire Council, for Summerlee Industrial Heritage Centre, Coatbridge]
- Class 303 (Glasgow 'Blue Train') Electric Multiple Units nos. 032 and 085** (latter since de-designated) (amended designation) [00] [Centre car later switched, replacement from set no. 023; Disposal to Scottish Railway Preservation Society]
- Class 73 Locomotives (Class Designation)** (now superseded by designation of locomotive no. 73201 *Broadlands*) [99]
- Class 47 Locomotives nos. 47798 *Prince William*** (formerly no. D 1656, then 47072, then 47834) and **47799 *Prince Henry*** (formerly D 1654, then 47070, then 47835) (latter later de-designated) [99] [Disposal of no. 47798 to NRM]
- Class 37 Locomotives nos. 37350 (D 6700) *National Railway Museum*** and **37351** (formerly no. D 6702, then 37002) (latter later de-designated) [99] [Disposal of no. 37350 to NRM]
- Class 91 Locomotive no. 91031 *Sir Henry Royce*** [98]
- High Speed Train – Class 43 Locomotives plus Coaches comprising InterCity 125 HSTs (Class Designation)** [97]
- Class 303 Electric Multiple Unit – 'Blue Train' (Class Designation)** (since superseded by individual designations) [96]
- Class 08 Shunting Locomotive no. 08616** (last locomotive to have been rebuilt at Swindon Works) [96] [Interim disposal to Maintrain Ltd]

MODELS

- Motorail 'Cartic' Model** [02] [Disposal to NRM]
- Special Model (HO gauge) of blue and silver, four-bogie, NTL Spent Nuclear Fuel Wagon** [00] [Disposal to NRM]



Repeater signal for calling-on arm (left-most instrument), Forders Sidings (note: rest of signalbox equipment not designated)

Model of Keadby Bridge [00] [Disposal to NRM]

Locomotive Models – 6 cm gauge

Steam:

44768 Class 5MT (LMS no. 4768, Class 5) 4-6-0 Bassett-Lowke

44769 Class 5MT (LMS no. 4769, Class 5) 4-6-0

46103 Class 7P – ‘Royal Scot’ (LMS no. 6103) 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*

87009 Class 87 Bo-Bo *City of Birmingham*

Class 310 Driving Trailer Composite Open (original blue livery) [98] [Disposal of all to Museum of Transport, Glasgow]

Locomotive Models – 3 cm gauge

Electric:

86413 Class 86 (formerly no. E 3128, then 86013; later 86613) Bo-Bo *County of Lancashire*, plus three carriages [Disposal to NRM]

86417 Class 86 (formerly no. E 3146, the 86017; later 86617) Bo-Bo *The Kingsman*, plus three carriages [Disposal to Bressingham Museum]

Advanced Passenger Train (APT): power car plus two carriages [Disposal to NRM] [98]

Model of Euston Doric arch [96] [Disposal to NRM]

NAMEPLATES

From locomotives, unless otherwise indicated –

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) – later voided: ownership shown to vest with LCGB; *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) [02]

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) [02]

Royal Scot (87001); *Wolf of Badenoch* (87027); *Earl Marischal* (no. 87029); *The Rt. Hon. John Smith QC, MP* (Class 320 electric multiple unit no. 320321) [01]

Sir Robert McAlpine and Concrete Bob (no. 37416, and formerly D 6992, then 37292, then 37425) [00]

Broadlands (both plates) (now superseded by designation of complete locomotive) [99]

Claud Hamilton (Class D14 no. 1900, then 7770, then 2500; then D16 no. 2546, then 62546) [Disposal to NRM]

Terence Cuneo (no. 91011) [Disposal to NRM] [97]

OTHER EQUIPMENT

Vacuum Testing Equipment, Chester [99] [Disposal to NRM]

Capstan Set and 40T Weighbridge at Carlisle Currock [98]

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

PERMANENT WAY

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

South Eastern & Chatham Railway Hallade Track Recording Machine [98] [Disposal to Bluebell Rly Plc]

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

PICTURES

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 Train Services Limited) [02]

Collection of British Railways Board Pictures: by Beswick – *Freightliner; Brook* – 11 picture panels showing Trainload Freight operations; **Buckle** – *Falkland Palace, Holyrood Palace; Cuneo* (prints) – *The Lickey Incline* with charcoal drawings, and Post Office Letters stamp set – *Cheltenham Flyer, Cornish Riviera, Flying Scotsman, Golden Arrow, Royal Scot; Frith* (coloured engraving) – *The Railway Station; Gerard* – *Girl and InterCity; Haslehurst* – *Teesdale, near Barnard Castle; Lamborn* – *Newcastle High Level Bridge; MacFarlane* – *Kyles of Bute; Merriott* – *Amberley, Loch Etive; Mount* – *Liverpool Street Station, interior and exterior; Neiland*

– series of masks for *London King's Cross*, plus set of ScotRail posters complementing (designated) originals – *Glen Coe, Glenfinnan, Isle of Skye, Loch Shiel, Nevis Range, Tain; Oppenheimer* – *Galloway Dee; Pears* – *Ships at Sea; Piper* – for Rail House, Euston – *The Forth Bridge, Tamar Bridge; 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, Stonehenge, Tide Mill (Woodbridge), Willy Lot's Cottage (Suffolk); Rushbury – *John Constable at Flatford; 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, Oriol Window (Paddington), Slough, Stamford, Wye; Shepherd* – *Workshop; Springs* – *Caricature of Sir Robert Reid, Steel* – *Royal Deeside; Waddell* – *Glasgow Central* [Purchased by Railtrack PLC, now Network Rail Infrastructure Ltd]; **Wagon** – *The Grove*; plus unknown – *Class 91*; also Pullman Car Company grant of arms, photograph of Lord Stamp, photograph of Eurotunnel crossover lunch. [01]

Railway Picture Library: images from former advertising libraries of BR InterCity and Regional Railways, and general (image) library of BR Network SouthEast [99]

Paintings by Brendan Neiland, RA: **InterCity Collection:** *Edinburgh, King's Cross, Leeds, Leeds 2/Carriage Window, Newcastle, York; ScotRail Collection* – *Glen Coe, Glenfinnan, Glenmorangie Still, Tain, Loch Shiel, Nevis Range, Quiraing Isle of Skye; Gatwick Express Collection:* *Eros, Taxis, Westminster; other* – *Bath, London* [97]

Paintings by Terence Cuneo: *Class 91, Bounds Green; Class 91, Durham Viaduct; Essex Water-mill; Into the 1980s* – *APT; Monessie Gorge; Royal Border Bridge; Signals; The Forth Bridge; The Helensburgh Electric Railcar [Glasgow 'Blue Train']; The Royal Albert Bridge, Salsburgh; The Tay Bridge* [97]



Above: CLASS 91, DURHAM VIADUCT: painting (1989) by Terence Cuneo showing InterCity 225 Class 91 locomotive hauling a passenger train on Durham Viaduct. (Designated 1997)

PLAQUES

Railway Convalescent Homes Plaque [02] [Disposal to NRM]

BR Property Board Logo Plaque [02] [Disposal to NRM]

Stone Plaque from Church Stretton, showing local time difference from Greenwich [00] [Disposal to Swindon Borough Council, for STEAM]

Plaques at Inverness station [97]

POSTERS

Collection of BR Posters [02] [Disposal to NRM]

SCULPTURES (NOT WOOD)

Low Relief Sculpture of JH Renton – financier – on Rannoch Station (built by West Highland Rly navvies) [98]

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

SEALS

Company Seals [00] [Disposal of redundant former BRB-owned seals to NRM]

GWR Seal Box [99] [Disposal to Swindon Borough Council, for STEAM]

British Railways Board Seal Press and Die (formerly the GWR seal press) [98] [Disposal agreed to NRM]

A Collection of Seventeen Early Company Seal Impressions – believed to be originals dating from 1845. Mounted with a copy of an early railway map [98] [Disposal to NRM]

SIGNALLING EQUIPMENT

Contents of Shrewsbury Signal Boxes: 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]

Highland Rly Signal, Dunkeld [99]

'Train Waiting' Lever Collars from Stranraer Signal Box [99]

Detonator Placer from Cheetham Hill Signal Box: Overcentre Link [99] [Disposal to NRM]

Eastfield Signal Box Frame, Peterborough [99]

Stevens Signal Frame (Caledonian Rly pattern) from Dumfries South [97] [Disposal to Scottish Railway Preservation Group]

SIGNS, BOARDS AND TABLETS

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] [Disposal to NRM]

LNWR 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' [Disposal to NRM]; 'Across the Border Scotland England' [Disposal to National Museums of Scotland]; 'Edinburgh 50 Miles' (arrows); 'London 350 Miles' (arrows); 'Monessie Gorge' [00]

Perth Station Running-in Board [97]

Huskinson Memorial Tablet [97] [Disposal to NRM]

SILVERWARE/TROPHIES/MEDALLIONS

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

Silver Door Plate from Enterprise House, 169 Westbourne Terrace, London: *Railfreight Distribution Reg. Office – FREIGHTLINER LTD.* [00] [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] [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. 31st July 1985.* [00] [Disposal to NRM]

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

Gooch Centre-piece [95] [Disposal to NRM]

WAGONS, COACHES AND VANS

50 cm-gauge Wagon (O&K, Berlin SW), from Bath Corporation Power Station [02] [Disposal agreed to STEAM, Swindon]

LMS Bogie Trolley Wagon (type YYP) no. LDM 700370 [02]

Air-braked Wagons: Freightliner Outer Wagon (FGA) nos. 601734 and 601780; Freightliner Match Wagon (RGQ) nos. B 462732 and B 462783 *Amended designation*; 29T 'Cov AB' Vanfit (VAA) no. 200000; 22T Long Wheelbase International Open Wagon (type ZDX, formerly OIX) no. ADB 733221 *Amended designation* [Disposal to Barrow Hill Engine Shed Society Ltd]

31T Timber Wagon (OTA) – rebuilt from 31T Open Goods no. 110349 [02]

Air-braked Wagons: 31T Open Goods – wooden-sided – (type OBA) nos. KDC 110378, and 110366 (no prefix) [01]

Air-braked Wagons: 21T Flyash (type CSA) no. B 874172; 31T Plate Carrier (SPA) nos. 460774 and 460487; 74T Bogie Steel Carrier – modified to carry coils – nos. 900147 (type BCA) and 910318 (BLA); Freightliner Outer Wagon (FGA) nos. 601613 and 601620 (since de-designated; superseded by designation of nos. 601734 and 610780); Freightliner Match Wagon (RGQ) nos. B 462748 and B 462708 (since de-designated; superseded by designation of nos. B 462732 and B 462783); 3½T Coal Wagon (HEA) nos. 360000 and 360201; 24T Timber Wagon (OTA) – rebuilt from 24T Vanfit – nos. 210363 (since de-designated) and 200995; 32T 2-axle Steel Carrier (RRA, formerly ZEA, ex-SAA) nos. DC 400198 and DC 400053; 24T Vanfit (VDA) no. 201004; 24T Sliding Wall Vanfit (VGA) nos. 210501 and 210444 [00]

Bulleid Well Wagon (ZVR) no. DS 61107 [00] [Disposal to Bluebell Rly plc]

Mark I Travelling Post Office Sorting Vehicle (NSA) no. 80373 – transfer from no. 80308 [00]

20T BR Ferry Van no. 083655 (ZSX, formerly VIX) (Class 786XXX) [99] [Disposal to Spa Valley Rly]

22T Long Wheelbase International Open Wagon (ZDX, formerly OIX) no. 217060940533 (BR no. 733233) (since de-designated; superseded by designation of ADB 733221) [99]

Motorail Carflat wagon (YXV, formerly TDB) no. 024783 [98]

'Condor' Conflat wagon (FWV) no. 041906 (formerly no. B 510044) [98] [Disposal to Scottish Railway Preservation Group]

Historic Wagons: GWR Coolant Tank (ZRO) – oldest wagon on public railway (1894) no. ADW 43989 [Disposal to GWR 813]; LNER Bogie Special Trestle no. 083425 (formerly no. ADM 3014) [Interim Disposal to Alstom Transport Service Ltd]; SR Travelling Hand Crane (ZZP) no. 061014 (formerly no. ADS 2008) [Disposal to Southern Steam Trust]; Twin-barrelled fuel oil tank (ZRV) (rebuilt from GWR milk tank) no. 070882 (formerly no. ADW 150141) (designation transferred from no. ADW 150142) (later de-designated); 3¾T mineral hopper (ZDV, formerly HKV) no. DB 437781 [Disposal to East Anglian Rly Museum]

Mark I Travelling Post Office (NSX) no. 80308 (since superseded); *Class Designations (since superseded by individual designations)*: 20T BR Ferry Van (VIX) (class 786xxx); Freightliner Match Wagon (RGQ) (modified from 13/16T Palbrick); International Open Wagons (OIX) [97]

WICKET GATES

North Staffordshire Rly Revolving Wicket Gates at Foley Crossing (change from Undertaking) [01] [Disposal agreed to Staffordshire Rly (1978) Ltd]

Who's Who of Committee members in 2003

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, formerly Engineering Director, Angel Trains Ltd; railway author.

Dr David Brown, Head of Corporate & Private Records Branch, National Archives of Scotland.

Iain Brown, Company Solicitor, Network Rail.

Jim Cornell, Executive Director, Railway Heritage Trust; Non-Executive Director, Network Rail.

Cliff Edwards, Inspector and Client Manager, Public Record Office. [Part-year only, due to retirement from Committee.]

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.

Steven Jones, Head of Archive Inspection Services, The National Archives [Part-year only, replacing Cliff Edwards.]

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

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

Peter Trewin, The Secretary, Strategic Rail Authority.

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

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 Waggon-way: 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).
- ❖ new British speed record of 208 mph, set by Eurostar on Section 1 of Channel Tunnel Rail Link (30th July, 2003)