



National
Railway
Heritage
Awards

2020 Virtual Awards Ceremony

The ceremony can be viewed at
11.30am on-line at
<https://awards2020.nrha.org.uk/>
Wednesday 2nd December 2020
Awards presented by
Andrew Haines,
Chief Executive, Network Rail





About the Awards

Theo Steel Chairman, Management Committee

We made it! At Easter, as the coronavirus pandemic gathered strength and national lockdown had begun the prospects of a successful competition for 2020 looked remote. However, entries had already started to arrive and more came in despite the changes in working practices, so that we finished up with a respectable total of 42 entries.

Judging

The next challenge was to get them judged. Our normal practice is two judging's by different judges on separate occasions, although at times we do have to be flexible about this. Although Clive Baker, our Joint Chairman of Judges, has a team of some four dozen to call upon, spread throughout the country, inevitably not all would be fully available this year, restrictions on personal mobility or shielded lockdown being the main reasons. Often a judge will be given three or four assignments but this year one or two was the norm for most. So, a very small number of entries had only one judging; the Adjudicators were able to cope with this. One particular casualty of this was the work at Aberdeen where the second judge was thwarted in reaching the city when it was effectively shut down by a resurgence of Covid-19. The restored station at Hassendean in the Borders was also unavailable for judging, so both these entries are being held over to 2021. Our thanks are certainly due to Clive for organising this aspect of the Awards competition so thoroughly.

Determining the Awards: the Adjudication

At the end of September, when the judges' marking sheets and reports have all arrived and been collated by Gavin Johns, our other Joint Chairman of the

Judges, the Adjudicators meet for a lengthy session, first looking at all the entries on screen and discussing their merits, and then determining who should receive particular awards and who should support them on the overall short list. Normally this is an all-day affair in London but clearly that was not going to be possible, so Gavin organised a virtual meeting using Zoom. He was able to show us sufficient images of the entries for the Adjudicators to form their opinions; it helped in that he had already circulated the judges' marking sheets, reports and pictures by internet link so we were all au fait with their general merits. After a lunch break the discussion began in earnest. In the event the main winners stood out as being worthy of a particular Award while the supporting short list was straightforward. It is appended to this Review. Our thanks too to Gavin for organising this successful meeting, another 'first' in the forty-year history of the Awards.

The Entrants

Although the first competition in 1979 was restricted to the 'preserved railways', it was not long before BR, London Underground, railway contractors, local councils and even private organisations and individuals joined in. Interest within and outside the railway industry remains strong; we are still blessed with this wide range of entrants. Indeed, anyone who has charge of a railway structure which has been restored, resurrected or modified for alternative use is able to enter the annual competition. (The entry form is downloadable from our website). All we ask of entrants is that pictures are submitted with the entry (all is done digitally) showing before and during work on the project as these do give us a fuller idea of the extent of the work done.

Review of the Year

Robin Leleux Chairman of the Adjudicators

Naturally Network Rail, as the largest owner of railway structures in mainland UK, dominated the lists but it was joined by a raft of others. Among these were several train operating companies including Greater Anglia, Great Western Railway, LNER, and Trenitalia c2c, plus Transport for London, while from over the water Iarnrod Eireann submitted an entry.

Contractors were also much in evidence, including Colt Construction Ltd, Loftco and Story Contracting. Inevitably, given their operating difficulties during the pandemic, heritage railways were largely absent this year, being represented only by the Dean Forest Railway, the East Lancashire Railway and the Ffestiniog Railway. On the other hand there were ten



entries from other sources. These included local organisations and commercial concerns like Caterleisure Services Ltd., the Friends of Scrayingham and Lappington Villages, the Hamilton Davies Trust, the Parochial Church Council of the Harwich Peninsular Team Ministry, Pitlochry Station Bookshop, Working for Health and The Old Lamp Room Ltd., and the YMCA Dulverton Group, as well as individuals like Mr & Mrs Pyemont and Mr Savage. No local councils this year but instead we welcomed an entry from our first university, the University of Northampton

The Entrants

Stations. The trend in recent years has been for individual parts of station complexes to be entered, these usually being public spaces like booking offices which have been refurbished and updated, often not before time, to meet higher public expectations and regulatory requirements, or rooms long surplus to operating requirements which have been transformed into a new use. Sometimes the actual entry may be small in itself, like the railings at **Berwick-upon-Tweed**, but signify the end of a longer refurbishment which then gives us the opportunity to look at the station as a whole. **Stirling** is another case in point, and regular readers of these Reviews of the Year will remember that we have seen aspects of both these fine stations several times in recent years.

On the operational side, **Berwick-upon-Tweed**, **Goostrey**, **Morpeth**, **Ockendon** and **Upminster** stations had substantial work done to lighting, ticket offices and booking halls and other public areas. Roofs or canopies were attended to at **Dumbarton**, **Hinckley**, **Llandrindod Wells**, **Rawtenstall**, **Rhyl**, **Shrewsbury** and **Stirling**, while at **Dublin's Pearse** station the distinctive overall twin-arch roof was sadly life-expired and too far gone for economic repair. However rather than replace it with utilitarian platform canopies the bold decision was taken to install a new arched roof, similar in style to the old but not a replica. What was a replica was the new platform shelter at **Parkend** on the Dean Forest Railway.

Railings were attended to at **Lanark** and **Penzance** as was the distinctive **clock tower** at **Cardiff Central**, the **terracotta panel** at **Thetford** and the **boiler house wall** at **Durham**. Stations where surplus accommodation has been transformed into a new uses includes a **café** at **Lincoln**, a **bookshop** at **Pitlochry** in the **old salt store**, more general **community use** at **Cottingham** and hopefully likewise in the old **timber buildings** beside **Dumfries**

stations. An amazing survivor is Brunel's original **Cardiff Bay** station of 1842-43 on Bute Road, which has been sympathetically resurrected as offices. Another odd survivor is the long **platform seat** at **Scarborough**, reputed to be the longest in the country is now fully restored.

Bridges and Tunnels. This was a strong area this year, with some attractive **bridges** west of **Manchester** city centre featuring prominently. Restoration of station **footbridges** always catches passengers' eye especially the lattice ones at **Arnside**, **Cogan** and **New Mills Newtown**. The enclosed footbridges at **Rhyl** and **Shrewsbury** also received attention while that at **Stirling** had to be raised to accommodate the electrification works. In London the **railway arches** at **Wood Lane** have been restored and some transformed into attractive commercial lets while deep in North Wales the Ffestiniog Railway has finally completed the new **stone portals** to its **Moelwyn Tunnel**. By contrast **signal boxes** only produced two, those at **Appleby North**, which had to be carefully raised in order to replace the almost non-existent foundations without compromising the workings of the mechanical lever frame, and at Irlam where the box from Keighley has been relocated and is being restored.

Other structures. When the Midland Railway penetrated the LNWR fastness of **Northampton** it built its own **engine shed** as well as its own terminal station. While the latter has long gone, the engine shed lingered on, for many years in other railway use but in recent time laid derelict. Local initiatives got it listed some years ago but not until the University of Northampton moved into new accommodation beside the River Nene did this distinctive building come back to life, now as the Students Union building. Two other distinctive buildings with railway associations are the old **Y Gweithdy** (workshop) at **Minffordd** station on the Ffestiniog Railway and the former **Great Western Hotel** at **Taunton**, now restored as a boutique hotel. **Railway graves and memorials** also come our way, represented this year by the **Jones' grave** at **Betws Garmon** (long serving Ffestiniog Railway employees), **George Hudson's grave** at **Scrayingham** (the erstwhile 'Railway King') and **Captain Fryatt's memorial** at **Dovercourt**, he being a Great Eastern Railway mariner illegally shot by the German military in WWI. Finally, to emphasise that the competition is not focussed exclusively on the nineteenth or early twentieth centuries, the distinctive **fascias** at **Harlow Town** (1959-60) have been restored.

Short-Listed Nominees



The BAM Nuttall Partnership Award

Harlow Town Station Renovation of fascias (*Greater Anglia*)
Pitlochry salt store (*Pitlochry Station Bookshop*)
Taunton GW Hotel (*YMCA Dulverton Group*)

The NRHA Craft Skills Award

Appleby North Signal Box Structural Repairs (*Colt Construction Ltd & Network Rail*)
Arnside footbridge (*Network Rail*)
Scarborough excursion seat (*Network Rail*)

The Arch Company Award for Urban Heritage

Berwick-upon-Tweed Station Redevelopments (*London North Eastern Railway & Network Rail*)
Shrewsbury station canopies and footbridge (*Network Rail*)
Upminster station (*Trenitalia c2c Ltd*)

The Costain Structures Award

Cogan footbridge (*Network Rail*)
Restoration of Great Ducie Street & Deansgate Bridges Manchester (*Network Rail*)
New Mills Newtown footbridge (*Network Rail*)

The London Underground Operational Enhancement Award

Rawtenstall canopy (*East Lancashire Railway*)
Rhyl canopies and footbridge (*Network Rail*)
Stirling Station Canopy Renewal & Footbridge Enhancement Works (*Network Rail & Story Construction*)

The Railway Heritage Trust Conservation Award

Dumbarton roof tiles (*Network Rail*)
Lanark railings (*Network Rail*)
Morpeth Station Refurbishment (*Greater Morpeth Development Trust, Network Rail & Northern Rail*)

The Hendy & Pendle Trust Volunteers Award

Irlam signal box (*Hamilton Davies Trust*)
Minffordd restoration of Y Gweithdy (*Ffestiniog Railway Society*)
Parkend shelter (*Dean Forest Railway Society*)

The Network Rail Community Award

Cottingham (*Working for Health CIC & The Old Lamp Room*)
Dumfries wooden buildings (*Network Rail*)
Goostrey Station Ticket Office Restoration (*Network Rail*)

The Southeastern Commercial Restoration Award

Cardiff Bay Station Building Refurbishment (*Loftco*)
Lincoln station (*Caterleisure Services Ltd*)
Wood Lane arches (*Transport for London*)

The chairman will also present an award for the **best overall entry** in 2020 along with those that receive special mention and certificates of commendation.

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Ceremony Presenter: Ian Musty
Audio Visual Event & Streaming production: ParaGuard AV Ltd at: <https://www.paraguardav.com/>

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The Hendy & Pendle Charitable Trust

