



# 2022 Awards Ceremony

Awards presented by  
**HRH The Duke of Gloucester**

**Merchant Taylors' Hall**  
30 Threadneedle Street  
London EC2R 8JB



# Review of the year 2022

**ROBIN LELEUX**  
Awards Trustee

The 2022 competition again attracted responses from its usual wide range of entrants allowing a strong field from the 51 entries judged.

**Stations**, in whole or specific parts of them, have been the bedrock of Awards entries from the outset; this year they numbered just over a half of all entries. The significant numbers coming in from community groups, private individuals and commercial outlets. Outside the national railway, **Leeming Bar** was entered by the Wensleydale Railway. Transport for London entered two, both of which have had lifts incorporated to aid step-free access for passengers. **Sudbury Hill** was an early example of Charles Holden's 'Sudbury Box' style often characterised as 'a brick box with a concrete lid'; the other is **Wimbledon Park** on the District Line. Govia Thameslink Railway joined in with accessible toilets at **Letchworth**, platform fencing at **Ham Street** station near Ashford and additional work at **Eridge** station near Tunbridge Wells. Contractors joined Network Rail with two entries: Spence Refit Ltd with the restoration of the west façade of **Macmillan House** (Block B) at **Paddington** and Twinfix with the reglazing of the roofs to platform 7 plus the concourse at **Aberdeen** station.

Other Network Rail entries are spread throughout the country. At **Wellingborough** and **Kettering**, substantial work was done on the distinctive Midland Railway iron platform canopies to accommodate electrification gantries, the goods shed at Wellingborough also receiving long-awaited attention. Further renovation work to the roof at **Stirling**, the roof and façade received attention at **Eastbourne** and the canopies at **Bradford-on Avon** and **Wrexham**. Also, the refurbishment of the station's fabric at **Lanark**.

**Signalling & Signal boxes** have been a feature of the railway scene for a hundred and fifty years and we have seen plenty from both the public and heritage sectors in the annual Awards competition over the years, many winning awards. This year, out of the 51 entries judged (another five have been held over to 2023 as unfinished) seven were signal boxes with another concentrating on restored signals. These included Network Rail's fine working signal box at **Garsdale**, high on the Settle & Carlisle line, the redundant Midland Railway (MR) style box at **Lowdham**, on the Nottingham – Lincoln line which has been moved to a new site well clear of the running lines, and a third MR box at **Peak Forest South** outside Buxton, entered by Colt Construction Ltd. Another relocated signal box is the North Staffordshire Railway example from **Waterhouses**, which had controlled access to the erstwhile Leek & Manifold Railway exchange sidings, now on the Amerton Railway at **Stowe-by-Chartley**, entered by Staffordshire Narrow Gauge Railway Ltd. In the south of England Brading Town Council entered **Brading** signal box, the Devon & Cornwall Rail Partnership **Bere Alston** signal box and the Dean Forest Railway, the signal box (ex-Maesmawr) and signalling at its present **Parkend** terminus. The Severn Valley Railway entered its repaired and renewed GWR **bracket signals** at **Bewdley**.



**Community involvement** has been prominent this year were community groups who contributed nine entries. These ranged from the Tyne Valley Community Rail Partnership (CRP) at **Haltwhistle** and the Poacher Line CRP at **Sleaford**, to **Nairn Men's Shed** on the south platform there. The Devon & Cornwall CRP has already been mentioned. Two Community Interest Companies entered, at **Levenshulme South**, the former station in Manchester and the re-working of the Old Parcels Office Artspace at **Scarborough**. Other community projects were at **Colinton Tunnel** Edinburgh (murals along the structure), **Hunmanby**, where the Friends there have installed a reproduction North Eastern Railway tiled route map, and at **Dumbarton** where Scottish Canals have restored the **Bowline Bridge** to aid community use.





Private and Commercial Entrants were another prominent group, with five individuals or couples submitting stations which they have renovated, usually for holiday letting, and three commercial concerns who have taken a part of a station for their premises. Three of the restored stations are in remote locations: **Cashelnagor** which lies on the Burtonport Extension of the erstwhile Londonderry & Lough Swilly Railway in the far north of Ireland (Mr G & Mrs J Kelly), **Strathcarron** which lies on the descent to Stromeferry and Kyle of Lochalsh (Mr R Allison and Ms L Raby) and **Hassendean** on the erstwhile Waverley Route in the Scottish Borders (Tom & Anne-Marie Pyemont). Coming south, Mr M and Mrs C Benson have restored the ticket office at **Allerston** station on the meandering branch which linked Seamer with Pickering, while Mr R Brown has returned the Royal Station at **Wolferton**, adjacent to the Sandringham Estate, to pristine condition. From commercial entrants we received the **Slice Pizza retail unit** at **Manchester Oxford Road** (Slice Pizzerias Ltd), the **Tite & Locke pub**, now occupying buildings at the end of platform 3 at **Lancaster** station (Lancaster Brewery Holdings Ltd with Network Rail), and the **York Tap**, the former station tea rooms at York and now a comfortable pub (York Tap Ltd and Pivovar Ltd).



Civil engineering features were fewer this year, with two tunnels – **Tidenham Tunnel** outside Chepstow on the old Wye Valley line (Greenways & Cycle Routes Ltd) and **Colinton tunnel** in Edinburgh, already mentioned – and **station footbridges** at **Haltwhistle** and **Narborough**. Four bridges/viaducts complete the picture; at Oxford there is the restored **Rewley Road Swing Bridge** which took the early (1851) line over a local canal into the LNWR (later LMS and BR(LMR) Rewley Road station (Oxford Preservation Trust). In Scotland the **Bowline Bridge** has been mentioned, while in Glasgow the **New Clyde Bridge** has been impressively refurbished by Taziker with Network Rail. Dwarfing all these though by its sheer length is the lattice iron **Bennerley Viaduct** on the Midland Main Line up the Erewash Valley north of Nottingham, refurbished by Railway Paths Ltd with the public now able to cross it.

A feature of the awards are the handful of entries that do not fit in the categorisations above but add an important dimension to the competition. Prominent among these are two very different ones. The distinctive **illuminated train destination boards** on the District Line platforms 3/4 at **Earls Court** originated in the decade after the line was electrified in the 1900s and have been modified since to allow for changing operational needs and destinations but remain popular with passengers. Deep in mid-Wales the revived Tallylyn Railway (TR) inherited an unusual method of watering its locomotives up the line near Abergynolwyn. This was a long, fixed overhead trough fed by an adjacent stream. Supported on slate and stone pillars to locomotive height, the outer end sported a removable trough which reached across to the locomotive tank filler. The TR has now rebuilt **Tŷ Dŵr**. Two memorials came in from Network Rail, the **war memorial** at **Dover** and the new **information board** beside the **Queen Eleanor Cross** outside **Charing Cross** station. This popular local landmark is a Victorian reconstruction of the thirteenth century original destroyed during the upheavals of the 1640s. Also in London, Transport for London entered the **porter's lodge** at **Bond Street**.



Our usual huge thanks go to our entrants without whom there would not be a competition, and to our sponsors who make organising the competition possible. The widespread nature of the entries proved more than usually challenging but as usual the judges rose to it, as did the Adjudicators when it came to determining the winners and runners-up.

# The shortlisted nominees

The BAM Nuttall Partnership Award	Lowdham Signal Box
	Manchester – Slice Pizza at Oxford Road Railway Station
	Sleaford Station Restoration
The Great Western Railway Craft Skills Award	Dover Dockyard War Memorial Refurbishment
	Garsdale Signal Box
	Stirling Station Roofs Renovation
The Arch Company Award for Urban Heritage	Aberdeen Station – North Corner building restoration
	London Earls Court – Light box restoration
	London Paddington – Macmillan House Block B West Façade Restoration
The Translink Structures Award	Glasgow – New Clyde Bridge Refurbishment Project
	Haltwhistle Station Footbridge Refurbishment
	Wye Valley Greenway – Tidenham Tunnel
The London Underground Operational Enhancement Award	London Sudbury Hill Step Free Access
	Parkend Signalling Project
	Wellingborough Station and Goods Shed
The Railway Heritage Trust Conservation Award	Leeming Bar Station House
	Oxford – Rewley Road Swing Bridge Restoration
	York Tap Façade Restoration
The Hendy & Pendle Trust Volunteers Award	Amerton Railway 'Waterhouses' Signal Box
	Bere Alston Signal Box
	Restoration to House and Cottage Hassendean Station
	Talylyn Railway – The Tŷ Dŵr Watering Point Recreation
The Network Rail Community Award	The Bowline, Bowling Harbour
	Levenshulme South
	Nairn Men's Shed
The National Highways Award for restoration on a closed line	Allerston – The Ticket Office at The Old Station
	Cashelnagor Railway Station
	Wolferton – The Royal Station Wolferton
The Southeastern Commercial Restoration Award	Haltwhistle Station Waiting Room Buildings Project
	Levenshulme South Station
	Scarborough – The Old Parcels Office Artspace

TO BE ANNOUNCED AT THE CEREMONY

The Chairman's Special Award and The Greater Anglia Award for the Best Overall Entry for 2022

# About the awards

**ANDY SAVAGE MBE**  
Chairman of Trustees

The National Railway Heritage Awards is a registered charity which gives awards to recognise and celebrate the restoration and re-use of the built heritage of the railways and tramways in the British Isles. It all began in 1979 when railway publisher the late Ian Allan, in conjunction with the Association of Railway Preservation Societies, launched a competition to recognise the 'Best Preserved Station' on a heritage railway. Although initially focussed on such railways, the competition gradually broadened to cover the entire national railway network of the British Isles, including the Republic of Ireland and the Isle of Man. It also encompassed structures as well as buildings, and assets on closed lines as well as open ones.



By the millennium it was clear that the competition had outgrown its link with what was, by then, the Heritage Railway Association, and in 2004 the present independent charitable structure was launched. It has lasted to this day. The charity is directed by a board of Trustees, who are assisted by a small number of committee members, with all taking executive roles. Both Trustees and Committee members are all volunteers.

The competition is funded each year by members of the railway industry, with most of the funding coming from the national and London networks, for which we offer our grateful appreciation. An award is linked to each major sponsor.

Most years there are between ten and a dozen awards, depending on the number of entries that merit short-listing for an award, the number of sponsors, and the decisions of the Adjudicators and Trustees. The actual awards are related to a range of subjects and specific criteria, so that entries large and small all have a chance of winning an award. Award categories are shown listed against this year's shortlisted entries overleaf.

We encourage entrants for any built railway or tramway heritage asset, whether it is operational or non-operational. As well as looking at the quality of the restoration we are also interested in how the asset has been re-purposed to give it an economically sustainable future, so it may be that we will recognise modern interventions inserted into older buildings. As a rough rule of thumb, most entries tend to be from the pre-WW2 era, but as time moves forward, a few from the 1950s through to the 1970s are now being entered, and are being short-listed and winning our awards.



Awards in the past have been for projects that vary in size from restoring a 1830s set of mileposts to major station reconstructions that take place over many years.

When a large Network Rail station has a major rebuild (for example Kings Cross, St Pancras and London Bridge) where significant heritage objectives are included, we tend to leave it outside the competition and give it a special award, so as not to affect the smaller entries being recognised. The history of the awards is well shown in Trustee Robin Leleux's splendid book, 'Restoration Rewarded', which tells the story of the first 40 years of the competition.

The actual awards are cast plaques, and we expect the winners to unveil them on or near the winning entry to publicise both their achievement and our work. Those entries that are short-listed but do not receive an award receive a 'Highly Commended' certificate in recognition of their achievement in reaching the final stage in this competition.

We have a panel of volunteer judges, who visit all the entries, and report on them against a standard set of criteria. This judging process takes place in the summer each year (entries open in the New Year, and close in late spring), and in the early autumn our team of independent expert Adjudicators then review all the entries and recommend short-listing for awards to the Trustees. Once the Adjudicators report has been accepted and the awards finalised, preparation begins for today's ceremony, the highlight of our annual competition.



# Programme

10.15 Tea and coffee served in the Cloister

11.00 Awards Ceremony

13.00 Canapés and drinks in the Parlour & Cloister

14.30 Ceremony ends

## 2022 Sponsors



THE HENDY & PENDLE  
CHARITABLE TRUST



southeastern

greateranglia



Photography is not permitted during the ceremony except by the official Awards photographer Duncan Phillips from whom copies will be available.

07774 161573 | duncanphillips@mac.com

There will be an opportunity for unofficial photographs to be taken after the ceremony.

### ACKNOWLEDGEMENTS

Design: [buttercrosscreative.com](http://buttercrosscreative.com)

Print: [dayfold.com](http://dayfold.com)

Set design and audio-visual presentation: [paraguardav.com](http://paraguardav.com)

Plaques: [leanderarchitectural.co.uk](http://leanderarchitectural.co.uk)



An independent Charitable Trust  
Registered Number 1107792

[nrha.org.uk](http://nrha.org.uk)  
 @NRHAWd