

BRB (RESIDUARY) LIMITED

BIENNIAL CONSERVATION REPORT
2007-2009



 **BRB (Residuary)**
Ltd

Cover photograph: Hewenden Viaduct, near Bradford

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Photographs of Hewenden Viaduct (front cover) and York War Memorial (page 13)
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1 Introduction

- 1.1 This report has been commissioned by BRB (Residuary) Limited (“BRBR”) in compliance with the requirements of the Department for Culture, Media & Sport. It has been drafted by the company’s Director, Property Sales & Management and Director, Structures. It has been endorsed by the Board of BRBR. The report covers the period 1 April 2007 to 31 March 2009.
- 1.2 BRBR complies with the ‘Protocol for the Care of the Government Historic Estate’. The Director, Property Sales & Management and Director, Structures act as Conservation Officer for their respective estates.
- 1.3 The company has continued with its programme of maintenance to disused railway viaducts and bridges, whether they are listed or not, in order to preserve them, wherever possible, for the future, to keep them in safe condition and to comply with legislation and the company’s statutory duties. Four listed structures (5.2% of the total) have been subject to renovation work during the period under review.
- 1.4 The company continues to work with partners to bring railway structures back into use for pedestrians and cyclists. Devon County Council acquired Shillamill Viaduct, as part of the trackbed from Bere Alston to Tavistock, and Sustrans has taken leases of several other viaducts.
- 1.5 The company has also continued to dispose of property surplus to future transport requirements, including listed buildings. Forward House, Nottingham and Temple Meads Old Station, Bristol were disposed of during the period under review. Work has continued to secure the future of Whitebridge Crossing Cottage, Stone, Staffordshire.
- 1.6 In 2008 the company acquired Waterloo International station from Eurostar UK Limited. The whole of Waterloo station was being considered for listing, with a decision awaited, at the end of the period under review. BRBR considers that it would not be appropriate for the international station to be listed.
- 1.7 BRBR received the Railway Heritage Trust Conservation Award at the 2008 National Railway Heritage Awards, for renovation of the Britannia Bridge Memorial.

2 Profile of the Historic Estate

- 2.1 BRBR is a subsidiary of the Secretary of State for Transport. It is responsible for the assets and liabilities of the British Railways Board that were not passed to others on privatisation of the rail industry between 1993 and 1997. So far as possible, the company is disposing of assets and discharging its liabilities. The company employs 32 full time equivalent staff, principally at offices in London and York.
- 2.2 One of the company's most significant activities is the maintenance of structures such as bridges, tunnels and viaducts on closed railway lines. Most trackbeds have been sold. Responsibility for many structures has passed to local councils, adjoining land owners, railway preservation societies and others. However, BRBR remains responsible for about 3,800 structures. These include 74 that are listed thus:

	England	Wales	Scotland	Total
Bridges	10	11	6	27
Viaducts	24§	2	11	37
Tunnels	4	2	0	6
Monuments	1	1	0	2
Other structures	1	1	0	2
Total	40	17	17	74

§ Includes one viaduct partly in Scotland.

A schedule of all of BRBR's listed structures and buildings is included at the end of this report.

- 2.3 All listed structures in England and Wales are grade II, except for the following which are grade II*:
- North Eastern Railway War Memorial, York
 - Lune Viaduct, Cumbria
 - Riddings Viaduct, near Carlisle (part in Scotland)
 - Woolston Viaduct, Devon
- 2.4 Listed structures in Scotland are in the following categories:

A	5
B	10
C(S)	3

The category A listed structures are:

- Castle Grant Bridge, near Grantown-on-Spey



Bristol Temple Meads old station was sold to the Empire and Commonwealth Museum in 2007

- Goldilea Viaduct, near Dumfries
- Leaderfoot Viaduct, near Melrose
- Riddings Viaduct, near Carlisle (part in England)
- Teviot Viaduct, Roxburgh

2.5 In addition to civil engineering structures, BRBR owns two conventional listed buildings. These are:

- Kelvinside station building, Glasgow (Category B)
- Whitebridge crossing cottage, Stone, Staffordshire (Grade II)

The building at Kelvinside is located over a tunnel mouth, so cannot be sold, but is let on a long lease and used as a restaurant. See paragraph 4.5 for details of plans for Whitebridge crossing cottage.

2.6 BRBR owns two bridges, one of which is listed Grade II, within the Cornwall & West Devon Mining Landscape World Heritage Site. BRBR owns properties within conservation areas in Carlisle, Chippenham, Glasgow and Weardale. BRBR owns a small part of the Priory of St Pancras at Lewes, East Sussex, an ancient monument. BRBR does not own any historic parks or gardens, or any protected wreck sites.

2.7 Disposals of listed buildings during the period under review are:

- Temple Meads Old Station, Bristol to the tenant, Empire & Commonwealth Museum
- Forward House, Nottingham to NEMS Health Care Limited
- Shillamill Viaduct to Devon County Council

In addition, the following viaducts were leased to Sustrans, so that they could form part of cycle routes:

- Burnden Viaduct, Bolton
- Cullingworth Viaduct, near Bradford
- Darcy Lever Viaduct, Bolton
- Hewenden Viaduct, near Bradford
- Thornton Viaduct, near Bradford
- West Vale Viaduct, near Halifax

2.8 Gree Viaduct, North Ayrshire, was demolished between November 2007 and April 2008. This structure was failing because of historic design defects. Major reconstruction, that would have significantly altered the fabric and structure of the viaduct, would otherwise have been required. All necessary official consents for the work were obtained. There are no proposals to demolish any other listed bridges or viaducts, but there are plans to dismantle Whitebridge crossing cottage and re-erect it on a new site.

2.9 BRBR did not purchase any listed buildings during the period under review, but in March 2008 acquired Waterloo International station, which is proposed for listing with the rest of Waterloo station. BRBR has made a submission to the Department for Culture Media and Sport that the international station should not be listed, principally because:

- It is less than thirty years old
- The striking roof over the platforms is technically flawed, with regular failure of glazing panels
- The rest of the accommodation is unremarkable, being little different from a modern, provincial airport

A decision on the listing is awaited.

3 Maintenance and Condition

3.1 BRBR inspects and maintains all of its bridges, viaducts and tunnels in compliance with Railway Group Standards. This requires structures to have a visual inspection annually and a detailed inspection every six years. Inspections are programmed so that every year approximately one sixth of the structures receive a detailed inspection. A visual inspection involves looking at the structure, using binoculars and other aids, if necessary. A detailed inspection requires the examiner to be able to touch all parts of the structure. Bridges that carry public roads are subject to periodic assessment of their load-bearing capacity. Examinations and assessments are undertaken for BRBR by suitably experienced contractors, with auditing by in house engineers.

3.2 Examinations enable BRBR's engineers to categorise the condition of structures and to identify and prioritise repair work. The number of listed structures in each condition category (including the two listed buildings) are:

Grade or category:	A	B	C(S)	II*	II	Total
Good	3	4	1	2	17	27
Fair	1	7	2	2	35	47
Poor	0	0	0	0	1	1
Very Bad	0	0	0	0	1	1

The structure in poor condition is Harecastle South Tunnel, where repair works are planned and the listed north portal is in fair condition.

The structure in very bad condition is Whitebridge crossing cottage (see para 4.5).

3.3 BRBR has no buildings on English Heritage's Buildings at Risk register.

4 Procurement and Works

- 4.1 BRBR employs consultants and contractors with extensive experience of managing and maintaining historic engineering structures. Specialist advice is obtained when necessary, for example when dealing with memorials.
- 4.2 Work to structures is prioritised according to condition, and to avoid deterioration that would result in significantly greater expense at a later date. In the case of listed bridges and viaducts a programme of waterproofing decks, by installation of an impermeable membrane, has been under way for over ten years. 15 listed structures have been waterproofed in this way.
- 4.3 Work undertaken to listed civil engineering structures during the period under review is:
- **Duddo Burn Viaduct:** Located in Northumberland this five-arch viaduct was waterproofed and renovated as part of the BRBR's preventative maintenance policy. The viaduct spans the Duddo Burn and the stonework had deteriorated to the extent that repairs were required. Coupled with waterproofing at deck level, this will ensure the safety of the structure in the future.



Duddo Burn Viaduct, Northumberland

- **Lune Viaduct, near Sedbergh:** Lune Viaduct is a large structure consisting of three masonry arches either side of a 37 metres cast iron arch span. The viaduct was waterproofed and repaired and, with grant aid from the Railway Heritage Trust, the cast iron span was repainted. Discussions are ongoing with the Yorkshire Dales National Park to reopen the trackbed as a footpath which would include the replacement of a section of the deck over the central span.



Lune Viaduct, showing work underway



Lune Viaduct, following completion of work

- **Manley Bridge, near Tiverton:** Manley is one of the bridges that supports the public highway. It consists of a single brick arch that springs from inclined revetments. As an operational structure, repairs were required to maintain the load-bearing capacity of the bridge. Brickwork repointing and repairs were undertaken throughout the structure.
- **Britannia Bridge Memorial, Anglesey:** This memorial in the churchyard at Llanfairpwllgwyngyll commemorates those who died during the construction and reconstruction of the Britannia Bridge across the Menai Strait. The memorial comprises a stone plinth and obelisk, with inscribed slate panels. Renovation of the stonework and slate panels was undertaken, as was light cleaning and improvements to the setting of the memorial. However, the lichen on the memorial, and particularly the obelisk, was left undisturbed as far as possible. This project was grant-aided by the Railway Heritage Trust, which provided valuable guidance as to the scope and specification of the work. BRBR received the Railway Heritage Trust Conservation Award at the 2008 National Railway Heritage Awards, for this project.



Britannia Bridge Memorial, Anglesey

- 4.4 The condition of the North Eastern Railway War Memorial at York has provoked some media comment. There is conflict between preservation of function and of fabric. This impressive stone memorial is in sound condition, but the inscribed names are fading. This has resulted in calls from time to time for them to be re-inscribed. However, all of the conservation advice that BRBR has received is that such work could seriously damage the structure. Substantial replacement of stone, with loss of a significant part of the original fabric, would be necessary for the names to be restored. BRBR is monitoring the condition of the memorial and keeping options under review, but the names of the Fallen are all recorded in Books of Remembrance lodged at the National Railway Museum, nearby.



York War Memorial

- 4.5 Whitebridge crossing cottage has been of considerable concern to BRBR for several years. The small North Staffordshire Railway cottage is located extremely close to the main line from London to Manchester. An overhead, high-voltage cable passes directly over a bay window. Routine domestic activities, such as window cleaning and gutter clearance, cannot be carried out safely without the railway being closed and the electrification equipment isolated. This makes occupation or sale of the property impractical. There have been extensive consultations with Stafford Borough Council and English Heritage about the future of the building. Options considered included sliding the building back from the railway, but that would have required closure of the line for an extended period and been exceptionally costly. There is a proposal to move the building to a nearby heritage railway, but this option has also proved to be very expensive and funding has not been secured for the full cost.



Whitebridge Crossing Cottage, Stone, Staffordshire

5 Policies, Resources and Records

- 5.1 Conservation and ecological issues play an important part in planning and specifying work to engineering structures, whether or not they are listed. Animals and birds often make their homes in BRBR structures, particularly in rural locations. These creatures are protected and works must be programmed to avoid the breeding season and in some cases the hibernation period. In most cases simple mitigation measures, such as the removal of vegetation during the winter months or the provision of alternative nesting sites, allows work to progress normally. In cases involving great crested newts elaborate ground surveys and the provision of exclusion nets are required to ensure that these reptiles are kept away from the work site.
- 5.2 BRBR's staff, consultants and contractors have extensive experience of maintaining historic railway structures. Support and advice is sought from the Railway Heritage Trust, but it is usually necessary to obtain assistance from other conservation experts only if an unusual problem arises or particularly specialist or unusual work is proposed. Advice on heritage matters is also taken from Gordon Biddle, author of many books on the subject.
- 5.3 All listed structures are inspected annually and it is not normally necessary to employ conservation consultants in connection with this.
- 5.4 Listed buildings are noted on the company's database of engineering structures. A separate register of other listed buildings is not necessary, because there are only two of them.
- 5.5 Many of BRBR's structures are available to the public, because they span or support public roads or paths. Through work with Sustrans, local councils and other partners, BRBR works to make more structures accessible, where this can be done without risk to public safety.
- 5.6 BRBR maintains contact with English Heritage, Historic Scotland and CADW in relation to works to structures. The possibility of a management agreement with English Heritage relating to the upkeep of BRBR's structures is under consideration. It is thought that this would be helpful in dealings with local councils, to show that schemes which may be novel to them, such as waterproofing a viaduct deck, are an acceptable way of maintaining listed structures. BRBR has also had discussions with English Heritage about the possible changes to legislation concerning historic buildings and structures.

Appendix 1 – Listed Buildings and Structures owned by BRB (Residuary) Limited, June 2009

Listed buildings and structures owned by BRB (Residuary) Limited, June 2009					
Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
HGE/27	Appersett Viaduct	II	Garsdale to Hawes line, North Yorkshire	Midland Railway, 1878	Reserved for the Wensleydale Railway
SAD/81	Bath Road Viaduct	II	Shepton Mallet, Somerset	Somerset & Dorset Railway, 1874	Also known as Waterloo Road viaduct
NLN/2	Berw Viaduct	II	Pontypridd, South Wales	Taff Vale Railway, 1887	
DMB/5	Bonnington Bridge	B	Lanark	Caledonian Railway, 1864	
CNH3	Britannia Bridge memorial	II	Llanfairpwllgwyngyll, Anglesey	London & North Western Railway, 1850	
KAS/253	Broomley Bridge	C(S)	Near Montrose, Angus	Aberdeen Railway, 1848	

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Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
SLH/11	Burgh West Bridge	II	Port Carlisle branch, Cumbria	Carlisle Canal Company, 1821	Rebuilt by Port Carlisle, Dock & Railway Company, 1854
CPI3/47	Burnden Viaduct	II	Bolton, Greater Manchester	Lancashire & Yorkshire Railway, 1848	Original spans replaced, 1882. To be used for a cycle/pedestrian path
LYM/17	Cannington Viaduct	II	Lyme Regis branch, Devon	Axminster & Lyme Regis Light Railway, 1903	
KER/4	Captain's Road Bridge	II	Kerry branch, Powys	Oswestry & Newtown Railway, 1863	
AFS/20	Castle Grant Bridge	A	Near Grantown-on-Spey, Highland	Inverness & Perth Junction Railway, 1863	
MAJ/289	Castlefield Viaduct	II	Manchester	Cheshire Lines Committee, 1893	
BEZ/22	Chelfham Viaduct	II	Near Barnstaple, Devon	Lynton & Barnstaple Railway, 1898	Reserved for the Lynton & Barnstaple Light Railway

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Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
BDC/118	Chollerton Bridge	II	Hexham to Wark line, Northumberland	Border Counties Railway, 1859	
LMC/573	Commerical Road Bridge	II	Limehouse, London	Great Eastern Railway, 1880	
LMC/573	Commerical Road Drinking Fountain	II	Limehouse, London	1886	Attached to the north abutment of Commercial Road Bridge
WAY/2	Crawleyside Tunnel	II	Waskerley branch, Stanhope, County Durham	Stanhope & Tyne Railway, 1833	The north and south portals are listed separately
SDK/51	Cullingworth Viaduct	II	Bradford to Keighley line, West Yorkshire	Great Northern Railway, 1884	Carries the Great Northern Railway Trail.
HRD2 1m 2ch	Cwmcarn Viaduct	II	Abercarn, South Wales	Great Western Railway, 1912	Incorporates part of the Hall's Tramroad viaduct, c 1805
CPI3/44	Darcy Lever Viaduct	II	Bolton, Greater Manchester	Lancashire & Yorkshire Railway, 1848	Original spans replaced, 1882. To be used for a cycle/pedestrian path

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Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
DDN/31	Davidstone Road Bridge	C(S)	Newtyle, Angus	North British Railway, 1868	
KLO/38	Duddo Burn Viaduct	II	Tweedmouth to Kelso line, Northumberland	York, Newcastle & Berwick Railway, 1849	Also known as East Learmouth viaduct; carries a public footpath
SLH/12	Dykesfield Bridge	II	Port Carlisle branch, Cumbria	Carlisle Canal Company, 1821	Rebuilt by Port Carlisle, Dock & Railway Company, 1854
ETC/265	Eden Viaduct	II	Carlisle	Border Union Railway, 1861	Also known as Waverley viaduct
NDC/21	Fontburn Viaduct	II	Rothbury branch, Northumberland	Northumberland Central Railway, 1870	
KER/6	Fronfraith Mill Bridge	II	Kerry branch, Powys	Oswestry & Newtown Railway, 1863	
PCB/3	Glasson Bridge	II	Port Carlisle branch, Cumbria	Carlisle Canal Company, 1821	Rebuilt by Port Carlisle, Dock & Railway Company, 1854

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Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
EGP/70	Glenfarg Viaduct	B	Kinross to Perth line, Perthshire	North British Railway, 1890	
ACL/61	Glenmuir Viaduct	B	Cumnock to Muirkirk line, East Ayrshire	Glasgow & South Western Railway, 1872	
CJD/18	Goldilea Viaduct	A	Near Dumfries	Castle Douglas & Dumfries Railway, 1859	
CMD3/64	Harecastle Middle Tunnel	II	Kidsgrove, Staffordshire	North Staffordshire Railway, 1848	The north and south portals are listed separately
CMD3/65	Harecastle South Tunnel	II	Kidsgrove, Staffordshire	North Staffordshire Railway, 1848	Only the north portal is listed
HYL/2	Hayle Swing Bridge	II	Hayle, Cornwall	Great Western Railway, 1877	Located within Cornwall & West Devon Mining Landscape World Heritage Site. Listing includes the machinery house
TIV/10	Herne Bridge	II	Tiverton branch, Devon	Bristol & Exeter Railway, 1848	

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Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
SDK/48	Hewenden Viaduct	II	Bradford to Keighley line, West Yorkshire	Great Northern Railway, 1884	Carries the Great Northern Railway Trail.
BRO/53	Highfield Road Bridge	II	Brymbo branch, Wrexham	Wrexham, Mold & Connah's Quay Railway, 1882	
INL/88	Ingleton Viaduct	II	Ingleton, North Yorkshire	Lancaster & Carlisle Railway, 1861	
HTL/49	Kelvinside Station Building	B	1051 Great Western Road, Glasgow	Caledonian Railway, 1897	Located over the south end of Balgray Tunnel. Leased out as a restaurant
CHD 11m 24ch	Knowle Green River Bridge	II	Taunton to Chard line, Somerset	Bristol & Exeter Railway	Side bridge predating and acquired by the railway.
SML/7	Larkhall Viaduct	B	Larkhall to Stonehouse line, South Lanarkshire	Caledonian Railway, 1904	
EVP/4	Lasswade Viaduct	B	Polton branch, Midlothian	Esk Valley Railway, 1867	

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GCT 126m 71ch	Lea Tunnel	II	Near Ross-on-Wye, Herefordshire	Hereford, Ross & Gloucester Railway, 1855	BRBR owns only part of the tunnel.
RWR/61	Leaderfoot Viaduct	A	Near Melrose, Scottish Borders	Berwickshire Railway, 1865	Also known as Drygrange Viaduct
INL/3	Low Gill Viaduct	II	Ingleton to Low Gill line, Cumbria	Lancaster & Carlisle Railway, 1861	
INL/12	Lune Viaduct	II*	Ingleton to Low Gill line, Cumbria	Lancaster & Carlisle Railway, 1861	Also known as Waterside viaduct. Possible footpath scheme
TIV/14	Manley Bridge	II	Tiverton branch, Devon	Bristol & Exeter Railway, 1848	
CNB3/72A	Millersdale North Viaduct	II	Matlock to Buxton line, Derbyshire	Midland Railway, 1905	
RID/2	Moulton Bridge	II	North Cowton, Richmond branch, North Yorkshire	York & Newcastle Railway, 1846	

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Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
HRD2 4m 42ch	Penar Tunnel	II	Blackwood, South Wales	Great Western Railway, 1912	Original smaller structure formed part of Hall's Tramroad, c 1805
BND 4m 75ch	Pennorth Road Bridge	II	Near Brecon, Powys	Brecon & Merthyr Tydfil Junction Railway, 1863	
FNS3 17m 4ch	Pensford Viaduct	II	Bristol to Radstock line, Somerset	Bristol & North Somerset Railway, 1873	
CLS/31	Pont Rhyddallt Bridge	II	Llanberis branch, Gwynedd	London & North Western Railway, 1869	
CLS/31A	Pont Rhyddallt Side Bridge	II	Llanberis branch, Gwynedd	London & North Western Railway, 1869	Carries a road over Afon Seiont
CLS/24	Pont Rug Bridge	II	Llanberis branch, Gwynedd	London & North Western Railway, 1869	

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Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
HRD2 0m 77ch	Pontywaun canal overflow	II	Abercarn, South Wales	Great Western Railway, 1884	Parts may date from construction of Hall's Tramroad, c 1805
GSF/10	Rathillet Bridge	C(S)	Newburgh to Wormit line, Fife	Newburgh & North Fife Railway, 1909	
ETC/104	Redbridge Viaduct	B	Galashiels, Scottish Borders	North British Railway, 1849	
RLB/1	Riddings Viaduct	A/II*	Langholm branch, Dumfries & Galloway	Border Union Railway, 1864	The southern end of the viaduct is in Cumbria and listed separately from the Scottish part.
RWJ/2	Rugby Viaduct	II	Rugby, Warwickshire	Midland Counties Railway, 1840	Possible cycle/pedestrian path scheme.
CLS/30	Sarn-y-Crewla Bridge	II	Llanberis branch, Gwynedd	London & North Western Railway, 1869	Also known as Llanrug Bridge
CLS/30A	Sarn-y-Crewla Side Bridge	II	Llanberis branch, Gwynedd	London & North Western Railway, 1869	Also known as Llanrug Bridge. Carries a road over Afon Seiont

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Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
ETC/195	Shankend Viaduct	B	Between Hawick and Newcastleton, Scottish Borders	North British Railway, 1862	
ETC/189	Stobs Viaduct	B	Between Hawick and Newcastleton, Scottish Borders	North British Railway, 1862	
BND 3m 41ch	Talylyn Tunnel	II	Near Brecon, Powys	Brecon & Merthyr Tydfil Junction Railway, 1863	Reconstruction of Hay Railway tunnel, built c 1817. Only the east portal is listed.
KLO/64	Teviot Viaduct	A	Roxburgh, Scottish Borders	North British Railway, 1856	The footbridge attached to the viaduct is separately listed, category B
SDK/37	Thornton Viaduct	II	Bradford to Keighley line, West Yorkshire	Great Northern Railway, 1878	Carries the Great Northern Railway Trail.
HYB/78	Treble Hill Bridge	II	Glasbury-on-Wye, Powys	Hereford, Hay & Brecon Railway, 1864	
KAS/200	Turfbeg Bridge	B	Near Forfar, Angus	Scottish Midland Junction Railway, 1848	

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Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
KLO/26	Twizel Viaduct	II	Tweedmouth to Kelso line, Northumberland	York, Newcastle & Berwick Railway, 1849	Also known as St Cuthbert's viaduct. Public access by agreement with Northumberland County Council
PEN 5m 54ch	Ty'r Filkins Bridge	II	Blackwood, South Wales	Hall's Tramroad, c 1805	
TCW3	War Memorial	II*	York	London & North Eastern Railway, 1923	Commissioned by the North Eastern Railway.
SLP/5	West Vale Viaduct	II	Stainland branch, West Yorkshire	Lancashire & Yorkshire Railway, 1874	Pedestrian and cycle route
BKN/10	Westfield Viaduct	B	Bathgate to Blackston line, West Lothian	Monkland Railways, 1856	
	Whitebridge Crossing Cottage	II	Stone, Staffordshire	North Staffordshire Railway, 1849	To be relocated.

Listed buildings and structures owned by BRB (Residuary) Limited, June 2009

Engineers' Reference	Structure	Grade or Category	Location	Railway company and date	Note
KLO/39	Willow Burn Viaduct	II	Tweedmouth to Kelso line, Northumberland	York, Newcastle & Berwick Railway, 1849	Also known as West Learmouth viaduct; carries a public footpath
MJB/59	Woolston Viaduct	II*	Bude branch, Cornwall	London & South Western Railway, 1898	