



TRACKSIDE

— The Journal of Railway Preservation —

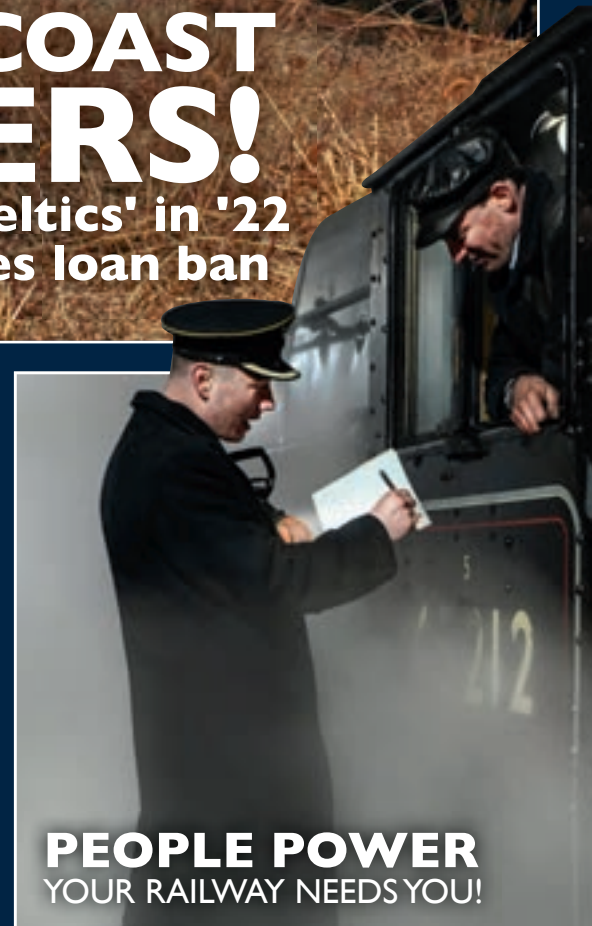


EAST COAST FLYERS!

- Double 'Deltics' in '22
- 'A3' escapes loan ban



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• Tornado bows out • Co-Bo is Go!
• Fabulous Fawley • 'Patriot' reboot

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Embracing the future to save the past.

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There are 310 mechanical signalboxes on Network Rail – but what will happen to them? TRACKSIDE considers the numbers.

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Five decades after it last hauled a train, the sole surviving Class 28 just needs a final push. Pip Dunn reports from Bury.

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Are we ready to sleepwalk into oblivion, or rather to energise new audiences? Robin Coombes considers our options.

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▲ **Charles Fairburn 2-6-4T No. 42073 departs Newby Bridge, Lakeside & Haverthwaite Railway, during a Peter van Campenhout photo-charter on a crisp 4 November.** *Phil Jones*



ON THE COVER
'Deltic' Alycidon meets Flying Scotsman at the NRM in 2016.
Gordon Edgar
Bahamas passes Garsdale, 2019.
Bob Green
ELR 'Black Five' crew. *Liam Barnes*

Don't miss an issue! Turn to page 55

SEND US YOUR NEWS!

Have a story or a picture you'd like to share? We want to hear from you at eds@tracksidemag.co.uk

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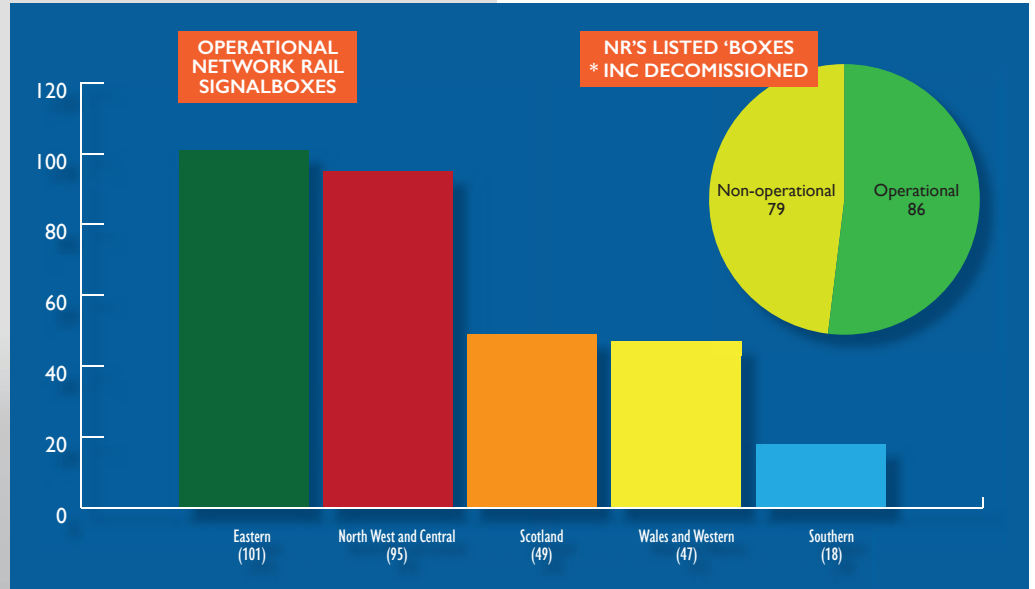
Closing the box

How many signalboxes survive on Network Rail – and what will happen to them? **Nick Brodrick** considers the numbers.





▲ In October Bridlington became one of the latest locations to lose its semaphore signalling in favour of colour lights, with a new control panel fitted inside the North Eastern Railway signalbox. However, the steam-era lever frame has been retained for posterity inside the Grade-II Listed building from 1893. *Network Rail*



◀ The 'bobby' of Garsdale's newly restored signalbox exchanges greetings with the fireman of 'A3' No. 60103 *Flying Scotsman* as it cuts through autumn rain en route to Middlesbrough on 27 October. Middlesbrough and nearby Whitehouse signalboxes closed in November. *Gordon Edgar*

November marked ten years since Network Rail unveiled its *Thirty Year Signalling Strategy to Protect Rail Heritage* – that heritage being its wealth of historic signalboxes.

That was in advance of hastening plans to make all of its then 400-plus traditional signalboxes redundant, by consolidating their function into 14 regional control centres.

The strategy was developed by NR, the National Railway Museum (NRM), English Heritage, Historic Scotland and the Railway Heritage Trust (RHT) by "Identifying the most significant signalboxes so that they are safeguarded for future generations".

At that time, just 40 operational 'boxes were protected by Listed status, but happily that number has more than doubled to 86, despite the fact that the overall number of 'boxes has fallen. A further 79 non-operational listed examples remain part of NR property.

Such registration is intended to secure the future of particularly important examples in perpetuity, as well as any that are identified by the Railway Heritage Designations Advisory Board (in effect the NRM) on behalf of the nation. It means the infrastructure operator is expected to maintain the buildings on its property or find suitable new homes.

The huge majority of the signalboxes detailed in NR's Signalling Schemes Asset Data Store are of the mechanical type; exceptions are those at Birmingham New Street and Woking.

From the 448 mechanically-controlled signalboxes (including Maidstone East) ➡

“ Just 40 operational 'boxes were protected... but happily that number has more than doubled ”