

SIGNALLING RECORD SOCIETY (VICTORIA)

SOMERSAULT

March 1982. Vol 5, No 2.

Published by S.R.S.V. Publications and Archives Committee.  
Editor: David Langley, Crichton Street, Avenel, 3664.  
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Dead line for May 1982 issue is 18 April 1982.  
NEXT MEETING: 19 March 1982.  
VENUE: A.R.H.S. Library Room, Windsor Railway Station.

MINUTES OF JANUARY 1982 MEETING

HELD AT: A.R.H.S. Library Room, Windsor Railway Station. Meeting commenced at 2015 hours. Apology was received from R.Jeffries (ill).

PRESENT: J.McLean (Leader), G.Inglis (Minutes Secretary), M.Bau, W.Brook, J.Brough, C.Guy, A.Kociuba, A.Jungwirth, J.McCallum, A.McKenna, P.Miller, J.Simmatt, P.Stoneham and R.Weiss.

MINUTES OF PREVIOUS MEETING: adopted as read. (Miller/Jungwirth).

BUSINESS ARISING: Nil.

CORRESPONDENCE: 1. From David Donald (Editor - Blocking Back 3-3) thanking members of the society for the hospitality extended to him during his recent visit to Melbourne.

2. From Peter Jordan (U.K.) regarding a Powells & Moores Block Instrument which is apparently for sale for £80.

GENERAL BUSINESS: 1. "Rumcurs Dept." Negotiations may be taking place for the SRS(NSW) to become a sub-division of the A.R.H.S.(NSW). Jack McLean suggested that such a development was a good indication of the difficulties involved in having a national Signalling Record Society.

2. After an inconclusive discussion, the question of striking a rate of subscription for 1982 will be further examined and decided at the next meeting.

3. Alan McKenna was asked about current developments on the Victorian Railways:

\* South Dynon container terminal is progressing quickly.

\* Contract for the Western line CTC has been let and the Horsham - Dimboola section will be the first section to be installed possibly by June or July 1982. The panel will be located in Melbourne.

\* Derails - a device is being evaluated by the VR as a possible substitute for catch points.

\* Flinders Street "B", "C" & "D" Boxes are well on the way out. Various alterations to arrangements will take place shortly, "C" Box may be finished as early as March 1982. SO GET YOUR PHOTOS.

\* Bayswater - the island platform will be installed before duplication occurs. Relay interlocking of the station yard (at present only the end of double line junction is worked from the panel) will be installed with the panel housed at Bayswater.

\* Long staff sections - the final decision regarding the future of the staff instruments at Hattah has not yet been made. If Hattah switches out, the new section - Ouyen to Carwarp - will be 69 Km with power supply problems. (The question was then posed concerning other long staff sections and the main contenders were: Heathcote - North Bendigo Junction, Terang - Warrnambool and Korong Vale - Ingleswood.

A further query about spare parts for electric staff instruments added a gem of information in that 50 sets of Tyers token instruments had been made in the early 1970s for a railway in Africa.

SYLLABUS ITEM: Jack McLean introduced our guest speaker - Mr Ray Sleight-holme - and he entertained members for nearly two hours with his reminiscences as a signal engineer in England and East Africa. Jack moved a vote of thanks to Ray and immediately issued a further invitation to address members at a future meeting. We do look forward to hearing of Ray's other experiences in India (and Jim - the blackboard was invaluable!).

MEETING CLOSED: 2250 hours. The next meeting is on 19 March 1982.

MINUTES OF A.G.M. March 1981

HELD AT: Victorian Railways Power Signal School, Caulfield. Meeting commenced at 1950 hours.

PRESENT: J.McLean (Leader), J.Brough (Minutes Secretary), D.Langley (Editor & Archivist), G.Chapman, A.Cohn, G.Inglis, R.Jeffries, A.Jungwirth, K.Lambert, J.McCallum, S.McLean, P.Miller, G.O'Flynn, C.Rutledge, J.Sinnatt, P.Stoneham, A.Wheatland and C.Wurr.

MINUTES OF PREVIOUS A.G.M.: adopted as read. (Jungwirth/Inglis).

TREASURER'S REPORT: adopted as published. (McLean/Wheatland).  
Discussion then followed about membership fees and distribution of the U.K. Newsletter.

ELECTION OF OFFICEBEARERS: As the only nominations for the positions of Group Leader, Deputy Group Leader, Hon. Secretary and Hon. Treasurer were as follows, they were duly elected.

GROUP LEADER - Jack McLean,  
DEPUTY GROUP LEADER - Alan Jungwirth.  
HON. SECRETARY - G.Inglis.  
HON. TREASURER - R.Weiss.

SOMERSAULT: David Langley volunteered to continue as Editor. A vote of thanks was made concerning the high quality of printing and diagrams in the latest issue.

ARCHIVES: The location of the Archives and the position of Archivist was discussed but no decision was reached. Thanks are due to David Langley for holding the position of Archivist in a temporary capacity until a solution has been found.

GENERAL BUSINESS: Various ideas for syllabus items were put forward and discussed.

MEETING CLOSED: at 2015 hours and the bi-monthly meeting commenced.

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BLOCKING BACK 3-3

Back 3-3 - The last issue of the New South Wales groups Newsletter - Blocking Back 3-3 - was recently received and contains the following articles and items:

1. Editors comment - where David Donald laments at the lack of interest shown towards the Newsletter and asks the question what will happen to Blocking Back 3-3 when the sources of articles dry up. I can assure David that Blocking Back 3-3 will survive provided that he can provide some articles himself, pinch some from legitimate sources and invite any members with special interests in railway signalling to write something on that subject for publication. This last angle is ably demonstrated by the current series of articles in Somersault on Single Line Automatic Signalling written by John Sinnatt, one of our members specialising in this subject. (to appear shortly - Ed)

2. Extracts from the Weekly Notice regarding signalling alterations in NSW with some examples being:

- \* TAHMOOR - balloon loop to serve coal loader for merry-go-round coal trains.
- \* WOLLONGONG - balloon loop for coal unloader at Port Kembla. The balloon loop junctions with the Illawarra line at the down end of Coniston station.
- \* LOCHINVAR signal-box abolished.
- \* GOSFORD-WYONG overhead wires energised from 9-8-81.
- \* THORNLEIGH - up relief line brought into service on 30-8-81. The point & signals for this line are worked from a relay panel and the down refuge was temporarily out of use whilst the points & signals were transferred from the mechanical frame to the panel.

3. Articles on:

- \* KIKOIRA - brief signalling history & diagrams.
  - \* Letter from Stuart Sharp regarding Inner and Outer signals.
  - \* Part 2 of a list entitled Safeworking Systems in NSW.
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Society News

The following notice was received from Rob Weiss, Hon. Treasurer. For some time now we have had this lofty idea of having one class of member, everyone paying the same amount and receiving both Somersault and the English Newsletter. This was brought to a head at the January meeting when Alan Jungwirth successfully moved that it be examined.

Alas - it was found that if we did this, everyone would have to pay the higher rate which would not reduce even if we all paid it. It was also decided to increase subscriptions in order to keep up with increased costs (Australia Post makes a packet out of us - Ed).

Accordingly subscriptions are now due and payable at the following rates:

|   |        |
|---|--------|
| Victorian subscription (inc Somersault) | \$5.00 |
| U.K. Newsletter (optional)              | \$7.00 |

Would you please complete the enclosed subscription form and let me have them as soon as possible - either by post to the following address or bring to the next meeting.

Mr. J. McLean, 60 Kenmare Street, Box Hill Nth., 3129.

Members will have noticed that the January and March issues were a little on the thin side. This is entirely due to the lack of articles being submitted for publication. Currently on hand is an article by John Sinnatt which should appear in the May issue of Somersault but when that has been published the bottom of the barrel will have been reached, so how about sending in something to be published. This complaint is not directed to Jack McLean or John Sinnatt who between them have contributed most of the articles that have appeared since the first issue of Somersault in May 1978.

FINANCIAL STATEMENT

General Account

| <u>INCOME</u>            |                 | <u>EXPENDITURE</u>     |                 |
|--------------------------|-----------------|------------------------|-----------------|
| Cash in hand - 1/1/81    | \$393.77        | Editorial & Postage    | \$165.00        |
| Subscriptions            | 162.00          | SRSNSW (UK Newsletter) | 149.50          |
| Bus Fares (Stawell trip) | 32.00           | Donation (ARHS Vic)    | 20.00           |
| Bank Interest            | 9.80            | Purchase of Blackboard | 50.00           |
|                          | <u>\$597.57</u> | Hire of Bus            | 40.00           |
|                          |                 | Bank Charges           | 1.86            |
|                          |                 | sub-total              | \$426.36        |
|                          |                 | Cash in hand - 1/1/82  | \$171.21        |
|                          |                 |                        | <u>\$597.57</u> |

Editorial Account

| <u>INCOME</u>           |                 | <u>EXPENDITURE</u>    |                 |
|-------------------------|-----------------|-----------------------|-----------------|
| Cash in hand - 1/1/81   | \$ 14.47        | Photocopying          | \$ 11.00        |
| Received from Gen. a/c. | 165.00          | Stationary & Stamps   | 69.00           |
| Bank Interest           | 1.46            | sub-total             | \$ 80.00        |
|                         | <u>\$180.93</u> | Cash in hand - 1/1/82 | \$100.93        |
|                         |                 |                       | <u>\$180.93</u> |

Rob. Weiss  
Hon. Treasurer.  
David Langley  
Editor.

SYLLABUS ITEM for March meeting: It'll be a surprise so come along.

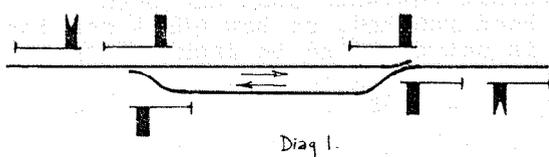
SHUNT AHEAD SIGNALS

(NSW)

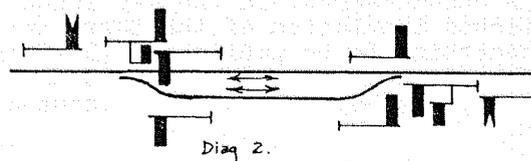
(Reprinted from SRSNSW Blocking Back 3-3. March 1978)

Perusing some old Weekly Notices circa 1912, I came across an illustrated entry about a new form of signal - a Shunt Ahead signal for use at certain crossing loops. The form of the signal was exactly the same as the mechanical shunt ahead signal of today and this would appear to be the first use of a shunt ahead signal in NSW. (If anyone can dispute this, please let us know.)

The railways of New South Wales were at that time plagued by up and down main style crossing loops, mostly on main lines, but particularly on the south between Picton and Junee, and on the north between Sydney and Quirindi. These loops, totally unsuited for NSW conditions, differed from conventional loops in that one line was designated down and the other up, and trains were expected to keep to their respective lines through the station i.e. all trains kept to the left. This English design, with only one distant, home and starting signal in each direction, works reasonably well when the function of the loop is mainly the passing of up and down trains, and indeed a modification of this arrangement works well on the suburban passenger only Cronulla line. However, NSW main line grades and general operating conditions, require much overtaking work at crossing loops and the more conventional arrangement of main and loop with two bi-directionally signalled lines provides sufficiently flexible conditions for either crossing or overtaking moves to take place with equal ease. Diagram 1 shows the arrangements at an up and down style crossing loop and diagram 2 shows the main and loop style of crossing station.



Diag 1.



Diag 2.

NSW therefore found itself stuck with numbers of these up and down line monstrosities where a regular need for overtaking moves existed. Bearing in mind that no train may move in the wrong running direction on either line, the ridiculousness of this kind of loop becomes obvious. If two trains are approaching from the same direction with the second requiring to overtake the first, the working would be as follows:

1. The first train runs past the home signal onto the (say) down line, surrenders the staff for the section he has just vacated and picks up the staff for the section ahead.
2. The train then draws forward past the starting signal and stops with the brakevan clear of the departure end loop points.
3. The road is set for the up loop and the train reverses back into the station, this time on the up line and awaits the arrival of the second train.
4. When this latter train has passed through the station in the normal fashion via the down line, the driver of the first train is handed a staff for the section in the rear and after the road has been made, propels his train back onto the main line clear of the loop points.
5. The train then pulls forward into the station on the down line and surrenders the staff for the rear section. When the second train has cleared the staff section in advance, a staff is obtained and handed to the driver of the first train.
6. Off he goes.

One can imagine that this kind of working must have led to massive delays with the train being overtaken passing the signal box no less than three times. It is little wonder that nearly all of the up and down main crossing stations were converted to the more workable main and loop style. Those remaining are: Kiama, Tumulla, Gamboola, Stockinbingal and Portland (there are also a number of them in the Sydney suburban area). At these locations there are often sufficient sidings to allow a refueling movement without resort to the circus above, while at Tumulla and Gamboola overtaking moves are prohibited. One can appreciate that the overtaking moves outlined above involved much passing of the starting signal without any intention to run through the section. It was to clarify this aspect of the working that the shunt ahead signal was developed and placed beneath the arm of the starting signal.