THE SIGNALLING RECORD THE JOURNAL OF THE SIGNALLING RECORD SOCIETY

No. 193

Spring 2019



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This close up view of the Junction signal box, reveals a signalman at work, levers and a key token machine. The attention to detail extends to notices in clip boards at the back of the signal box.



The southbound platform starting signals at Broom station with the road overbridge and junction signal box in the background. These lovely models of the Midland Railway signals include a lot of fine detail which has been carefully modelled. On quite a lot of lower quadrant signals, towards the ends of their lives, the arms stood slightly above horizontal when at danger due to wear on the arms and arm stops. New signals were provided here in 1942 to incorporate signalling changes and new distant signals in connection with the new East and West boxes.

- start at www.s-r-s.org.uk/railref.php If you are new to the RailRef system please take time to read the whole page before diving in to the individual lines.

Of course, the digital archive would not exist without the considerable efforts of members to digitise old records and then contribute the digital copies to the Society. These contributions are acknowledged each year in the annual report to members.

Work on Michael Back's accumulation of weekly notice extracts continues steadily with David Allen making good progress in scanning and sorting them. Whilst many of these are not yet listed on the web site they can be made available if there is something you are specifically looking for. Similarly we have more digital copies of signalling notices that have yet to be listed. Just contact the web master and ask, contact details on the back page. Recent additions include some signal box diagrams for Holloway, Kings Lynn Junction and Newark from Graham Cloxton, and a couple of Great Eastern weekly notices from 1909 found in the Michael Back collection.

Downloading Files marked for Members Only

Downloading files will require you to log in to the website using an identity and password. These are changed from time to time without warning so that only current members can access the files.

FARSAP News

Videos covering Blea Moor and Lord Peter Snape's visit to Edgeley No.2 have been added to the collection. Also added is some superb aerial footage of the line from Saltmarshe to Gilberdyke shot using a drone. All FARSAP videos can be viewed free of charge. All of those available are listed on the web site and can be accessed via www.s-r-s.org.uk/farsap

Forum and Website

Recent topics of conversation have included the introduction of AWS on the north Wales coast; closure of Cowlairs Signalling Centre; St James Deeping opening and closing dates; Sidmouth branch; Diss to Norwich closure dates; LSWR instructions; electric locks on Midland frames; SGE point machines; train approaching signal on the LNER; Welling bell code; Southern Railway routing bell codes.

Who says members don't exchange information and help one another! Isn't it about time you joined in?

And do you use the Society web site? If not, why not? Everybody is welcome to take a look round. As well as the Archive and FARSAP content described above there is a wealth of other information on signalling, past and present. It's all there at: www.s-r-s.org.uk. The Power Signalling Register produced by Andy Overton is now a part of the web site and was updated in January. Why not take a look?

Bookstall News

We have recently published an interesting little booklet by a person who wished to go by the name of Semmer Fore. Set in the 1930s, the decade in which it was written, it tells how a typical S&T lineman would go about his work, the trials and tribulations he would face and how he would solve the problems thrown at him. The style is light-hearted but thoroughly factual and would be typical of working conditions and practices anytime and anywhere where mechanical signalling could be found.

The author was an S&T Engineer, well versed in how things were done. The identity of the author is known and revealed in the book, so if you want to know who it was, buy the book. Available from the online bookstall or send payment to the Bookstall Manager, contact details on the back page. Price £6 plus £2 for postage and packing.

Other books available from the Bookstall include:

Samuel Telford Dutton by Edward Dorricott. The life and works of a notable designer and manufacturer of railway signalling equipment. Members' price £25.

George Pryer's series of Signal Box Diagrams of the Great Western and Southern Railways.

Volume 1 Great Western Lines in Dorset, members' price £10;

Volume 2 Southern Lines in east Dorset, members' price £10;

Volume 3 Somerset & Dorset Joint including much new information, members' price £11;

Volume 22 Midland & South Western Junction Railway, members' price £5;

Volume 24 Southern Lines in West Sussex, members' price £6;

Volume 25 Great Western lines in the Swindon area, members' price £6.50;

Volume 26 Southern lines in the Reading & Windsor area, members' price £6.50.

Order on-line at www.s-r-s.org.uk/bookstall or by post from the Bookstall Manager, contact details on the back page. If ordering by post please add extra for carriage – order value up to £12 add £2, order value £12.01 to £21 add £3, order value £21.01 to £31 add £4, order value £31.01 to £41 add £5, order value £41.01 to £51 add £5.50, order value £51.01 to £61 add £6, orders over £61 are post free. These carriage rates are to UK addresses. If ordering from abroad please use the on-line facility and that will calculate the carriage rate for you. **Brough East [2:38B]** - 26/11/2018 (per signalling notice). Signal box closed, McK&H 16 frame and Generic Switch ERS[-] (for R40 signal) decommissioned (actually 23 or 24/11/2018). Area resignalled and recontrolled by York ROC (Brough WS).



Brough East Up Main Starter bracket, 10th June 1989. [Photo: Andrew K Overton]

Cave GB [2:38B] - 26/11/2018 (per signalling notice). Gate box closed, McK&H 16 frame decommissioned (actually 23 or 24/11/2018). Crossing converted to MCB-OD controlled by York ROC (Brough WS).

Cork [6:4D] - 16-17/11/2018. Remaining semaphore signals replaced with colour lights.

Crabley Creek [2:38B] - 26/11/2018 (per signalling notice). Signal box reduced in status to gate box (actually 23 or 24/11/2018), slotting York ROC signals protecting level crossing using existing lever frame.

Gilberdyke Jcn [2:38A] - 26/11/2018 (per signalling notice). Signal box closed, McK&H 16 frame, BR(ER) ERS[-] (for G100 signal) and NRS (BR(ER)) ERS[-] (for G1891 signal) decommissioned (actually 23 or 24/11/2018). Area resignalled and recontrolled by York ROC (Brough WS).

Green Oak Goit GB [2:38A] - 26/11/2018 (per signalling notice). Gate box closed (actually 23 or 24/11/2018). Crossing converted to MCB-OD controlled by York ROC (Brough WS).

Inverness SC (RETB WS) [1:18B] - 02/12/2018 at 0500hrs (per signalling notice and actually). Existing WS renamed Inverness SC (Inverness West WS) and existing DINGWALL SSI reconfigured to control only from Inverness to Invergordon and Kyle of Lochalsh. Old system decommissioned at 0151hrs.

Inverness SC (Inverness North WS) [1:18B] - 02/12/2018 at 0500hrs (per signalling notice and actually). New Resonate (DeltaRail) / Park Signalling RETB WS and new HELMSDALE Alstom MkIII RETB SSI commissioned controlling from Invergordon to Wick and Georgemas Jcn to Thurso. This SSI is second-hand, being the former EAST SUFF SSI from Saxmundham, and both this and the WS were previously used for a trial period at Inverness 26/11/2017 - 03/12/2017 and are now brought back into use permanently.

Kings Cross PSB (Hertford WS) [2:14A] - 03/12/2018. Siemens (Westinghouse) WS system migrated to new WS position at York ROC (Hertford WS) along with control of this area, and Kings Cross WS position and TEW SM48 ROC decommissioned. The WestCAD operating system hardware is located remotely at Hitchin relay room and the remote control has simply been transferred from Kings Cross PSB to York ROC.

Melton Lane [2:38B] - 26/11/2018 (per signalling notice). Signal box closed, McK&H 16 frame, BR(ER) IFS[-] and Melton Lane freewired RI decommissioned (actually 23 or 24/11/2018). Area resignalled and recontrolled by York ROC (Brough WS).

Oxmardyke GB [2:38A] - 26/11/2018 (per signalling notice). Gate box closed, McK&H 16 recon. frame decommissioned (actually 23 or 24/11/2018). Crossing converted to MCB-OD controlled by York ROC (Brough WS).



Oxmardyke GB with wheel operated barriers 6th April 1988. [Photo: Andrew K Overton]

ROAMING THE MIDLAND MAIN LINE: PART 9 SUNDON, HARLINGTON AND FLITWICK By Peter Butler

Continuing a series on the author's visits to signal boxes on the route out of St Pancras, and following on from the article in The Signalling Record no. 190 on the boxes in the Luton and Leagrave area.

We left Leagrave with the line rising towards the summit just south of Sundon. The box here had closed in July 1974 and had only signalled the slow lines since June 1969. Although I knew the box had closed I also learnt that it was still in situ. In 1974 I had joined a company that used flexi time and I had built up enough time to have a day's holiday.

The day I chose to visit Sundon turned out to be a very wet one, but I knew this would, in all probability, be the only chance to see the box I would get. This was of course before my obtaining a line side photographic permit. Fortunately there was a splendid open lattice footbridge just to the north of the box which enabled me to get some photographs of the area.

Amazingly the name boards of the box were still in place. So, in spite of the rain, I managed some shots, including the remains of the ground frame that controlled access from the up slow into the sidings of the British Portland Cement Works. Also still in place was the remains of the signal gantry that, like the footbridge, spanned all four lines. In those days using film in our cameras one had to think about what shots to take. Today with modern digital technology, one can go snap happy. The remains were still evident of a small occupation crossing, which must have been one of the last on this stretch of the line. In 1963 and again in 1965 there were collisions on this crossing with farm tractors. One can only assume the box must have been switched out. Thankfully on both occasions no one was killed.



Sundon signal box photographed in May 1976, two years after its closure in July 1974, hence its derelict condition. Of note are the missing finial tops. [Photo: Mike Christensen]

John Swift's signalling diagram for Sundon shows another siding to the south of the box, which presumably was Inn's Siding, according to the Sectional Appendix, but I stand to be corrected on this.



Signalling diagram for Sundon signal box. The siding and its controlling ground frame, believed to be Inn's Siding, is shown at the right hand end of the diagram with the siding connection trailing into the up slow.

[Diagram: John Swift Collection]

After passing Sundon, down trains have little work to do as the gradient falls continuously until they reach the Ouse Valley at Bedford. Harlington, some two miles north, was unique in that the signal box was on the down fast platform and must be one of the few boxes that were adorned with advertisements. In times past the footbridge had open latticework sides that had subsequently been filled in, since there had been complaints from female passengers that the signalmen could view the ladies from below! In passing I recall that on my visit there was a young lady in the box who, I suspect, was not a member of staff. The box had only been in this position from the time new crossovers had been brought into use in 1913. One assumes that the earlier box had been on the up side and at the point where the crossovers were to be installed.

STANDARD SIGNALLING PRINCIPLES Prepared by Andrew K Overton

Continuing the series introduced in the Record no. 139.

SSP 29 – Indications to be Displayed for the Control of Trains During Loading or Unloading Operations

Where considered necessary control of movements over sidings where continuous or static loading takes place, where the train is worked throughout by British Railways locomotives, shall be by position light (3 lamp) signals displaying aspects in accordance with Appendix A. (*Diagram shown opposite.*)

It should be noted that the aspects, as defined, apply equally in whichever direction the locomotive is proceeding.

Aspects (b) and / or (c) may not be required in all installations.

Because of the variation in wagon and locomotive lengths these indicators must not be located to serve as markers for precise placing (spotting) of the wagons. The indicators should be elevated, where possible, and be located along the track at such intervals as will give the driver a clear view of at least one signal at all times under normal conditions of visibility.

All movements, other than those actually passing through the loading or unloading plant or in connection with the detachment of crippled wagons on the lines passing through the plant, should be controlled by British Railways standard running or shunt signals.

Where the loading or unloading movements intrude into an area controlled by a British Railways signal box or ground frame then those special position light signals which lead into, or are positioned in or beyond, the British Railways control area shall only be illuminated when the relevant British Railways signals are displaying a proceed aspect for the route concerned. The signal protecting the British Railways control area must have a main red aspect and one of the special position light signals may NOT be positioned on the same structure.

(Author's note – this Standard Signalling Principle was amended in July 1991 to specify the requirements where loading or unloading movements intrude into the area controlled by a British Railways signal box or ground frame, and came into effect from 1 November 1991)





Toton signal E for MGR loading operations at Harworth Colliery, controlled by both Harworth Colliery Bunker No.1 Panel and No.2 Panel, 27th May 2009. [Photo: Andrew K Overton]



Co-acting platform starting signals on the down slow line at East Midlands Parkway. The right hand signal, which is to the far side of the adjacent line, has the appropriate 'CA' suffix. Also of interest is the no. 1 position PLJI that is mounted to the side of the main signal, which in turn is on the ground, to enable it to be visible under the station canopy.

indicator is referred to as a 'standard indicator' (SI), and a small one is a 'miniature indicator' (MI). Collectively, they are called 'alphanumeric' route indicators. They may either be placed above the associated signal or to the side. If placed to the side, they are normally placed on the side that is further from the track to which the signal applies.

Calling-on subsidiary routes formerly used the same route indicator as the corresponding main route, even a PLJI or a theatre type indicator. This carried a risk that a driver might see the route indication and assume that a main aspect was displayed rather than the calling-on, and proceed without the requisite degree of caution. Current practice therefore demands that a miniature indicator be provided for the calling-on routes.

Junction indicators are usually placed above the main signal head but can be to the side for sighting or clearance reasons, in which case the 'pivot' is nearest to the main signal head. In other words, a left-hand junction indicator must be positioned to the left, and a right-hand indicator to the right. This can result in physically separate left-hand and right-hand junction indicators being positioned on either side of the signal.

To comply with existing standards, the first LED junction indicators perpetuated the 'position light' appearance of five separate lights. However, since an LED indicator comprises many LEDs, there is little constraint on the shape of the indication, and a junction indicator is now permitted to display a solid bar of white light in each arm. The junction indicator is the preferred type of route indicator for main signals. Junction indicators in new schemes, however, cannot apply to routes out of bay platforms or from signals where all trains start from rest. If these need a route indicator a standard indicator will be provided.

Junction Signalling

The primary purpose of junction signalling is to give an indication of the route a train will take at a diverging junction, sufficiently early that the train's speed can be regulated as required. There are currently five approved methods applicable to colour light signals.

Free Aspect (MAF): This can be used where the speed of the diverging route is no more than 10 mph lower than that of the straight route. Drivers see a normal unrestricted aspect sequence on either route; therefore, this is the least restrictive method of junction signalling.

Approach Release from Red (MAR): The most restrictive form of junction signalling, particularly for freight trains with their poorer rate of acceleration. When the diverging route is set, the junction signal is held at red until the train approaches, its speed having been reduced in adherence to the normal cautionary aspect sequence displayed by the signals in rear.

Originally, the junction signal was only allowed to clear to a proceed aspect when the train speed had been reduced to the speed of the divergence. Holding the signal at red until the train is close to it can condition drivers into anticipating that the signal will always clear at a particular point, which could result in the signal being passed at danger on an occasion when it remained at red. An earlier release point reduces this risk, since it will become apparent sooner that the signal aspect is not going to clear, giving more time to bring the train safely to a stand. Current practice therefore allows the aspect to clear as soon as the signal

SRS – NORMAN CADGE AWARD FOR BEST SIGNALLED MODEL LAYOUT – 2018 Report by David Stirling

The Society has a stand at the Warley National Model Railway Exhibition, held at the National Exhibition Centre at Birmingham International in November each year. This is one of the most prestigious events in the Model Railway Calendar. The builders of model railways have often been quite poor at representing authentic signalling on their layouts, and this was a particular issue in the past, although a little less so now.

In order to encourage modellers to pay attention to signalling and do the most authentic job they can, some years ago the SRS introduced the 'Norman Cadge Award' for the best signalled layout exhibited at the annual Warley Show. A panel of judges make a round of all the model layouts on show on the Saturday to establish a shortlist of possible candidates. After much discussion and agonising, a winner is chosen and the award is made to a representative of the team that built the winning layout. The award consists of a plaque and a small cash sum in recognition of the work put in. While the judges were not as overwhelmed with potential candidates as they were in 2017, there were a healthy number of layouts which were worth serious consideration. As always, there are incidental questions that need to be addressed, in particular the layout that modelled a light railway with a ground frame and point rodding, but very few signals, faithfully reflecting the prototype. Has such a layout a chance when there are others with plenty of signals?

The winner this year was the Warley Model Railway Club (yes, the organisers of the whole exhibition) with its layout of Broom Junction. Broom Junction was one of the places where the Stratford & Midland Junction Railway met the Midland Railway, in this case at the western end of the S&MJR on the Midland's Redditch – Evesham – Ashchurch line, a location with a slightly unusual layout. The model illustrated the correct detail of MR signalling at the location as well as the overall atmosphere, and greatly impressed the judges.



The Society's Award for the best signalled layout at the Warley Model Railway Exhibition went to the Warley club's layout, Broom Junction, which is intended to portray the station and junction as it was in the middle 1930s. It was built by the club many years ago and has undergone a number of rebuildings and improvements since. However it is understood that this was to be its last outing. This photograph shows the model of Broom Junction signal box. This LMS Type 11c box was opened on 6th May 1934 to replace the old Midland North and South boxes, and was renamed Broom North in 1942 when a new south to east curve was opened with new boxes at Broom East and West. Note the attention to detail on this 7mm to the foot (O Gauge) model with the signal wires and point rodding carefully modelled.

PURFLEET PRIVATE CROSSINGS By Barry Bridges

One of the most unusual things I discovered when I went to work as an Inspector on the former London Tilbury and Southend Railway section of British Rail (Eastern Region) in 1975 was the four level crossings in the Purfleet area of the Barking to Pitsea loop line that which were operated by non railway staff. Instead, each crossing was worked by employees of the firms to whose sites the level crossings gave access.

The crossings were in the following order when going from Purfleet towards West Thurrock:

- 1. Thames Board Mills Ltd
- 2. Esso Petroleum Ltd
- 3. Purfleet Deep Wharf & Storage Co. Ltd
- 4. Van de Burgh and Jurgens Ltd

It seems these crossings were originally 'Occupation Crossings', a type of field gate crossing well known throughout the UK, with the land owner opening the simple gates when he required to cross the railway. The private crossings near Purfleet were adapted when land between the railway and River Thames was developed into wharves and factories etc, with the owners being allowed to continue to operate the level crossings themselves.

The thing that always concerned me about these crossings was that they were not protected by fixed signals, and although three of the four had barrier arms these could be raised at any time, even in front of an approaching train! Perhaps I was therefore not surprised when a fatal accident occurred at Deep Wharf Crossing late one evening in February 1983.

All the crossings had telephone communication with Purfleet signal box and an alarm button to alert the signalman of any emergency that needed trains to be stopped. These alarm buttons were behind 'paper seals' similar to those used in signal boxes for track circuit and point handle releases etc. All were fitted with warnings of approaching trains by lights in the control cabins and audible warnings on both sides of the line. In 1975 all four were equipped with several single stroke bells, large and small size bells on both sides of each crossing, which tolled like bells at level crossings in the USA or in Europe. These were later replaced by the 'yodel alarms' that are common on all level crossings but which by summer 1975 had only been fitted in the London area of the Eastern Region to the level crossing at Dagenham Dock.

Track circuit operation triggered the warnings automatically and these continued to operate until a train had passed clear over the crossing. The crossings received the same warning for both fast and slow trains so, as all four received the warning at the same time on the down line, because of station stops passenger trains could take several minutes to pass the final crossing for Van de Burgh and Jurgens.

The Purfleet signalman was given no indication whether warnings had been given to the private crossings of trains and nor was he given information as to whether the barriers etc. were lowered when a train approached a crossing. As long as signals had been cleared and track circuits were operating normally, the signalman had to assume that everything was in order.

If a track circuit failed, continuous warnings were given to all the level crossings and the signalman had to check with each crossing by telephone before he cautioning trains past P106 (down line) or P103 (up line) signals. Whenever single line working had to be introduced, the signalman had to advise the crossings of every train travelling in the wrong direction.

Main line traffic in the late 1970s consisted of two passenger trains each way every hour 'off peak' plus at times heavy freight traffic. This consisted of Ripple Lane to Thames Haven branch oil trains plus Freightliner trains to Tilbury Dock, and other trains of oil tanks, cement wagons, bulk powder and grain wagons plus general traffic to Grays, Tilbury Riverside and West Thurrock. In the weekday morning and evening peak hours, as well as extra passenger trains freight continued in the opposite direction to the main passenger flows. I can recall several occasions when due to problems on the main Barking to Pitsea line, the full Fenchurch Street to Shoeburyness line passenger service would operate via Purfleet.

By the time I ceased working in the area in 1984, a fifth level crossing for an oil storage firm, Thames Matex was being proposed to the extent that the concrete road panels had been laid for the crossing but no other work had been completed. It was not known how it was proposed to operate the crossing, which the firm decided they needed for emergency use. Their normal access was by a road overbridge but an incident that closed this bridge one day prompted the firm to commence arrangements to use an old occupation crossing should the road bridge ever be blocked in the future. Their fear was a major fire to which the emergency services would be unable to attend.

One other involvement with level crossings operated by private staff was when a new AHB level crossing was opened on the Thames Haven branch in April 1983 to give access to the new Shell Ltd rail tanker loading complex. Because no British Rail staff were located in the area, agreement was reached with Shell that their staff would be responsible if the barriers ever needed to be worked by hand. This job would be undertaken by Shell fire and security patrolmen, and about 30 men were nominated by



The Signalling Record Society

The Signalling Record Society was formed in 1969, and became a Charity (Charitable Incorporated Organisation, CIO for short) in 2018.

Our object is to advance the knowledge of all aspects of railway signalling, and all associated material science, technology and research, in the British Isles and overseas, by promoting the study and preservation of information, drawings, photographs, and other material pertaining to railway signalling and to related organisations and subjects. We do this through our publications and the operation of a website. We have built and operate an evergrowing archive of historical signalling related material, which we make accessible. We publish a quarterly colour journal and a newsletter for our members, and arrange events and meetings and have a presence at a number of Model Railway Exhibitions each year.

The Signalling Record Society, a Charitable Incorporated Organisation (CIO) Registered in England & Wales, Registered Charity Number 1176506.

To join us visit www.s-r-s.org.uk/join

email: membership@s-r-s.org.uk.

The photographs on the covers of this edition of The Signalling Record illustrate the information about the recent resignalling of the Goole to Hull line that may be found in the regular Signalling Digest column [all photos provided by kind courtesy of Andrew K Overton]:

Front cover: Gilberdyke Jcn Down Main and Down Branch Inner Home signal brackets, 6th April 1988.

Above: Melton Lane signal box diagram, 30th December 1988.

Rear cover, top: A view over the pointwork at Gilberdyke Jcn, looking west, 6th April 1988.

Rear cover, bottom: Gilberdyke Jcn signal box lever frame with youthful SRS member and signalman, Mick Nicholson, on duty, 23rd July 1989.

The Signalling Record is printed by Amadeus Press, Little Wood Drive, West 26 Industrial Estate, Cleckheaton BD19 4TQ and published by The Signalling Record Society, a Charitable Incorporated Organisation registered in England and Wales, Registered Charity Number 1176506. This edition: March 2019.

some that had already benefitted from modernisation with early panels. Into this ordered chaos strode a band of signalmen and signalling enthusiasts who started to collect and exchange diagrams and notices with a view to preventing total loss of signalling heritage. Little did they realise what this would lead to! As the 1960s drew towards a close this enthusiasm infected others and the

idea of a society or club began to form and take shape. Derek Coe recorded more detail of this pre-society period in the *Record* no. 137 to mark our 40th birthday.

In December 1969 The Signalling Record Society was born in a smoky Bristol flat and soon attracted members from most parts of the country. The Society's aim was to build a comprehensive record of railway signalling in Great Britain before the widespread introduction of major colour light schemes and by early 1970 over 3,000 diagrams had been copied and the drawing office established. Also from this period came a plan to produce registers of signal boxes area by area.

The scope of Society activity was apparent by the time the first Newsletter was issued in 1970. The Society had a Chairman (Larry Crosier), Secretary & Treasurer (John Morris), Archivist (David Collins), Co-ordinating Officer (David Wittamore), Draughtsman (George Pryer) and a committee. A feature included in that newsletter was news of changes in signalling and a section on such changes continues to appear to this day.

These early days saw the SRS invited to attend various exhibitions, often at heritage lines, where Hanger Lane was shown. Hanger Lane was a scale model of a GWR signal box featuring a stud locking frame, instrument shelf and illuminated diagram, all of which worked. It was operated to demonstrate block working principals. A later unit was Farriers Bridge, consisting of an illuminated diagram, lever frame, describers and simulator. It was made and owned by Larry Crosier. Mary Crosier's description of its origins is marvellous. And then there was Peter Jordan's Saltford Junction and Mike Christensen's Praed Street. Where are they?

Local area groups covering a geographic area several counties wide were another feature of the Society. They were initially the driving force behind regular visits to signal boxes that were made with the permission of British Rail. However, organising local meetings was less successful overall as the membership was scattered over a very wide area; a situation that still remains. Nevertheless some meetings continue to this day.

A sign of the times was the annual subscription for 1971 of just 50 pence (or 10 shillings if you want it in real money, decimalisation being of very recent memory then). Another sign of the times relates to the high cost of postage in 1972 when posting 40 letters cost a pound, the equivalent to one member's subscription for the year. Inflation was rampant at the time. From 1975 membership cards ceased to be issued and the Society has managed quite well without them since. In 1976 a number of Australian members had joined and an active program of visits and activities started. By 1978 they were producing their own newsletter. In 2017 the Signalling Record Society Victoria Inc opened up a new web site at www.srsv.org.au

In March 1979 the format of the Newsletter changed from A4 broadsheet to A5 booklet but it was 1983 before magazine binders were available. In July 1984 art paper was used for the first time and from January 1987 was restyled and retitled *The Signalling Record*.

In 1980 the organisational structure changed and area archivists were established. A further change in 1982 saw the establishment of a network of corresponding members who agreed to assist researchers in respect of a specialist subject or geographic area. This was followed that year by the first of the technical signalling papers: these and later issues may still be purchased. A members' handbook first made appearance in 1984.

Another milestone in the Society's history occurred by 1988 when a centralised archive was gathered together at Droitwich, arrangements having been made with the Kithead Trust for the rental of shelf space.

1990 saw the Society enter into the realm of publishing less technical booklets for a wider audience with the first volume of John Swift's drawings of signalling and station layouts. In 2004 the Society issued as its first digital publication, the first of the Southern signalling notice and 'section C' volumes featuring 'has beens'.

The World Wide Web had existed for a while when the Society registered its web address of www.s-r-s.org.uk in 2001. Initially the website was hosted by Tim Bourne but in 2009 it became completely free standing and has grown steadily larger ever since. You might well ask why the hyphens instead of just plain 'srs' – well, the Southampton Running Sisters had got there first! In 2017 it became possible to purchase books, publications and DVDs and to join the Society on line.

In 2007 a long running project by a few members was manifested in the publication of the first of 9 volumes of Signal Box Registers. This encompassed the Great Western, followed by the Southern volume in 2009, revised Great Western in 2011, London & North Eastern (south) and Scotland in 2012, and Ireland plus Isle of Man in 2015. London Transport is said to be imminent as is the Midland; the latter having seemingly entered the doldrums. Even further away is the volume for the London & North Western, North Staffs and Lancashire & Yorkshire lines. The register series is a major work and a unique gathering together of information about every signal box that has ever existed on the British Isles. They were the first of the Society's publications to be available in both digital and printed form.