7. Register column headings

Ref	Each signal box is given a unique three digit number which indicates its position, sequentially, along the route concerned. Each route has a five letter/digit code (RailRef) with distance along the line of route being given by the milepost mileage.
M	Milepost mileage in miles and chains (MM.CC).
Name	The name of the signal box is defined as that carried on the structure itself (excluding the words such as “cabin”, “signal box” etc.). This may vary slightly from the title shown in working timetables, appendices or on the signal box diagram. Obviously photos are not to hand of all boxes, in which case the name commonly used is given herein. No distinction is made between 'Jct', 'Jcn' and 'Junction' nor between 'Sdg', 'Sdgs' and 'Siding'. Where there have been two boxes at one station or location, but one of these closed/opened before or after the other the suffix such as East is shown in brackets to indicate that during the period that the other box existed it carried this title, but was renamed on the opening or closing of the other box. This avoids footnotes in each such case. In some cases part of the box name appears in square brackets (for example Station [Barrs Court Hereford]) and the portion within the brackets [thus] never appeared on the nameplate but has been added to clarify matters where listed out of context, for example in the alphabetical index.
#	Where more than one box existed at a location, then the cardinal numbers are used to show the respective details. Where the box continued in use with a new frame, then the frame details are shown on separate lines. This column is also used to show the prefix letters for the box. This denotes the identification letters appearing on an enamel plate on the signal box and/or on signals controlled therefrom.
Opening date	Defined as the day on which the box became capable of functioning as a block post. This may not be the date it was first regularly manned. Where this is not known, “od” denotes the date that the box was ordered from Reading signal works; this is usually a few months before it was commissioned, though in some cases over a year elapsed. “I” denotes date inspected. “L” denotes the year “interlocking completed” in returns made to the Board of Trade. “W” denotes date derived from working timetable or sectional appendix. Though generally reliable, boxes were sometimes in use over a year before they first appeared in such publications; similarly, some boxes continued to be listed even though they had been taken out of use. These dates are therefore not so reliable as the other sources.
Closing date	Defined as the day on which a box became incapable of functioning as a block post; i.e. all arms and lamps removed or block switch/instruments disconnected. (Some boxes were permanently switched out of circuit prior to this date but were still capable of being manned if required.). In cases where the entire line closed, the closure date given is that of the line, even though the box may have remained in situ until actually demolished some time later. “B” denotes box destroyed by bombing on date shown. “F” denotes box destroyed by fire on date shown. “A” denotes box destroyed by accident on date shown.
Type/Size	Standard GWR/WR boxes have been classified according to the accompanying list (see Section 9). Where it is only known that a box was timber or brick, the letters T or B are used. The dimensions given, where known, are: length, width and height of operating floor above rail level. Length and width are measured externally unless otherwise stated - (i) indicates internal measurements. They may vary from those given on official documents. Other notes N/S denotes non-standard design. “BTF” means brick to floor. GL denotes ground level PL denotes platform level. “E” denotes that the box itself has been extended (to the new size shown), usually in connection with the installation of a new frame. For boxes built by contractors to their own designs, the same abbreviations are used to denote their origin as for lever frames, see below.
Locking frame	“Type” The different types of frame are indicated by a code, explained in the table below. “Conv” denotes locking converted/replaced by type shown, but existing lever frame retained. “Ctrs” denotes centres between levers, in inches. “Size” means number of levers including spare levers, spaces and permanent spaces even though the latter may not have been numbered. “Date” Date locking frame installed. “YES” means coincident with the opening of the box. “O” Date frame ordered from works. “T” Date frame tested, usually coincident with opening of box or installation of new frame. “E” Denotes frame extended to this size. “S” Denotes frame shortened to this size.
Block switch	Y Denotes block switch (or switch lever) provided. N Denotes block switch not provided P Denotes block switch added later (date shown if known) R Denotes block switch recovered at later date.
Notes	GF Date box reduced in status to ground frame. In this case closure date is that when the post was finally abolished. M Information derived from GW Magazine; though usually reliable, some information contained therein is suspect, particularly when new works are involved. Web Further details such as box diagram, dog chart, locking table etc. may be found at http://www.svrsig.org/diags/Diagrams.htm#list. Z Denotes temporary box NB Non block post U (In any column) denotes information unconfirmed. K See notes in the alphabetical index of boxes.