

Signal Box Registers

Publication schedule and current state of play as at 24th May 2011

Item	Publication date	Status
1. Great Western	PB: 22 December 2007 HB: 28 December 2007	Out of Print Out of Print
1. Great Western (Revised Edition)	PB: 10 May 2011 HB: 24 May 2011	Published Published
2. Midland Railway	<i>latest draft 3 Jan 2008</i>	<i>in hand, publication expected 2011/2012</i>
3. Eastern Region	<i>latest draft 22 May 2008</i>	<i>GN data being added GE data not complete GC data being revised Publication expected 2012.</i>
4. Southern Railway	PB: 23 April 2009 HB: 23 April 2009	Published Published
5. LNWR (includes NSR)		
6. Scotland		<i>in hand, publication expected 2011/2012</i>
7. North Eastern Region (includes L&Y)		
8. London Transport	<i>Latest draft May 2011</i>	<i>in hand, publication expected 2012</i>
CD-ROM	CD: 1 January 2008	Includes Volume 1
CDROM updates	#1: 2 February 2008	Contains correction sheet 1 plus a copy of the GW register updated to correction sheet 1.
	#2: 16 September 2008	Contains correction sheet 2 plus a copy of the GW register updated to correction sheet 2.
	#3: 23 April 2009	As above plus Volume 4 Southern Railway
	#4: 24 May 2011	As above plus correction sheet 3 & the GW register (revised edition)
Correction sheets	1: 16 January 2008 2: 2 September 2008 3: 24 May 2011	Amended vol. 1 Amended vol. 1 Amends vols. 1 & 4
<p>Correction sheet 3 is available via the SRS web site and is included in CD ROM update #4 (the third update for those who have subscribed). The CD update #4 includes the newly revised GW volume. The next regular CD update will be produced later in 2011 and will contain volume 6 Scotland and any further corrections.</p>		

Signal Box Register - Corrigenda sheet no.3

This correction sheet updates the following registers:

Volume 1: Great Western (paperback) published 10 May 2011

Volume 1: Great Western (hardback) published 24 May 2011

Volume 4: Southern Railway (paperback and hardback) published 23 April 2009

Volume 1 corrections (note those marked ‡ are included in hardback):

Page 8 ‡ – Section 6 – under ‘GW 867’ amend ‘NW 230’ to read ‘NW 209’

Page 10 ‡ – under ‘Column headed ‘Opened’ add at end of para: “Boxes shown as ‘open 2011’ were still open as at 10th May 2011.”

Page 13 ‡ – Section 8 – under ‘Dn 1893’ example should be plain text not italics

Page 13 ‡ – Section 8 – under ‘Dn DirT’ example should be ‘CM 050-080’

Page 14 ‡ – Section 8 – under ‘LS 1938’ example should be ‘GW 641-030’ (italics)

Page 15 ‡ – Section 8 – under ‘MK 21’ add example ‘TV 030-260’

Page 16 ‡ – Section 8 – under ‘RS LNER’ delete example
under the first ‘RS’ add ‘BP 001-050’ (italics)

Page 17 ‡ – Section 8 – under ‘Ty Knee’ add example ‘BP 001-020’
under ‘Ty’ delete generic example

Page 28 – Box type ‘MK 3 TV’ – due to an oversight, these are actually shown in the register as ‘MKTV 3’.

Page 50 – Clutton – drawing D493.

Page 67 – Hallatrow – drawing D493 (1922).

Page 128 ‡ – amend ‘GC 021’: from ‘Ashendon Jcn (see GW 050, A17)’ to ‘see volume 3: ...’

Page 128 ‡ – amend ‘GC 023’: from ‘Banbury Jcn (see GW 730, R1)’ to ‘see volume 3: ...’

Page 128 ‡ – amend ‘GW 063’: from ‘North Acton Junction (see GW 062, A7)’ to ‘see volume 8: ...’

Page 136 ‡ – amend ‘MR 270’: from ‘Lansdown Jcn (see GW 375, G7)’ to ‘see volume 2: ...’

Page 136 ‡ – amend ‘MR 273’: from ‘Evesham (see GW 690, S1)’ to ‘see volume 2: ...’

Page 136 ‡ – amend ‘MR 290’: from ‘Tramway Junction’ to ‘see volume 2: ...’ Section ‘G2, G3’

Page 136 ‡ – amend ‘MR 390’: from ‘Brecon Curve Jcn (see GW 820, T1)’ to ‘see volume 2: ...’

Page 136 ‡ – amend ‘NS 060’: from ‘see volume 5: ...’ to ‘Silverdale Jcn. (see GW 811, W9)’

Page 136 ‡ – amend ‘NW 003’: from ‘North Pole Junction (see GW 030, X3)’ to ‘see volume 5: ...’

Page 136 ‡ – amend ‘NW 086’: from ‘see volume 5: ...’ to ‘Wellington No.1 (see GW 810, W1)’

Page 136 ‡ – amend ‘NW 091’: from ‘Crewe Jcn (see GW 810, W1)’ to ‘see volume 5: ...’

Page 136 ‡ – amend ‘NW 104’: from ‘Leamington North (see GW 730, R1)’ to ‘see volume 5: ...’

Page 136 ‡ – amend ‘NW 140’: from ‘Dudley South (see GW 780, R12)’ to ‘see volume 5: ...’

Page 136 ‡ – amend ‘NW 170’: from ‘Abergavenny Jcn (see GW 430, T2)’ to ‘see volume 5: ...’

Page 136 ‡ – amend ‘NW 193’: from ‘Carmarthen Valley Jcn (see GW 640, M4)’
to ‘Abergwili Jcn (see GW 661, M9)’

Page 136 ‡ – amend ‘NW 215’: from ‘see volume 5: ...’ to ‘Corwen (see GW 844, W2)’

Page 136 ‡ – amend ‘NW 230’: from ‘see volume 5: ...’ to ‘Afon Wen (see CM 050, U6)’

Page 137 ‡ – amend ‘SW 035’: to ‘see volume 4: ...’

Page 137 ‡ – amend ‘SW 140’: from ‘see volume 4: ...’ to ‘Exeter West (see GW 250, E1)’

Page 137 ‡ – amend ‘SW 141’: from ‘Yeovil Town East (see GW 235, E5)’ to ‘see volume 4: ...’

Page 137 ‡ – amend ‘SW 150’: from ‘Cowley Bridge Jcn (see GW 250, E1)’
to ‘Devonport Jcn (see GW 290, F1)’

Page 137 ‡ – amend ‘SW 170’: from ‘Friary Jcn (see GW 279, F7)’ to ‘see volume 4: ...’

Page 137 ‡ – amend ‘SW 264’: from ‘Wells East Somerset (see GW 210, B26)’ to ‘see volume 4: ...’

Page 139 – Section A1 – GW 001-160 Old Oak Common West amend second frame line:
‘(same) Brickwork added GW HT3 5¼” 112 1922’.

Page 140 – Section A1 – GW 060-010 Friars Jcn (2) delete ‘date nk’ add note ‘Box clad with galvanised iron sheets before rebuild, date nk.’

Page 140 – Section A1 – GW 060-040 Acton Middle construction add ‘Brickwork added’.

Page 140 – Section A1 – GW 060-060 Ealing (2) construction add ‘Brickwork added’.

Page 140 – Section A1 – GW 060-150 Southall East Station (2) construction add ‘Brickwork added’.

Page 145 – Section A12 – GW 072-010 Maidenhead Branch is shown as closed ‘by 1896’ but it was NBP throughout and retained as a GF until some time between 1922 and 1938.

Page 146 – Section A17 – GW 040-080 Greenford Station East add to second frame line:
construction ‘Brickwork added’.

Page 147 – Section A17 – GW 050-200 Princes Risborough (North) closed 10.08.1990.

Page 149 – Section A23 – GW 086-130 Bulls Lock mileage is (2) not (1).

Page 150 – Section A24 – GW 083-010 Oxford Road Jcn [Reading] (2) box type GW 25 confirmed, delete ‘U’.

Page 157 – Section B1 – GW 110-180 Highworth Jcn (1) note B16 add ‘Inspected 20.07.1874’.

Page 157 – Section B1 – GW 110-190 Swindon Goods Yard (1) add note ‘Inspected 20.07.1874’.

Page 161 – Section B1 – GW 170-100 Weston Jcn add note 'Inspected 11.01.1874'.

Page 165 – Section B7 – GW 180-050 Savernake West add note 'Brickwork raised by 10 courses to window sill, date nk'.

Page 177 – Section E1 – Durston Jcn (1) note E4 add 'Inspected 12.09.1874'.

Page 178 – Section E1 – GW 250-010 Tiverton Jcn (1) add note 'Inspected 12.09.1874'.

Page 178 – Section E1 – GW 250-100 Exeter East (1) add note 'Box extended, date nk'.

Page 179 – Section E1 – GW 250-360 Dainton Tunnel (2) closed 04.05.1987.

Page 183 – Section E13 – GW 260-050 Lustleigh: shown as open 'by 1887' but an order dated June 1892 is on record - a later box (2) opened 'od 00.06.1892' is thus possible.

Page 189 – Section F1 – GW 300-180 Milltown Viaduct levers 10 add note 'Inspected 21.12.1894'.

Page 189 – Section F1 – GW 330-170 Polperro Tunnel levers 9

Page 189 – Section F1 – GW 350-020 Blackwater Jcn West levers 19.

Page 191 – Section F3 – GW 271-030 Ashburton note F77 add '19 lever box authorised January 1913 but authorisation lapsed. A box of 18 levers was ordered from Reading 18.02.1913 (would have measured 12'6" x 7' x 2')'.

Page 191 – Section F5 – GW 275-010 Marsh Mills amend E=19'6" (1941)
second frame 00.00.1910
third frame 19 levers 26.02.1920, extended to 32 levers 12.02.1941.

Page 191 – Section F5 – GW 275-020 Lee Moor Crossing (1) levers 3, (2) closed, (3) opened – another source says '00.00.1895'

Page 191 – Section F5 – GW 275-120 Launceston (1) closed (2) open 31.12.1916.

Page 192 – Section F9 – GW 270-290 Plymouth Mill Bay (1) box type 'GW 7A'.

Page 194 – Section F14 – GW 310-140 Tolcarn Jcn (2) amend second frame date 22.07.1938.

Page 198 – Section G2 – MR 290-090 Tuffley Sdgs (3) closed 12.08.1968.

Page 219 – Section J12 – GW 510-020 Nantyglo amend dimensions to 26'3" x 8'9" x 19'6".

Page 219 – Section J12 – GW 510-090 Rose Heyworth South:
(1) ‡ amend open date to 'by 00.00.1880'
(2) add note 'Conv. To VT5 1953 (u)'.
Page 219 – Section J12 – GW 510-140 Tin Works Jcn (2) amend dimensions to 18'6" x 11' x 8'.

Page 220 – Section J12 – GW 510-340 Abercarn Station amend dimensions to 27'11" x 11' x 12'10".

Page 227 – Section K1 – TV 001-190 Stormstown: (2) shown as closed '04.09.1977' but another source indicates closed '12.09.1977'.

Page 238 – Section K15 – TV 033-020 Maerdy Sdg add levers 15. Note K65 add 'Inspected 00.06.1889'.

Page 238 – Section K15 – TV 033-030 Maerdy Branch Jcn (1) add note 'Inspected 00.06.1889'.

Page 241 ‡ – Section L3 – GW 560-130 Oakwood amend open 'by 00.00.1890'.

Page 241 ‡ – Section L3 – GW 560-150 Maesteg Station amend open 'by 00.00.1890'.

Page 252 – Section M17 – LM 001-010 Cynheidre delete opening date (block instruments not installed at this date).

Page 254 ‡ – Section N1 – GW 440-040 Blaendare Sidings amend (1) close and (2) open to 'by 00.00.1900'.

Page 254 ‡ – Section N1 – GW 440-200 Rhymney Jcn West amend close to 'by 00.00.1890'.

Page 255 – Section N1 – GW 440-250 Nelson & Ilancaiach (West) amend second frame date to 1950.

Page 265 – Section P11 – BY 020-090 Barry Jcn (2) levers 90.

Page 272 ‡ – Section P27 – CF 016-010 North East Jcn (2) amend open to read 'od 15.08.1935'

Page 275 ‡ – Section Q1 – PT 001-130 Port Talbot Central amend close to 'by 00.00.1920'.

Page 276 – Section Q3 – PT 030-040 Margam Hump Yard closed 01.11.1987.

Page 278 – Section Q7 – RS 020-090 Port Tennant: (2) – note Q25 does not make sense.

Page 285 ‡ – Section R1 – GW 730-560 Olton (1) amend open to read 'by 00.1875'

Page 288 – Section R6 – GW 750-270 Priestfield (1) add note 'Inspected 30.01.1868'.

Page 288 – Section R6 – GW 750-370 Oxley Sdgs North box type is 'GW 5'.

Page 307 – Section T2 – GW 430-140 Penpergwm amend second frame to 'GW VT5'.

Page 308 – Section T3 – GW 830-010 Kingsland open '00.07.1874 l'.

Page 311 ‡ – Section U1 – CM 001-070 Ellesmere South Loop – add note 'U6' in Notes col.

Page 328 ‡ – Section X7 – GW 400-110 Otters Pool Jcn (1) amend open to read 'by c. 1880'.

Volume 4 corrections:

- Page 107 – SE 120-295 Teynham GF NBP: add Roller No 1858
- Page 139 – Section A14 – SE 031-050 Grain Crossing GB: amend frame type to 'St Tap'
- Page 144 – Section B1 – SE 040-240 Shornccliffe No. 1: (2) add material Bk and amend frame size to read 10
- Page 146 – Section B2 – SE 041-170 Bo-Peep Junction: amend size of Wh A2 frame to 24
- Page 152 – Section B13 – SE 060-070 Canterbury West No. 2:
frame in box (2) was shortened 1960 (delete 'nk')
- Page 156 – Section C1 – SE 070-110 Tattenham Corner 'A':
frame type fitted in both box (1) and box (2) is 'ED ch' with 4" pitch.
- Page 156 – Section C2 – SE 071-026 Warlingham:
(1) amend frame shortening date to read c.1967
- Page 159 – Section C5 – SE 080-090 Wokingham Station:
frame shown for box (2) is original frame, delete '(same)' and move rest of line up to line above leaving just prefix WFF, see also note C26 below
- Page 162 – Note C26 – amend '(3)' to read '(2)'.
Page 175 – Section E2 – SE 121-060 Otford Junction:
(2) frame further extended to 18, date nk
- Page 189 – Section G3 – LB 070-270 Preston: (3) add Frame No 3061
- Page 207 – Section J1 – LB 090-170 Ferring Crossing NBP: frame type 'StWh Knee'
- Page 207 – Section J1 – LB 090-290 Drayton: add Frame No 2615
- Page 213 – Section K2 – LB 084-080 Holmwood: (2) add Frame No 2766
- Page 214 – Section K3 – LB 080-036 Rusper Road Crossing NBP:
box (3) frame extended to 8 in 1955 (add row '(same) E = 8 1955')
- Page 221 – picture of Amberley replace whole of caption by:
"Amberley box. At first sight this is a typical early SR economy scheme, where a wooden hut was provided to protect the lever frame. By contrast, in the later schemes such as at Sheffield Park, just an iron railing was provided. But Amberley was in fact one of these later schemes, and the structure seen here was only added by British Railways in the early 1950's. The financial case for such platform frames was approved by the SR if the cost of the work would be exceeded by the savings, compared to the costs of running the existing signal box, in ten years or less. Photo: Derek Coe"
- Page 309 – Section X8 – SE 018-010 Selsdon Road Junction: add Frame No 4109
- Page 309 – Section X8 – SE 018-050 Marden Park: add Frame No 4112