

Signal Box Registers

Publication schedule and current state of play as at 31st May 2014

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 is version E12 dated 2nd May 2014</i>	<i>Substantially complete. Publication expected 2014</i>
3. LNER (Southern Area)	PB: 29 May 2012 HB: 6 Nov 2012	Published. Published.
4. Southern Railway	PB: 23 April 2009 HB: 23 April 2009	Published Published
5. LNWR (includes NSR, MCR, FR and L&Y)	Sources include NSR (1998), LNWR (240-599), L&Y (1999).	<i>No work started yet.</i>
6. Scotland	PB: 31 Oct 2012 HB: 7 Nov 2012	Published. Published.
7. North Eastern Region (includes H&B)		<i>Some work started</i>
8. London Transport	<i>Latest draft is version B2 dated 5th May 2014</i>	<i>Publication expected late 2014</i>
9. Ireland		<i>Some work started</i>
CD-ROM	CD: 1 January 2008	Includes Volume 1
CDROM updates	#1: 2 February 2008	Contains correction sheet 1 & updated volume 1 GW.
	#2: 16 September 2008	Contains correction sheet 2 & updated volume 1 GW.
	#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)
	#5: 21 June 2012	As above plus correction sheet 4 and volume 3 LNER (Southern)
	#6: 15 Nov 2012 (DVD-ROM)	As above plus correction sheet 5 and volume 6 Scotland
	#7: 25 Jul 2013 (DVD-ROM)	As above plus correction sheet 6
	#8: 31 May 2014 (DVD-ROM)	As above plus correction sheet 7
Correction sheets	1: 16 January 2008 2: 2 September 2008 3: 24 May 2011 4: 21 June 2012 5: 15 Nov 2012 6: 25 July 2013 7: 31 May 2014	Amended vol. 1 Amended vol. 1 Amends vols. 1 & 4 Amends vols. 1, 3 & 4 Amends vols 1, 3, 4 & 6 Amends vols 1, 3, 4 & 6 Amends vols 1, 3, 4 & 6
Correction sheet 7 will be available via the SRS web site and is included in CD ROM update #8 (the seventh update for those who have subscribed).		

Corrigenda sheet no.7 produced on 31st May 2014

This correction sheet updates:

Volume 1: Great Western (paperback) published 10th May 2011 and (hardback) published 24th May 2011

Volume 3: LNER (South) (paperback) published 29th May 2012 and (hardback) published 6th Nov 2012

Volume 4: Southern Railway (paperback & hardback) published on 23rd April 2009

Volume 6: Scotland (paperback) published 31st Oct 2012 and (hardback) published 6th Nov 2012

Note: changes marked (§) are new since correction sheet 6 (25th July 2013)

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

Page 4 § – List of illustrations – Hamstead Corssing correct spelling to 'Hamstead Crossing'

Page 5 § – Foreword – paragraph 2 line 2 correct spelling 'publisht' to 'published'

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 11 § – Section 7 – last line of Column headed 'Locking frame type' correct spelling 'identified' to 'identified'

Page 12 – Section 8 – para 3 amend 'designed' to 'designer'

Page 12 – Section 8 – add to last para before table: 'Where a particular frame design is included in this register then the Railref code of an example is given below. Where the example is one of the various different designs listed for that designer then the generic example is given in italics.'

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 – entries 'GW HT3' correct spelling 'horizonal' to 'horizontal'

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 15 § – Section 8 – entry NW 1874 correct spelling 'haad' to 'had'

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 17 § – Section 8 – entry Wh A2 correct spelling 'catch-habdle' to 'catch-handle'

Page 26 § – Section 9 – box type BY 1 correct spelling 'similiarities' to 'similarities' and 'hearthto' to 'hearth to'

Page 26 § – Section 9 – box type Dn 1 correct spelling 'itts' to 'its'

Page 27 – Section 9 – add box type 'FR 2' described as 'Furness Railway type 2'

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

Page 32 – Index – Aberbeeg Junction – 'SRS box diagram' add 'L253 (c. 1937)'

Page 33 – Index – Abermule (North) – 'SRS box diagram' add 'P370'

Page 33 – Index – Aberpergwym Colliery Junction – 'SRS box diagram' add 'D42 (c. 1956, c. 1960)'

Page 33 – Index – Aberthaw (East) – 'SRS box diagram' add 'P401'

Page 33 – Index – Aberthaw West – 'SRS box diagram' add 'P401'

Page 34 – Index – Albrighton – 'SRS box diagram' add 'P422 (1946)'

Page 34 – Index – Allscot Sugar Works – 'SRS box diagram' add 'S659'

Page 34 – Index – Arley – 'SRS box diagram' add 'S670'

Page 36 – Index – Banbury South – 'SRS box diagram' add 'P423 (1958)'

Page 38 – Index – Bewdley South – 'SRS box diagram' add 'S674 (1932)'

Page 38 – Index – Bilston Central – 'SRS box diagram' add 'B52'

Page 39 – Index – Bilston West – 'SRS box diagram' add 'P421'

Page 39 – Index – Birchgrove – 'SRS box diagram' add 'P399'

Page 39 – Index – Blackpole Sidings – 'SRS box diagram' add 'B32'

Page 40 – Index – Bletchington – amend 'SRS box diagram' to P400

Page 40 – Index – Bletchington Cement Sidings – amend 'SRS box diagram' to P400

Page 40 – Index – Bordesley Junction [Mid] – 'SRS box diagram' add 'S273'

Page 40 – Index – Borth – 'SRS box diagram' add 'D585'

Page 41 – Index – Branches Fork Junction – amend 'SRS box diagram' to S137

Page 41 § – Index – GW 780-070 Bretell Lane add Box Diagram B48

Page 42 § – Index – GW 155-010 Bristol (Temple Meads) Goods Yard add Box Diagram D13
 Page 44 – Index – Builth Road South – ‘SRS box diagram’ add ‘S155’
 Page 45 – Index – Cadoxton North – ‘SRS box diagram’ add ‘P402’
 Page 45 – Index – Cannock Road Junction – ‘SRS box diagram’ add ‘B29’
 Page 48 – Index – Chepstow – ‘SRS box diagram’ amend to ‘B378 (c. 1954)’
 Page 48 – Index – Chipping Norton – ‘SRS box diagram’ add ‘P408 (1923, 1949)’ and ‘X71 (1958)’
 Page 49 § – Index – GW 720-130 Churchill & Blakedown add Box Diagram B37
 Page 50 – Index – Clutton – ‘SRS box diagram’ add ‘D493’.
 Page 50 – Index – Clydach Vale – ‘SRS box diagram’ add ‘S1051’
 Page 50 – Index – Coalport – ‘SRS box diagram’ add ‘S669’
 Page 51 § – Index – GW 400-190 Coleford Junction add Box Diagram S1130
 Page 51 – Index – Common Branch Junction – ‘SRS box diagram’ add ‘D43’
 Page 52 – Index – Congresbury – ‘SRS box diagram’ add ‘D285 (1948)’
 Page 53 § – Index – GW 758-010 Cox's Lane Crossing add Box Diagram B49
 Page 53 § – Index – GW 751-120 Cradley Heath & Cradley East add Box Diagram B69
 Page 53 § – Index – GW 751-140 Cradley Heath & Cradley West add Box Diagram B70
 Page 53 – Index – Cressage – ‘SRS box diagram’ add ‘S672’
 Page 54 – Index – Crundale Crossing – ‘SRS box diagram’ add ‘P38’
 Page 54 – Index – Cwm South – amend ‘SRS box diagram’ to P398
 Page 54 – Index – Cwm Station – amend ‘SRS box diagram’ to P398
 Page 56 – Index – Deri Junction – ‘SRS box diagram’ add ‘D586’
 Page 56 – Index – Devonport Junction – ‘SRS box diagram’ add ‘S142’
 Page 56 – Index – Didcot East Junction – ‘SRS box diagram’ add ‘X68 (1932)’
 Page 57 – Index – Docks Storage North – ‘SRS box diagram’ add ‘P414’
 Page 58 § – Index – GW 780-250 Dudley North add Box Diagram L274
 Page 58 – Index – Dudley South – ‘SRS box diagram’ add ‘P244’
 Page 59 – Index – GW 610-150 Dyffryn Main Siding amend spelling to ‘Duffryn Main Siding’ and amend SRS drawing to read ‘P337 (1931)’
 Page 61 § – Index – GW 730-210 Fenny Compton add Box Diagram S1136
 Page 65 – Index – Gloucester South Junction – ‘SRS box diagram’ add ‘X73 (1950)’
 Page 66 § – Index – BY 021-010 Graving Dock Junction add Box Diagram P425 (c. 1959)
 Page 66 – Index – Greenford Station East – ‘SRS box diagram’ add ‘X70 (1956)’
 Page 67 § – Index – GW 720-140 Hagley add Box Diagram S1133
 Page 67 § – Index – GW 754-030 Halesowen add Box Diagram S1135
 Page 67 – Hallatrow – drawing D493 (1922).
 Page 67 – Index – Handsworth & Smethwick (South) – ‘SRS box diagram’ add ‘B45’
 Page 67 – Index – Handsworth Junction – ‘SRS box diagram’ add ‘X72 (1956)’
 Page 68 § – Index – GW 720-060 Hartlebury Station add Box Diagram B57
 Page 68 § – Index – GW 359-010 Hayle Wharves add Box Diagram S1132
 Page 69 – Index – Henllan – ‘SRS box diagram’ add ‘D587’
 Page 70 – Index – Hockley North – ‘SRS box diagram’ add ‘B42’
 Page 70 – Index – Hockley South – ‘SRS box diagram’ add ‘B41’
 Page 72 § – Index – GW 720-110 Kidderminster Station add Box Diagram B66
 Page 73 § – Index – GW 780-110 Kingswinford Junction North add Box Diagram S1134
 Page 73 – Index – Oxford Engine Shed – ‘SRS box diagram’ add ‘S662’
 Page 74 – Index – Ladbrooke Grove – ‘SRS box diagram’ add ‘C31 (1962)’ and ‘X77 (1959)’
 Page 75 – Index – Leebotwood – ‘SRS box diagram’ add ‘B236 (1941)’
 Page 77 – Index – Llanbadarn Crossing – ‘SRS box diagram’ add ‘D555’
 Page 77 – Index – Llandyssul – ‘SRS box diagram’ add ‘D587’
 Page 77 § – Index – GW 630-180 Llanelly Old castle Crossing amend Box Diagram entry to read ‘D606 (1900, 1930), P183 (c. 1960)’
 Page 79 – Index – Llantwit Fadre – ‘SRS box diagram’ add ‘D43’
 Page 81 § – Index – GW 751-160 Lye add Box Diagram L277
 Page 81 – Index – Maerdy Station – ‘SRS box diagram’ add ‘S1050’
 Page 82 – Index – Maidenhead West – ‘SRS box diagram’ add ‘S658’
 Page 83 – Index – Malvern Wells – ‘SRS box diagram’ add ‘B33 (1954)’

Page 86 – Index – Moor Street – ‘SRS box diagram’ add ‘X74 (1962)’
 Page 86 – Index – Much Wenlock – ‘SRS box diagram’ add ‘S671’
 Page 87 – Index – Mwyndy Junction – ‘SRS box diagram’ add ‘B31 (c. 1949)’
 Page 87 – Index – National – ‘SRS box diagram’ add ‘B26’
 Page 88 – Index – Neath General West – ‘SRS box diagram’ add ‘X75 (1960)’
 Page 89 – Index – Newport East – amend ‘SRS box diagram’ to P404
 Page 89 – Index – Newtown (South) – ‘SRS box diagram’ add ‘P370’
 Page 89 – Index – Oxley Sidings South – ‘SRS box diagram’ add ‘P236’
 Page 91 – Index – Norton Fitzwarren Junction – ‘SRS box diagram’ add ‘P130 (c. 1933)’
 Page 92 – Index – Old Oak Common Engine Shed – ‘SRS box diagram’ add ‘J139’
 Page 92 – Index – Old Oak Common West – ‘SRS box diagram’ add ‘P413 (c. 1960)’
 Page 92 § – Index – GW 751-030 Oldbury & Langley Green East add Box Diagram B38
 Page 92 § – Index – GW 751-060 Oldbury & Langley Green West add Box Diagram B39
 Page 93 – Index – Oxford Engine Shed – ‘SRS box diagram’ add ‘S662, P424 (1959)’
 Page 93 – Index – Oxley North – ‘SRS box diagram’ add ‘B28’
 Page 93 – Index – Oxley Sidings North – ‘SRS box diagram’ add ‘P420’
 Page 93 – Index – Pangbourne – ‘SRS box diagram’ add ‘X76 (1952)’
 Page 94 – Index – Panteg Junction – amend ‘SRS box diagram’ to ‘B25 (c. 1953)’
 Page 94 § – Index – GW 400-170 Parkend add Box Diagram S1131 (1949)
 Page 98 – Index – Pontcynon Junction – ‘SRS box diagram’ add ‘S1052’
 Page 98 – Index – Pontypool Road East Junction – amend ‘SRS box diagram’ to ‘B14 (c. 1910), P403’
 Page 100 – Index – Port Tennant (East) – ‘SRS box diagram’ add ‘S398’
 Page 100 § – Index – GW 225-050 Portland Station add Box Diagram L273
 Page 101 – Index – Priestfield – ‘SRS box diagram’ add ‘B60’
 Page 101 § – Index – GW 780-300 Princes End add Box Diagram B35
 Page 102 – Index – Quakers Yard Low Level Junction – ‘SRS box diagram’ add ‘L249’
 Page 102 – Index – Queens Head – ‘SRS box diagram’ add ‘B44’
 Page 103 – Index – Reading Main Line East – ‘SRS box diagram’ amend to read ‘X69 (1941)’
 Page 105 – Index – Rose Heyworth South – amend ‘SRS box diagram’ to ‘P133 (1953, 1960)’
 Page 105 § – Index – GW 780-140 Round Oak South add Box Diagram P426
 Page 105 § – Index – GW 780-150 Round Oak North add Box Diagram L276
 Page 105 § – Index – GW 751-070 Rowley Regis & Blackheath add Box Diagram L275
 Page 107 – Index – Saltney Dee Jcn – ‘SRS box diagram’ add ‘S663’
 Page 108 – Index – Scours Lane Jcn – ‘SRS box diagram’ add ‘B238 (c. 1960)’
 Page 108 – Index – Severn Bridge Junction – ‘SRS box diagram’ add ‘P233 (c. 1945)’
 Page 109 – Index – Shrub Hill Junction – ‘SRS box diagram’ add ‘S668 (c. 1939)’
 Page 109 § – Index – GW 751-010 Smethwick Junction add Box Diagram L278
 Page 109 – Index – Soho & Winson Green – ‘SRS box diagram’ add ‘B43’
 Page 110 – Index – Stafford Road Junction – ‘SRS box diagram’ add ‘B65’
 Page 111 – Index – Stogumber – ‘SRS box diagram’ add ‘P279’
 Page 111 § – Index – GW 780-050 Stourbridge Engine House add Box Diagram B53
 Page 111 – Index – Stourbridge Junction North – ‘SRS box diagram’ add ‘P418 (1954)’
 Page 111 – Index – Stourport-on-Severn (North) – ‘SRS box diagram’ add ‘B55’
 Page 112 – Index – Stow Heath – ‘SRS box diagram’ add ‘B61’
 Page 112 – Index – Swan Village North – ‘SRS box diagram’ add ‘S514’
 Page 112 – Index – Swan Village South Junction – ‘SRS box diagram’ add ‘S1065’
 Page 116 – Index – Tondy Velin Vach – amend ‘SRS box diagram’ to ‘S883’
 Page 121 – Index – Wargrave – ‘SRS box diagram’ add ‘S513’
 Page 121 – Index – Warwick – ‘SRS box diagram’ add ‘S661’
 Page 121 – Index – Watchet – ‘SRS box diagram’ add ‘X28’
 Page 121 – Index – Waterhall Sidings – ‘SRS box diagram’ add ‘S1049’
 Page 121 – Index – Wednesbury Central North – ‘SRS box diagram’ add ‘B51’
 Page 121 – Index – Wednesbury Central South – ‘SRS box diagram’ add ‘B50’
 Page 122 – Index – Wenvoe – ‘SRS box diagram’ add ‘B16’
 Page 122 – Index – West Bromwich – ‘SRS box diagram’ add ‘B47’
 Page 122 – Index – Westbury Middle – ‘SRS box diagram’ add ‘S682 (c. 1940)’

- area. Closure is stated as 19.11.1967 in notice LXO95. See also note against GW 002-015 in Section A2.
- Page 139 – Section A1 – GW 001-030 Paddington amend ‘date nk’ to ‘by 1879 U’.
- Page 139 – Section A1 – GW 001-160 Old Oak Common West amend second frame line:
‘(same) Brickwork added GW HT3 5¼” 112 24.05.1922’
Note A11 add: ‘144 lever frame ordered 10.02.1927 but apparently not installed’.
- 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 060-050 Acton (West) remove brackets and add note:
“Box: renamed Acton w.e.f. 01.02.1959 and renamed Acton West w.e.f. 25.02.1968’
NX panel applies to box (3) not (4).
- Page 140 – Section A1 – GW 060-060 Ealing (2) construction add ‘Brickwork added’
(3) amend ‘date nk’ to ‘c. 1913 U’.
- Page 140 – Section A1 – GW 060-120 Hanwell West add note: ‘Signalled only Relief Lines from 06.05.1934’.
- Page 140 – Section A1 – GW 060-130 delete entry.
- Page 140 – Section A1 – GW 060-150 Southall East Station amend existing (1) and (2) to (2) and (3). Add (1) open ‘by 1872’ closed ‘03.0.1877 U’ 61 levers. Note to read: ‘Box: (1) named Southall East, (2) named Southall East (No. 1)’ (3) construction add ‘Brickwork added’.
- Page 140 – Section A1 – GW 060-160 delete entry
- Page 140 – Section A1 – GW 060-170 delete entry
- Page 140 – Section A1 – GW 060-180 Southall West Station renumber existing (2) as (3) and replace (1) by the following:
(1) open by 1872 closed 03.08.1877 U
(2) open 03.08.1877 U closed c. 1899
add note ‘Box: (1) named Southall West, (2) originally Southall Centre (No 2) then Southall Middle’.
- Page 140 – Section A1 – GW 060-190 Southall West Junction mark existing box (2) and add earlier box (1) open 03.08.1877 closed c. 1899 add note ‘Box: (1) named Southall West (No 3)’. Note A22 add ‘or new frame ordered 1922?’
- Page 141 – Section A1 – GW 060-300 Slough (panel) (1) amend ‘date nk’ to ‘open 2011’
- Page 142 – Section A1 – GW 080-140 Reading Main Line East ‘panel’ should read ‘P(INT)’ Note A42 should start ‘DbTw frame and SG frame retained ...’
- Page 142 – Section A1 – GW 080-160 Reading West Junction amend ‘date nk’ to ‘00.00.1915 U’
- Page 142 – Section A1 – GW 080-180 Reading (panel) amend ‘open 2011’ to ‘30.12.2010’
- Page 142 – Section A1 – GW 080-210 Scours Lane Jcn delete note A49
- Page 142 – Section A1 – GW 080-235 Gatehampton add new entry opened by 17.08.1904, frame 5 levers, note – “Signalled Up Relief only”
- Page 143 – Section A1 – GW 080-380 Didcot West End (1) open ‘by 1876’
- Page 143 – Section A2 – GW 002-015 Paddington Suburban amend ‘date nk’ to ‘see note’. Note A57 add “the ‘Suburban’ section of the frame remained in use until 12.11.1967, after the main ‘Arrival’ section of the frame (see GW 001-010 in Section A1) had been taken out of use on 30.10.1967 (notice LXO93)”.
- Page 143 – Section A2 – GW 002-040 Royal Oak West add brackets round ‘West’ open ‘1878 U’
- Page 144 – Section A7 – GW 062-060 Wood Lane Jcn note A63 add ‘2 levers and 7 slides’
- Page 145 – Section A11 – GW 069-020 Eton – add note “a box opened here in 1889 – not clear whether the c.1906 opening date refers to a later box”
- 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 145 – Section A12 – GW 072-020 Cookham (2) closed 14.03.1982
- 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 147 – Section A17 – GW 050-220 Ashendon Jcn (2) note A91 add ‘frame may have been GC (SF) 5¼” ‘.

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

Page 149 – Section A23 – GW 086-160 Newbury No. 1 renumber as GW 086-175 add note 'Box: also known as Newbury East'

Page 149 – Section A23 – GW 086-180 Newbury Station mark existing box as (2) and add earlier box: (1) open by 1876 closed c. 1887

Page 149 – Section A23 – GW 086-220 Lambourne Valley open '1898 U' closed '1910 U'

Page 149 – Section A23 – GW 086-230 Enborne Jcn (1) open '1885 U'

Page 149 – Section A23 – GW 086-250 Kintbury (2) closed 'post 1997'

Page 150 – Section A24 – GW 083-010 Oxford Road Jcn [Reading]
 (2) type GW 25 confirmed, delete 'U' add 'brick substructure on embankment side'
 (3) delete 'timber on brick base'.

Page 150 – Section A24 – GW 083-110 Basingstoke add length 27'9" U

Page 151 – Section A26 – GW 087-050 Churn note A130 add 'may have been a staffed GF rather than an ETS station'

Page 152 – Section A28 – add GW 100-005 Thames Valley Signalling Centre open 21.03.2010

Page 152 – Section A28 – GW 100-230 Woodstock Road closed '00.05.1890 U'

Page 152 – Section A28 – GW 100-240 Kidlington open '00.05.1890 U' first frame add 'Yes'

Page 157 – Section B1 – GW 110-020 Milton (1) note B1 should read 'frame to Exeter East'

Page 157 – Section B1 – GW 110-030 Steventon note B3 – note refers to box not frame

Page 157 – Section B1 – GW 110-050 Causeway Crossing (2) note B5 refers to box not frame (3) note B6 refers to box not frame

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 157 § – Section B1 – GW 110-200 Swindon 'C' (1) has 51 levers

Page 159 – Section B1 – GW 150-120 Bathampton West amend mileage to 105m39c

Page 160 – Section B1 – GW 150-470 Pylle Hill Jcn (1) delete note B43

Page 160 – Section B1 – GW 150-480 Pylle Hill note B44 add text of deleted note B43

Page 161 § – Section B1 – GW 170-020 Nailsea West amend box type to 'GW 25 (with porch)'

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

Page 164 – Section B5 – GW 140-060 Severn Tunnel East correct milepost mileages to:
 (1): 10.76 and (2): 10.58.

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

Page 166 – Section B8 – GW 190-160 Westbury (North) add note 'TOU 27.04.1984, temporary block post on platform 1/2 Westbury Station with movements handsignalled.'

Page 171 - Section B23 – GW 157-130 Portishead (1) add box type 'FR 2'

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 250-320 Newton Abbot Middle add note 'Box: originally Newton Abbot Centre, nameplate for Newton Abbot Middle ordered Feb/Mar 1893'

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

Page 180 – Section E4 – GW 262-040 Torquay North amend note E47 to read 'GF by August 1903'

Page 180 – Section E4 – GW 262-050 Torquay (South) amend open to '00.04.1879' and add to note E47 'first reference to signalmen at Torquay North & South is 09.04.1879'

Page 180 – Section E4 – GW 262-130 Kingswear amend open to '09.02.1894'

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 183 – Section E13 – GW 260-060 Moretonhampstead add note 'built onto side of engine shed'

Page 184 – Section E15 – GW 251-013 add Uffculme closure date (as a BP) 'by 00.07.1903'

Page 184 – Section E15 – GW 251-016 add Culmstock closure date (as a BP) 'by 00.07.1903'

Page 184 – Section E15 – GW 251-020 Hemyock amend frame type to read 'SF 1874' and add date 'c. 1875'. Amend note E79 to read 'GF c.1925. SF frame no. 2160, frame now at NRM.'

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 193 – Section F12 – GW 304-010 Bodmin mark existing box as (1)
add box (2) open 18.04.2011 type GW 3

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

Page 194 § – Section F17 – GW 340-010 Blackwater Junction North amend box type to 'GW 27c'

Page 197 – Section F17 – GW 340-020 St Agnes (1) amend open to '20.05.1909' add note 'A temporary block post was authorised here on 20.05.1909 in connection with the Royal Cornwall Show. On 14.10.1909 this temporary block post was authorised to be made permanent.'

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

Page 199 - Section G3 – GW 390-070 Lydney West – add closure date 28.10.2012

Page 207 § – Section H1 – GW 470-190 Llanwern (2) first frame is 19 levers, second frame is 45 levers

Page 208 - Section H1 – GW 470-280 Newport (panel) – add closure date 28.10.2012

Page 208 – Section H1 – GW 470-290 Newport Centre add box type 'MK 3 U'

Page 208 § – Section H1 – GW 530-030 St Mellons (2) amend closure date to '18.01.1942'

Page 208 § – Section H1 – GW 530-050 St Mellons West amend opening date to '18.01.1942'

Page 210 – Section H1 – GW 550-080 Pencoed East – crossing GF closed 10.04.2007

Page 211 – Section H1 – GW 580-320 Neath General West amend dimensions to 57'3" x 11'5" x 8'6" (i)

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 222 § – Section J17 – GW 519-090 Brickworks Siding South (1) delete box type 'GW 5', (2) add box type 'GW 5'

Page 227 § – Section K1 – TV 001-130 Quakers Yard (Low Level) Junction (2) add box type 'MK3/TV'

Page 227 – Section K1 – TV 001-160 Abercynon (1) closed 30.05.2008 U (2) opened 30.05.2008

Page 227 – Section K1 – TV 001-190 Stormstown (2) shown as closed '04.09.1977' but another source indicates closed '12.09.1977' add note 'the date of 1889 seems very early for a TV type box – it may have been rebuilt at a later date, possibly when extended in 1907'

Page 229 – Section K1 – TV 050-080 Crockherbtown Upper note to read 'Box: Crockherbtown from 1884 until ???? and from 04.03.1928'

Page 229 – Section K1 – TV 050-130 Crockherbtown Lower delete entry.

Page 229 § – Section K1 – TV 050-180 East Branch Junction (3) insert box type MK U

Page 235 § – Section K12 – TV 030-410 Eirw Branch Junction (4) is 75 levers

Page 237 – Section K14 – TV 010-200 Ponycynon Jcn (2) add 30 levers.

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)/(2) add note 'Inspected 00.06.1889' amend note on renaming to apply to box (2).

Page 240 – Section L1 – GW 551-030 Ynysmaerdy South – amend closure date to '07.09.1956'

Page 240 – Section L1 – GW 551-040 Ynysmaerdy North – amend closure date to '07.09.1956'

Page 241 § – Section L3 – GW 560-070 Gelli Las amend opening date to '05.09.1943'

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 247 § – Section M3 – GW 591-050 Pont Lliw opened c. 00.05.1913

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

Page 254 – Section N1 – GW 440-030 Cwm Glyn (2) delete frame size and date for first frame of 1905

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 440-115 Tir Philkins amend 'date nk' to 'by 1884 U'

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

Page 255 – Section N1 – GW 440-210 Penalltau Jcn (3) MK 1873 frame details apply to box (2) not (3).

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

Page 255 – Section N1 – GW 460-080 Cwmbach Crossing note to read "Box: Cwmbach & Lletty Shenkin from 1898, later Lletty Shenkin".

Page 255 § – Section N1 – GW 460-090 Cwmbach Siding (1) amend box type to 'GW 5a', (2) add box type 'GW 27'

Page 256 – Section N1 – GW 610-150 Dyffryn Main Siding amend spelling to 'Duffryn Main Siding'

Page 257 – Section N1 – GW 610-190 Jersey Marine Jcn South (1) note N26 refers to box and frame (2) notes N27 and N28 should be combined

Page 257 – Section N1 – GW 610-240 Prince of Wales Dock Jcn note should read 'S=24 29.09.1960'

Page 257 – Section N1 – GW 610-270 East Depot No. 1 amend 'date nk' to 'c. 1894'

Page 258 – Section N3 – GW 465-030 Dare Jcn East amend 'date nk' to 'W 1925'

Page 261 – Section P1 – BM 030-070 Aberbargoed Junction (3) amend box type to 'GW 16B'

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

Page 266 § – Section P13 – BY 050-050 Aberthaw (East) closed 09.03.2013

Page 266 § – Section P13 – BY 050-140 Cowbridge Road closed 10.03.2013

Page 267 § – Section P14 – RR 010-150 Bargoed (2) closure date is 06.09.2013

Page 267 § – Section P14 – RR 010-230 Ystrad (Mynach) (South) (2) closure date is 06.09.2013

Page 268 § – Section P14 – RR 030-070 Heath Junction (2) closure date is 06.09.2013

Page 271 § – Section P25 – CF 010-040 Splott Junction amend opening date to c. 00.00.1904

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

Page 275 – Section Q – amend Section Q title to 'Port Talbot, R&SB and N&B Railways'

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 276 – Section Q3 – PT 030-120 Copper Works Junction (2) type GW 27 C (brickwork added).

Page 277 – Section Q6 – RS 001-190 Copper Miners Junction box type 'MK'.

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

Page 279 – Section Q11 – NH 001-050 Craig-Y-Nos amend 32 levers to 33.

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

Page 285 § – Section R1 – GW 730-665 Bordersley Junction Sidings correct spelling of ane to 'Bordesley Junction Sidings'

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 289 § – Section R7 – GW 751-170 Timmis Siding (2) amend closure date to '13.12.1953'

Page 291 § – Section R12 – GW 780-260 Dudley add closure date '05.06.1988' first box dimension should read '38' 10"

Page 296 – Section S1 – GW 690-100 Chipping Norton Jcn North amend frame size to 89 and move note 'Box: Kingham North from 1909, Kingham Station from 04.11.1922' to apply to GW 690-100 and not GW 690-090.

Page 297 – Section S1 – GW 710-060 Worcester Shrub Hill Junction (2) first frame GW DbTw 5¼" 61 levers – add note 'Frame: (2) frame was 61 levers at 1939'

Page 306 § – Section T1 – GW 820-270 Ashford Crossing amend closure date to '12.09.1935', amend new frame date to '1906' and add note 'out of use 00.05.1933, new ground frame 12.09.1935, AHBs 16.12.1973'

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 I'.

Page 309 – Section T6 – GW 826-040 Cruckmeole Jcn (2) – amend closure date to 11.07.1954

Page 310 § – Section T8 – GW 384-080 Usk amend closure date to c. 00.05.1959

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

Page 314 – Section U5 – CM 030-070 Pantydwr note U46 – delete "R=?".

Page 318 – Section W1 – GW 880-020 Croes Newydd North Fork (2) amend 'panel' to read 'P(NX)' and add date '19.10.2009'. Add note: 'Frame replaced by panel, initially in a temporary portakabin until 26.10.2009'.

Page 327 § – Section X6 – GW 132-100 Crown Brickyard Crossing (1) insert frame size 12 levers

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

Page 329 - Section X10 – GW 225-050 Portland (2) add box type 'GW 7'

Volume 3 corrections:

- Page 5 § – Introduction – paragraph 7 line 2 correct spelling 'publishd' to 'published'
- Page 9 § – Index – GC 020-361 Nottingham Goods South add Box Diagram S1088
- Page 10 - Section 5 – last paragraph – add inside brackets: '... LPTB in 1933, owned until 1948 by the Metropolitan & LNER Joint).'
- Page 13 § – Section 7 – last line of Column headed 'Locking frame type' correct spelling 'identified' to 'identified'
- Page 16 § – Section 8 – entries 'GW HT3' correct spelling 'horizontal' to 'horizontal'
- Page 17 § – Section 8 – entry NW 1874 correct spelling 'haad' to 'had'
- Page 32 § – Index – GN 310-050 Adwick Junction correct grid reference to SE 526 097
- Page 33 § – Index – GC 002-130 Amersham & Chesham Bois Station add Box Diagram S163 (c. 1950)
- Page 35 § – Index – GN 032-020 Ayot correct grid reference to TL 221 144
- Page 36 § – Index – GE 192-030 Barkingside correct grid reference to TQ 447 890
- Page 36 § – Index – GN 130-130 Barkstone South correct grid reference to SK 912 420
- Page 36 § – Index – GN 260-010 Barkstone East Jc correct grid reference to SK 917 423
- Page 38 - Index – GN 153-090 [Leicester] Belgrave Road add to SRS diagram 'J143'
- Page 38 § – Index – GN 310-020 Bentley Crossing correct grid reference to SE 559 062
- Page 40 § – Index – GC 004-032 Blind Lane add Box Diagram S196 (c. 1937)
- Page 42 § – Index – GN 260-120 Bracebridge Brick Sdgs correct grid reference to SK 969 673
- Page 42 § – Index – GN 260-130 Bracebridge Gas Siding correct grid reference to SK 970 688
- Page 46 § – Index – GN 340-060 Calder Siding correct grid reference to SE 341 244
- Page 47 - Index – GN 170-010 Carlton Field add to SRS diagram 'J142'
- Page 47 § – Index – GN 260-040 Caythorpe correct grid reference to SK 948 483
- Page 47 § – Index – GN 310-030 Castle Hills correct grid reference to SE 549 078
- Page 47 § – Index – GN 310-040 Carcroft correct grid reference to SE 536 093
- Page 48 § – Index – GN 032-090 Chaul End correct grid reference to TL 061 221
- Page 48 § – Index – GN 340-040 Charlesworths correct grid reference to SE 358 248
- Page 50 § – Index – GN 160-040 Colwick East correct grid reference to SK 635 397
- Page 50 - Index – GN 170-050 Colwick North Jct add to SRS diagram 'P416'
- Page 51 § – Index – GN 160-050 Colwick West Jc correct grid reference to SK 627 404
- Page 52 § – Index – GN 091-060 Cowbit correct grid reference to TF 266 178
- Page 54 § – Index – GN 280-060 Derby East add Box Diagram S724
- Page 55 § – Index – GN 310-010 Dock Hills correct grid reference to SE 570 044
- Page 56 § – Index – GC 050-552 Duckmanton South add Box Diagram S1107
- Page 56 § – Index – GC 050-560 Duckmanton North add Box Diagram S1108
- Page 56 § – Index – GC 062-010 Duckmanton East add Box Diagram S1114
- Page 57 § – Index – GN 032-100 Dunstable Church St correct grid reference to TL 025 220
- Page 57 § – Index – GN 032-110 Dunstable East correct grid reference to TL 010 225
- Page 57 - Index – GN 100-210 East Holmes add to SRS diagram 'S1053'
- Page 58 § – Index – GC 050-590 Eckington & Renishaw add Box Diagram S1111
- Page 59 § – Index – GE 192-040 Fairlop correct grid reference to TQ 449 908
- Page 61 § – Index – GN 310-130 Fitzwilliam correct grid reference to SE 410 156
- Page 62 § – Index – GN 091-040 French Drove correct grid reference to TF 332 089
- Page 62 § – Index – GN 260-030 Frieston correct grid reference to SK 945 470
- Page 62 § – Index – GN 260-050 Fulbeck South correct grid reference to SK 951 495
- Page 62 § – Index – GN 260-060 Fulbeck North correct grid reference to SK 954 503
- Page 65 § – Index – GE 192-060 Grange Hill correct grid reference to TQ 449 925
- Page 66 § – Index – GC 080-021 Grassmoor Station add Box Diagram S1117
- Page 67 § – Index – GN 091-020 Guyhirne correct grid reference to TF 398 026
- Page 68 § – Index – GN 032-040 Harpenden correct grid reference to TL 144 151
- Page 68 § – Index – GN 260-100 Harmston correct grid reference to SK 962 623
- Page 68 § – Index – GN 310-060 Hampole correct grid reference to SE 502 105
- Page 68 § – Index – GN 310-170 Hare Park correct grid reference to SE 369 175
- Page 68 § – Index – GN 360-120 Hammerton Street correct grid reference to SE 194 330
- Page 70 § – Index – GC 050-531 Heath Station add Box Diagram S1105
- Page 70 § – Index – GC 050-532 Heath Junction add Box Diagram S1106

Page 71 § – Index – GN 310-110 Hemsworth South correct grid reference to SE 437 132
 Page 71 § – Index – GN 310-120 Hemsworth Station correct grid reference to SE 425 144
 Page 73 § – Index – CL 060-191 Hough Green Station add Box Diagram S1119 (c. 1879)
 Page 73 § – Index – GC 050-520 Holmewood Colliery add Box Diagram S1104
 Page 73 § – Index – GN 260-020 Honington Junction correct grid reference to SK 942 436
 Page 75 § – Index – GE 001-260 Ilford Carriage Sidings correct grid reference to TQ 446 869
 Page 76 § – Index – GC 050-621 Killamarsh Junction add Box Diagram S1113
 Page 77 § – Index – GC 050-610 Killamarsh Station add Box Diagram S1112
 Page 78 § – Index – GN 360-100 Laisterdyke East correct grid reference to SE 206 338
 Page 78 § – Index – GN 360-110 Laisterdyke West correct grid reference to SE 203 335
 Page 79 § – Index – GN 260-070 Leadenham correct grid reference to SK 957 528
 Page 79 - Index – GN 170-120 Leen Valley Junction add to SRS diagram 'P415'
 Page 80 § – Index – CL 073-031 Liverpool Central add Box Diagram X74 (c. 1889)
 Page 81 § – Index – GN 320-090 Lofthouse North correct grid reference to SE 400 256
 Page 81 § – Index – GN 340-010 Lofthouse East correct grid reference to SE 395 257
 Page 82 § – Index – GE 190-030 Loughton Branch Junction add Box Diagram J155 (1908)
 Page 82 § – Index – GN 032-050 Luton Hoo correct grid reference to TL 119 180
 Page 82 § – Index – GN 032-060 Luton East correct grid reference to TL 093 214
 Page 82 § – Index – GN 032-070 Luton West correct grid reference to TL 089 215
 Page 82 § – Index – GN 032-080 Luton West correct grid reference to TL 081 216
 Page 83 § – Index – GC 020-181 Lutterworth add Box Diagram S1103 (1955)
 Page 84 § – Index – GC 120-032 Mansfield Central add Box Diagram S1044
 Page 85 § – Index – GC 001-018 Marylebone Goods Yard add Box Diagram J172
 Page 86 § – Index – GN 340-070 Methley Joint Junction correct grid reference to SE 324 248
 Page 87 § – Index – LY 300-151 Mill Lane Junction correct grid reference to SE 182 327
 Page 88 § – Index – GN 091-030 Murrow correct grid reference to TF 368 063
 Page 88 § – Index – GN 260-090 Navenby correct grid reference to SK 975 579
 Page 88 § – Index – GN 310-070 Moorhouse correct grid reference to SE 486 107
 Page 89 § – Index – GC 001-035 Neasden South Junction add Box Diagram L269 (c. 1940)
 Page 89 § – Index – GN 160-060 Netherfield Junction correct grid reference to SK 625 406
 Page 91 § – Index – GE 192-020 Newbury Park Station correct grid reference to TQ 448 881
 Page 92 § – Index – GC 002-050 Northwood add Box Diagram B242 (c. 1935)
 Page 93 § – Index – GC 040-381 Nottingham South add Box Diagram L270 (1918)
 Page 93 § – Index – GC 040-382 Nottingham East add Box Diagram S1089 (1900)
 Page 93 § – Index – GC 040-383 Nottingham West add Box Diagram S1090 (1900)
 Page 93 § – Index – GC 040-384 Nottingham North add Box Diagram L271 (1900)
 Page 93 § – Index – GN 310-140 Nostell Station correct grid reference to SE 391 167
 Page 93 § – Index – GN 310-150 Nostell South Junction correct grid reference to SE 388 169
 Page 93 § – Index – GN 310-160 Nostell North Junction correct grid reference to SE 381 172
 Page 94 - Index – GE 272-040 Oulton Broad Swing Bridge add to SRS diagram 'S1054'
 Page 95 - Index – GE 250-090 Parkeston East add to SRS diagram 'S1058'
 Page 97 § – Index – GC 002-040 Pinner add Box Diagram J171 (c. 1916), B243 (c. 1925)
 Page 98 § – Index – GC 002-922 Quainton Road Station add Box Diagram S167 (c. 1924)
 Page 98 § – Index – GN 091-050 Postland correct grid reference to TF 292 123
 Page 99 § – Index – GN 160-010 Radcliffe on Trent correct grid reference to SK 911 355
 Page 99 § – Index – GN 160-020 Rectory Junction correct grid reference to SK 642 395
 Page 100 § – Index – GC 002-100 Rickmansworth Station add Box Diagram B182 (c. 1950)
 Page 102 § – Index – GN 310-190 Sandal Junction correct grid reference to SE 339 189
 Page 102 § – Index – GN 360-130 St Dunstons East correct grid reference to SE 185 327
 Page 102 § – Index – GN 360-140 St Dunstons North Jc correct grid reference to SE 184 327
 Page 104 § – Index – GC 080-141 Sheepbridge Sidings add Box Diagram S1116
 Page 104 § – Index – GE 050-080 Shelford Junction add Box Diagram S91 (1969)
 Page 104 § – Index – GE 050-090 Shepreth Branch Junction add Box Diagram S1121 (1969)
 Page 104 § – Index – GN 310-180 Shay Lane correct grid reference to SE 355 178
 Page 106 § – Index – GN 260-140 Sincil Bank correct grid reference to SK 980 706
 Page 107 § – Index – GN 310-080 South Elmsall Station correct grid reference to SE 468 113

Page 107 § – Index – GN 310-090 South Elmsall Junction correct grid reference to SE 465 114
 Page 107 § – Index – GN 310-100 South Kirkby Junction correct grid reference to SE 446 123
 Page 109 § – Index – GC 050-581 Staveley Town South add Box Diagram S1109
 Page 109 § – Index – GC 050-584 Staveley Town North add Box Diagram S1110
 Page 109 § – Index – GC 080-151 Staveley Works add Box Diagram S1115
 Page 109 § – Index – GN 340-030 Stanley correct grid reference to SE 370 251
 Page 110 § – Index – GC 002-180 Stoke Mandeville add Box Diagram S189
 Page 110 § – Index – GC 004-040 Sudbury & Harrow Road add Box Diagram S172 (c. 1939)
 Page 111 - Index – GE 220-030 Sudbury (Goods) add to SRS diagram 'P171'
 Page 111 § – Index – GC 004-050 Sudbury Hill (Harrow) add Box Diagram S199 (1950)
 Page 115 - Index – GE 050-100 Trumpington add to SRS diagram 'J141'
 Page 115 § – Index – GN 091-010 Twenty Feet Siding correct grid reference to TF 407 006
 Page 116 § – Index – GN 260-110 Waddington correct grid reference to SK 966 652
 Page 118 § – Index – GC 002-080 Watford Junction add Box Diagram J177 (c. 1954)
 Page 119 § – Index – GC 002-170 Wendover add Box Diagram S1179
 Page 119 § – Index – GC 004-031 Wembley Hill add Box Diagram S164 (c. 1950)
 Page 119 § – Index – GN 091-070 Welland Bridge correct grid reference to TF 244 214
 Page 120 § – Index – GN 032-030 Wheathampstead correct grid reference to TL 176 143
 Page 123 § – Index – GE 191-080 Woodford Junction correct grid reference to TQ 414 927
 Page 136 - Section 11 – GN036 renumber to GN037 (also shown on page 269 by GE 050-110)
 Page 148 - Section A1 – GN 130-160 Potters Bar – add note marker A27
 Page 148 - Section A1 – GN 130-190 Marshmoor – delete note marker A27
 Page 150 - Section A1 – GN 040-130 St Neots South (1) add note 'relocked 26.05.1895'; (2) frame is 60 levers not 59 (space at right hand end)
 Page 150 - Section A1 – GN 040-140 St Neots North – amend note 'replaced by GF w.e.f. 29.11.1925, box removed 00.01.1927. GF abolished c. 00.00.1937 when up lines rearranged'
 Page 155 § – Section A1 – GN 130-170 Claypole (3) amend date of second frame to '17.08.1997'
 Page 155 § – Section A1 – GN 130-200 Barnby (1) amend closure date to '17.08.1997'
 Page 156 § – Section A1 – GC 130-250 Newark Crossing third frame is 'LM' at 6" spacing
 Page 157 - Section A1 – GN 270-040 Barnby Moor & Sutton (2) amend frame size to 12
 Page 161 - Section A6 – GN 020-065 Park Jcn (3) - amend open date to '30.07.1939' insert box type 'LPTB'
 Page 161 - Section A6 – GN 020-070 East Finchley (3) - amend open date to '14.06.1939' insert box type 'LPTB'
 Page 161 - Section A6 – GN 020-080 Finchley Jcn (2) & (3) – amend box type for (3) to be 'LPTB' and move 'GN 1a Paxton' from (3) to (2)
 Page 161 - Section A6 – GN 020-110 High Barnet (2) & (3) – amend box type for (3) to be 'LPTB' and move 'GN 3' from (3) to (2)
 Page 163 - Section A12 – GN 032-040 Harpenden – amend closed date to '02.01.1966'
 Page 176 - Section B3 – GN 092-010 Mill Green – amend closure date from 'date nk' to 'open 2012'
 Page 176 - Section B3 – GN 092-130 Scopwick & Timberland – amend closure date from 'date nk' to 'open 2012'
 Page 188 - Section B15 – GN 264-010 Ancaster – amend closure date from 'date nk' to 'open 2012'
 Page 188 - Section B15 – GN 264-050 Sleaford West (2) amend note B133 – 'the original ratchet frame was extended at the right hand end'
 Page 208 - Section D1 – GC 002-100 Rickmansworth Station – add note lever frame had 50 levers at 1950
 Page 208 – Section D1 – add GW 002-190 Aylesbury (East) mileage 37.79, opened 1892 closed 1908 'Met' box of 34 levers. Note Met box known as 'East'.
 Page 208 – Section D1 – GC 002-902 Aylesbury – add note 'known as 'Aylesbury Joint' after 1892'.
 Page 210 – Section D1 – GC 020-270 Swithland Sidings (2) – opened 30.05.2012
 Page 210 - Section D1 – GC 020-292 Loughborough South – opened c. 00.03.1934
 Page 211 – Section D2 – GC 004-050 South Harrow – add note 'Frame: may be 56 levers'
 Page 214 - Section D6 – GC 050-633 Beighton Station Jcn – amend closure date from 'date nk' to 'open 2012'

Page 214 – Section D7 – GC 044-453 Annesley No. 4 – add note ‘Box: another source gives 04.07.1965 as closure date’

Page 216 - Section E2 – GC 110-060 Clipstone West Jcn – amend closure date from ‘date nk’ to ‘open 2012’

Page 217 - Section E2 – GC 110-160 High Marnham frame is ‘RS’ 27 levers

Page 218 § – Section E5 – GC 130-062 Pasture Street (2) amend closure date from ‘date nk’ to ‘open 2012’ and amend second frame date to ‘14.04.1985’

Page 219 - Section E5 – GC 130-082 Marsh Jcn – amend closure date from ‘date nk’ to ‘open 2012’

Page 219 - Section E5 – GC 130-130 Roxton Siding – amend closure date from ‘date nk’ to ‘open 2012’

Page 219 - Section E5 – GC 130-151 Brocklesby Jcn (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 219 - Section E5 – GC 130-191 Wrawby Jcn (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 220 - Section E5 – GC 170-211 Brigg (East) (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 220 - Section E5 – GC 170-260 Kirton Lime Sdgs – amend closure date from ‘date nk’ to ‘open 2012’

Page 220 - Section E5 – GC 170-280 Northorpe – amend closure date from ‘date nk’ to ‘open 2012’

Page 220 - Section E5 – GC 170-332 Gainsborough (West) – amend closure date from ‘date nk’ to ‘open 2012’

Page 221 - Section E5 – GC 170-360 West Burton (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 225 - Section E8 – GC 136-020 Great Coates Sdgs No. 1 – amend closure date from ‘date nk’ to ‘open 2012’

Page 225 - Section E10 – GC 150-035 Oxmarsh Crossing (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 225 - Section E10 – GC 150-041 Goxhill (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 226 - Section E12 – GC 154-010 Immingham East Jcn amend frame date ‘1913?’ to ‘1913’

Page 226 - Section E12 – GC 154-021 Immingham Marshalling Sdgs amend frame date ‘1913?’ to ‘1913’

Page 226 - Section E12 – GC 154-022 Immingham Empty Sdgs amend frame date ‘1912?’ to ‘1912’

Page 226 - Section E13 – GC 156-020 Immingham West Jcn – amend closure date from ‘date nk’ to ‘open 2012’

Page 227 - Section E15 – GC 180-050 Holton-le-Moor – amend closure date from ‘date nk’ to ‘open 2012’

Page 227 - Section E15 – GC 180-110 Wickenby – amend closure date from ‘date nk’ to ‘open 2012’

Page 228 - Section E15 – GC 180-150 Langwrth – amend closure date from ‘date nk’ to ‘open 2012’

Page 231 § – Section F1 – GC 190-040 Appleby amend date for second frame to ‘24.02.2003’

Page 234 - Section F5 – GC 270-064 Lowfield Jcn - amend open date to ‘12.09.1908’

Page 234 § – Section F5 – GC 270-092 Mexborough No. 2 (2) opened 14.06.1931

Page 235 - Section F5 – GC 270-141 Elsecar Jcn amend box (2) to (3) and amend opening date to 25.11.1907, box (1) replaced in 1891 by box (2), no details

Page 235 - Section F5 – GC 270-223 Barnsley – amend closure date from ‘date nk’ to ‘open 2012’

Page 236 - Section F8 – GC 274-010 Moor Road Bridge opened 25.11.1907

Page 236 - Section F8 – GC 274-021 Wath ‘A’ Sidings opened 04.11.1907

Page 236 - Section F8 – GC 274-022 Wath ‘B’ Sidings opened 19.09.1907

Page 239 – Section F14 – GC 310-121 amend name to ‘Firth’s Sidings’

Page 239 – Section F14 – GC 310-154 Attercliffe Station – add note ‘Box: renamed Attercliffe Junction w.e.f. 00.06.1928’

Page 241 - Section F16 – GC 320-151 Tinsley West Jcn (2) amend closure date to 00.08.1987 (between 1st and 7th August 1987)

Page 243 § – Section G1 – GC 360-064 Darnall West amend closure date to ‘16.09.1989’

Page 246 - Section G3 - GC 370-032 Woodhead Station (1) box type GC5a Brick

Page 246 - Section G3 - GC 370-041 Crowden (2) box construction Wood

Page 246 - Section G3 - GC 370-051 Torside (3) box construction Wood

Page 246 - Section G3 - GC 370-061 Valehouse (2) add box construction Brick

Page 246 - Section G3 - GC 370-071 Hadfield East (2) amend box type to GC5a, construction Wood

Page 246 - Section G3 - GC 370-082 Dinting Station (2) box construction Brick

Page 246 - Section G3 - GC 370-085 Mottram (No 2) add box construction Wood

Page 246 - Section G3 - GC 370-094 Mottram Tower box type Special Design

Page 246 - Section G3 - GC 370-095 Mottram No 1 box construction Brick

Page 246 - Section G3 - GC 370-101 Godley East Jcn (2) box construction Wood

Page 246 - Section G3 - GC 370-104 Godley Junction (2) amend box type to GC5b, construction Brick

Page 247 - Section G3 - GC 370-133 Guide Bridge East box construction Wood

Page 247 - Section G3 - GC 370-141 Ashton Junction (2) add box construction Brick

Page 247 - Section G3 - GC 370-151 Stockport Junction (2) box construction Brick

Page 247 - Section G3 - GC 370-161 Audenshaw Junction (2) amend closure date to 23.11.1941

Page 247 - Section G3 - GC 370-171 Fairfield Junction (2) box construction Brick

Page 247 - Section G3 - GC 370-191 Gorton Station box construction Wood

Page 248 § – Section G3 – GC 370-241 Ardwick Junction (2) add to note G56 'ceased to signal LNE line 31.03.1940 and block section became Ardwick No. 1 to London Road No. 1'

Page 249 - Section G5 - GC 430-011 Fairfield Goods Yard (2) BP LP frame ordered but not installed, box replaced by mechanical 5 lever ground frame 1909

Page 250 - Section G6 - GC 540-080 Hindley & Platt Bridge box construction Wood, rear frame, box had porch and 'look-out' bay window

Page 250 - Section G6 - GC 540-120 Wigan Central Stn frame 'RS Tap 5½" 34' Note: **Frame:** RSC order 13.06.1891'

Page 250 - Section G7 - GC 542-015 Golborne Station amend box type GC5 construction Wood

Page 250 - Section G7 - GC 542-020 Edge Green & Golbourne Colliery Sdgs - delete box (1) - an LNWR box named 'Edge Green' was on the WCML before this line opened. Box (2) then becomes unnumbered. Amend opening date to 1898, box type GC 5, construction Wood, amend frame size to 30 and date to '1898 U', 21 working levers when opened, in 1933 was 18W, 11 spare, 1 space, delete reference to frame being extended by 1965 (PSA 25.10.1898)

Page 251 § – Section G10 – GC 490-021 Wrexham Central North add to note G77 'box burnt down few days before opening and hastily replaced'

Page 251 § – Section G10 – GC 490-045 Brymbo North Junction third frame 'Sx 1914 ('A' type) at 4" spacing

Page 252 § – Section G10 – GC 490-121 Buckley Junction delete entries (1) and (3), amend closure date to '16.02.1972', delete frame date 'by 1890' add second frame 'RE' 20 levers and frame date 'by 1932'

Page 252 - Section G10 - GC 490-123 Buckley Stn GF amend opening date to '28.03.1890 I', box type 'Dn Hut (open front)', frame 'Dn' 3 lever, delete lever spacing, new frame 'RE 4½" 6 levers by 1932'. Note G100 - delete except for last line and add 'Wrexham end of Down Platform'

Page 252 § – Section G10 – GC 490-132 Hawarden Station (2) box type 'Dn 1 (BTF no porch)'

Page 255 - Section G13 - GC 496-011 Old Buckley (2) amend opening date to '16.05.1893 I', frame 'RS 5½" 12 levers'

Page 265 § - Section J1 – GE 040-040 Sawbridgeworth amend 'E=' for 1953 frame to read 'ED', add 4" lever spacing and amend frame installed date to 1935. In note J93 remove 'LNE Relock' and in note J94 amend the first two lines to read **Frame:** replacement 23 lever Evans & O'Donnell frame 1935 (plan ST 41 L116.B); 19W, 4S; gate wheel retained. Relocked 1953.'

Page 270 - Section J1 – GE 050-120 Cambridge South (3) – amend closure date from 'date nk' to 'open 2012' also amend (3) to be separate entry with RailRef code GE 050-125 named 'Cambridge PSB' and remove renaming note. The PSB was not built adjacent to the old South box – it was at a different location.

Page 274 - Section J1 – GE 050-300 Mildenhall Road – amend closure date from 'date nk' to '19.08.2012'

Page 275 - Section J1 – GE 120-010 Lakenheath (2) – amend closure date from 'date nk' to '19.08.2012'

Page 275 - Section J1 – GE 120-020 Brandon (2) – amend closure date from 'date nk' to '19.08.2012'

Page 276 - Section J1 – GE 120-060 Thetford Station – amend closure date from 'date nk' to '19.08.2012'

Page 276 - Section J1 – GE 120-100 Harling Road – amend closure date from 'date nk' to 'open 2012'

Page 276 - Section J1 – GE 120-110 Eccles Road – amend closure date from 'date nk' to 'open 2012'

Page 277 - Section J1 – GE 120-120 Attleborough – amend closure date from 'date nk' to 'open 2012'

Page 277 - Section J1 – GE 120-130 Spooner Row – amend closure date from 'date nk' to 'open 2012'

Page 277 - Section J1 – GE 120-140 Wymondham South Jcn (2) – amend closure date from 'date nk' to 'open 2012'

Page 279 - Section J1 – GE 120-212 Trowse Bridge Control Cabin – amend closure date from 'date nk' to 'open 2012'

Page 284 - Section J4 – GE 080-050 Manea (2) – amend closure date from 'date nk' to 'open 2012'

Page 284 - Section J4 – GE 080-060 Stonea (3) - amend closure date from 'date nk' to 'open 2012'

Page 284 - Section J4 – GE 080-080 March South Jcn (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 285 - Section J4 – GE 080-110 March East Jcn (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 286 - Section J4 – GE 080-150 Three Horse Shoes (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 287 - Section J4 – GE 080-160 Whittlesea – amend closure date from ‘date nk’ to ‘open 2012’

Page 288 - Section J4 – GE 080-180 Kings Dyke – amend closure date from ‘date nk’ to ‘open 2012’

Page 289 - Section J5 – GE 110-030 Littleport Station – amend closure date from ‘date nk’ to ‘open 2012’

Page 290 - Section J5 – GE 110-080 Downham – amend closure date from ‘date nk’ to ‘open 2012’

Page 291 - Section J5 – GE 110-100 Magdalen Road (3) – amend closure date from ‘date nk’ to ‘open 2012’

Page 293 - Section J5 – GE 110-150 Kings Lynn Jcn (3) – amend closure date from ‘date nk’ to ‘open 2012’

Page 298 - Section K4 – GE 060-060 Dullingham – amend closure date from ‘date nk’ to ‘open 2012’

Page 299 - Section K4 – GE 060-130 Chippenham Jcn – amend closure date from ‘date nk’ to ‘open 2012’

Page 299 - Section K4 – GE 282-010 Kennett – amend closure date from ‘date nk’ to ‘11.11.2011’

Page 300 - Section K4 – GE 282-050 Bury St Edmunds Yard (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 312 - Section K18 – GE 140-040 Brundall Jcn (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 312 - Section K18 – GE 140-060 Acle – amend closure date from ‘date nk’ to ‘open 2012’

Page 313 - Section K18 – GE 140-080 Yarmouth Vauxhall – amend closure date from ‘date nk’ to ‘open 2012’

Page 314 - Section K19 – GE 141-020 Cantley – amend closure date from ‘date nk’ to ‘open 2012’

Page 314 - Section K19 – GE 141-030 Reedham Jcn (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 315 - Section K20 – GE 142-010 Reedham Swing Bridge – amend closure date from ‘date nk’ to ‘open 2012’

Page 315 - Section K20 – GE 142-050 Somerleyton Swing Bridge – amend closure date from ‘date nk’ to ‘open 2012’

Page 316 - Section K20 – GE 142-070 Oulton Broad (North) Station – amend closure date from ‘date nk’ to ‘open 2012’

Page 317 - Section K20 – GE 142-100 Lowestoft Central – amend closure date from ‘date nk’ to ‘open 2012’

Page 325 - Section L1 – GE 210-260 Colchester Station (4) – amend closure date from ‘date nk’ to ‘open 2012’

Page 333 - Section L2 – GE 260-090 Saxmundham Station – amend closure date from ‘date nk’ to ‘open 2012’

Page 343 - Section M8 – GE 230-010 East Gate Jcn (3) – amend closure date from ‘date nk’ to ‘02.03.2009’

Page 344 - Section M8 – GE 230-090 Thorpe-le-Soken (2) – amend closure date from ‘date nk’ to ‘04.05.2009’

Page 344 - Section M8 – GE 230-110 Clacton-on-Sea – amend closure date from ‘date nk’ to ‘open 2012’

Page 345 § – Section M11 – GE 235-020 Frinton add new box (2) and note 'original box replaced by two ground frames in 1922. When a loop was opened in 1937, the Gate Hut was enlarged and a 15-lever frame installed with Direction Lever working and a King lever.

Page 347 - Section M12 – GE 250-072 Parkeston Temporary (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 355 - Section N1 – GE 001-014 Liverpool Street P.S.B. (2) – amend closure date from ‘date nk’ to ‘open 2012’

Page 397 - Section R1 – MG 001-010 Wisbech Sdiding East box (2) closed 1900, delete box (3), box (4) [now 3] opened 1900 either as a new box or box (2) relocated and fitted with a new frame, box (5) [now 4] amend frame size from 26 to 16 levers

Page 398 - Section R2 – amend mileages for Little Bytham Jcn to 13m12c, Kingstons Sdg to 17m53c and Bourne West to 18m1c

Page 401 - Section R4 – MG 010-155 Bluestone – NBP w.e.f. c.1895

Page 401 - Section R4 – MG 010-165 Felmingham – milepost mileage is 46m30c

Page 402 - Section R5 – the Down direction was originally from Coke Ovens Jcn to Yarmouth but was reversed (from Yarmouth South Town to Coke Ovens Jcn) w.e.f. 08.04.1968

Page 404 - Section R7 – MG 030-070 Norwich North – amend milepost mileage to 52m29c

Page 404 - Section R7 – MG 030-080 Norwich South – add milepost mileage 52m47c

Page 404 - Section R8 – the Down direction is from North Walsham to Runton West Jcn

Page 434 - Section X10 - GC 440-011 London Road MSJ&A (3) add box construction Brick

Page 434 - Section X10 - GC 440-032 Oxford Road West (2) amend box type GC5 construction Brick (very tall box with base in street below viaduct)

Page 435 - Section X10 - GC 441-061 Old Trafford Junction (2) box construction Brick

Page 435 - Section X10 - GC 441-071 Old Trafford Station (2) box construction Brick

Page 435 - Section X10 - GC 441-082 Cricket Ground (1) box construction Wood

Page 435 - Section X10 - GC 441-091 Stretford No. 2 (2) box construction Brick

Page 435 - Section X10 - GC 441-102 Mersey Bridge add box construction Wood

Page 435 - Section X10 - GC 441-121 Brooklands (No. 2) add box construction Brick

Page 435 - Section X10 - GC 441-131 Timperley Junction (2) box construction Brick

Page 436 - Section X10 – GC 441-141 Deansgate Junction (3) – amend closure date from 'date nk' to 'open 2012'

Page 436 - Section X10 - GC 441-162 Altrincham North (2) add box construction Brick

Page 436 - Section X10 - GC 441-171 Altrincham South box construction Brick

Page 439 § – Section X19 – GC 410-021 New Mills Junction (3) frame is 'RE'

Page 439 § – Section X19 – GC 410-061 Marple Wharf Junction (2) frame is 'RE', note X110 add after 'Ext=A, 1-20' the date '18.06.1933'

Page 439 - Section X19 - GC 410-101 Lingard Lane Colliery Sdgs (1) lever spacing 5½"

Page 440 § – Section X19 – GC 410-101 Lingard Lane (2) frame is 'RE' with 15 levers

Page 440 § – Section X19 – GC 410-111 Reddish Junction note X123 add 'levers 16 and 17 added 13.03.1944'

Page 440 - Section X19 - GC 410-124 Belle Vue North (2) amend closure date 25.06.1963

Page 440 - Section X20 - GC 411-012 Hayfield (3) REC frame was front not rear

Page 440 § – Section X20 – GC 411-021 Slacks Crossing alter note X133 to include 'new 8-lever ground frame 13.11.1927'

Page 441 - Section X20 - GC 411-051 Wylds Crossing GF - box 'MR Hut' Note X138 - amend to read '**Signals:** Home & Distant each way'

Page 441 - Section X20 - GC 411-071 New Mills Tunnel End - delete box (1) and note X139, box (2) [now 1] opened c. 00.00.1874 frame 'MR Tum' 8 levers. Box (3) becomes (2), frame 'RE' 10 levers. Note X140 amend to read '**Box:** Alterations inspected 00.01.1884. **Box:** not renewed when made Staff Station from 21.08.1907 vice New Mills Station Jcn. Note X141 add '**Frame:** at rear'

Page 443 - Section X25 – GE 024-010 Gospel Oak – amend closure date from 'date nk' to 'open 2012'

Volume 4 corrections:

- Page 5 § – Introduction – paragraph 4 line 2 correct spelling 'publishd' to 'published'
- Page 12 § – Section 7 – last line of Column headed 'Locking frame type' correct spelling 'identified' to 'identified'
- Page 28 – Index – Abbotscliffe – amend 'SRS box diagram' to 'D447 (1960)'
- Page 29 – Index – Ardingly – 'SRS box diagram' add 'S1056'
- Page 32 – Index – Barcombe Junction – 'SRS box diagram' add 'S366'
- Page 41 – Index – Brentford – 'SRS box diagram' add 'B161'
- Page 46 – Index – Chislet Siding – 'SRS box diagram' add 'B338'
- Page 50 – Index – Crowhurst Junction North – 'SRS box diagram' add 'S368'
- Page 51 – Index – Daggons Road – 'SRS box diagram' add 'S369'
- Page 53 – Index – Dover (Channel Tunnel) – amend 'SRS box diagram' to 'D447 (1919)'
- Page 65 § – Index – SW 015-020 Hampton Court Crossing add Box Diagram S370 (pre 1947), S371 (c. 1956)
- Page 65 § – Index – SW 015-026 Hampton Court Station add Box Diagram S372 (pre 1958)
- Page 68 – Index – Holmsley – amend 'SRS box diagram' to 'S351'
- Page 68 – Index – Honor Oak – 'SRS box diagram' add 'S365'
- Page 69 – Index – Horsted Keynes – 'SRS box diagram' add 'S1059'
- Page 69 § – Index – SW 033-120 Hounslow Junction add Box Diagram S377
- Page 72 – Index – Kingscote – 'SRS box diagram' add 'S361'
- Page 76 – Index – Lyme Regis – amend 'SRS box diagram' to 'S635 (1906)'
- Page 77 – Index – Martin Earl's Siding – 'SRS box diagram' add 'S181'
- Page 87 – Index – Plymstock – amend 'SRS box diagram' to 'S346'
- Page 98 – Index – Shalford Junction – amend 'SRS box diagram' to 'J25'
- Page 105 – Index – Surbiton – 'SRS box diagram' add 'P238'
- Page 107 – SE 120-295 Teynham GF NBP: add Roller No 1858
- Page 109 – Index – Tunbridge Wells West 'B' – 'SRS box diagram' add 'S689'
- Page 112 – Index – Walton-on-Thames – 'SRS box diagram' add 'B162'
- Page 113 – Index – West Hoathly – 'SRS box diagram' add 'S362'
- Page 116 – Index – Withyham – 'SRS box diagram' add 'S1057'
- Page 119 § – Index – LB 001-160 York Road Junction add Box Diagram J159 (1938)
- Page 129 – Section A1 – SE 001-250 Hither Green Junction No. 2 amend opening date to 'c.1895' (Inspected 05.04.1895)
- Page 139 – Section A14 – SE 031-050 Grain Crossing GB: amend frame type to 'St Tap'
- Page 143 – Section B1 – SE 040-010 Tonbridge (4) panel renewed 25.10.2009
- Page 144 – Section B1 – SE 040-240 Shorncliffe 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: 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 232 – Section M2 – SW 060-203 Basingstoke closed 02.04.2010

Page 235 – Section M4 – SW 140-240 Chard Junction panel renewed P(NX) 06.12.2009

Page 286 – Section R9 – SW 008-010 Wimbledon Top Yard Shunt Panel panel replaced 23.05.2010

Page 306 – Section X3 – EL 001-115 East London Line SCC open 23.01.2010

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

Volume 6 corrections:

- Page 9 - Section 3 - Block Working: Highland Railway (final paragraph): 'TCB from Kingussie to Inverness (and also Inverness to Nairn)'
- Page 10 - Section 3 - Block Working: Great North of Scotland Railway (third paragraph): 'Aberdeen's TCB does not extend to Raiths Farm (there is a signal box at Dyce)'
- Page 18 § - Section 8 - entries 'GW HT3' correct spelling 'horizontal' to 'horizontal'
- Page 42 § - Index - HR 003-180 Auldearn add Box Diagram S1138 (1932)
- Page 46 § - Index - HR 020-120 Beauly South add Box Diagram S1139 (1932)
- Page 46 § - Index - HR 020-130 Beauly North add Box Diagram S1140 (1932)
- Page 47 § - Index - NB 001-020 Berwick Station add Box Diagram L265 (1926)
- Page 48 § - Index - NB 290-100 Blackston Junction add Box Diagram S1142 (1929)
- Page 52 § - Index - NB 340-090 Bridgend Junction add Box Diagram S1143 (1935)
- Page 55 § - Index - DA 001-020 Camperdown Junction add Box Diagram J157 (1903)
- Page 64 § - Index - PW 001-050 Creetown add Box Diagram S1145
- Page 73 § - Index - HR 020-360 Edderton South add Box Diagram S1141 (1932)
- Page 73 § - Index - HR 020-370 Edderton North add Box Diagram S1141 (1932)
- Page 78 § - Index - NB 340-030 Gartsherrie L.N.E. Junction add Box Diagram J176 (1944)
- Page 95 § - Index - NB 450-030 Kippen add Box Diagram S1150
- Page 111 § - Index - NB 001-140 Oxwellmains add Box Diagram S1186 (1962), S1185 (post 1964)
- Page 118 § - Index - NB 047-010 Rothbury add Box Diagram S1080 (1948)
- Page 147 - Section A1 - NB 001-140 Oxwellmains (2) frame size 20
- Page 150 - Section A1 - Notes A48 to A54: 'IEC' should read 'IECC'
- Page 181 - Section D1 - Electrification: add 'Haymarket-Bathgate Jcn: 25 kV overhead w.e.f. 03.10.2010'
- Page 182 - Section D1 - NB 132-160 Polmont East: Signal prefix codes P/PB not applicable to this box
- Page 183 - Section D1 - NB 160-070 Greenhill Upper Junction: amend note 'Box: renamed Greenhill Jcn w.e.f. 09.06.1975'
- Page 183 - Section D1 - NB 160-230 Cowlairs: Signal prefix code w.e.f. 1956 was C, also CQ w.e.f. 1967
- Page 185 - Section D4 - NB 150-020 Grangemouth Jcn (3) note D56: Box is not temporary
- Page 189 - Section D11 - NB 180-010 West of Scotland SC: Signal prefix codes additionally include: GP, GPA, GPB, GPD, GPE, GPG, GPH, GPK, GPL, GPU, GPW and GS. Note D87: Workstation is GETS MCS. The Ayr workstation does not control any Westlock. Note D88: Workstation is GETS MCS
- Page 191 - Section E1 - Electrification: 25 kV overhead Airdrie-Parkhead w.e.f. 15.11.1960; 6.25 kV overhead Parkhead-High Street Tunnel w.e.f. 15.11.1960; 25 kV overhead w.e.f. 00.00.1979, 25 kV overhead Bathgate Jcn-Bathgate w.e.f. 03.10.2010, Bathgate-Drumgelloch w.e.f. 10.10.2010
- Page 191 - Section E1 - NB 200-030 Cawburn Junction: Signal prefix code was CB, Note E3: Panel commissioned 16.03.1986
- Page 191 - Section E1 - NB 200-060 Carmondean Junction: Signal prefix code was CD
- Page 193 - Section E1 - NB 350-030 Heatheryknowe: Signal prefix code was HK w.e.f. 1960, Note E25: The whole frame remained in situ until the box was closed, Note E26: No new panel was commissioned in 1984. The 1960 panel remained in use until closure.
- Page 193 - Section E1 - NB 350-080 Shettleston Junction: Signal prefix code was SH w.e.f. 1960
- Page 200 - Section E15 - NB 295-030 Shieldhill [new] Colliery: amend typo in name '[new]' should read '[new]'
- Page 207 - Section F1 - Electrification: 6.25 kV overhead Knightswood North Jcn-Milngavie Jcn w.e.f. 15.11.1960; 25 kV overhead w.e.f. 19.11.1978; 25 kV overhead Milngavie Jcn-Dumbarton East Jcn (via diverted Bowling-Dumbarton line) w.e.f. 15.11.1960
- Page 207 - Section F1 - NB 410-050 Maryhill West Junction: 1st box signal prefix code was MP
- Page 207 - Section F1 - NB 418-020 Milngavie Junction: amend note to say 'Box: renamed Westerton 10.05.1959'
- Page 207 - Section F1 - NB 418-050 Singer - note F13: No new panel was commissioned in 1988. The 1959 panel remained in use until closure. The frame remained to operate the detonator placers until closure.
- Page 209 - Section F3 - Electrification: Kelvinhaugh-Knightswood South Jcn: 25 kV overhead w.e.f. 19.11.1978

Page 210 - Section F3 - NB 370-130 Hyndland (New): Also signal prefix code HF w.e.f. 1979, note F35:
Typo: Yorker ? Yoker

Page 211 - Section F6 - Electrification: Typo: 6.26kV ? 6.25 kV, 25 kV overhead (Whiteinch East Jcn-Yoker) w.e.f. 19.11.1978

Page 211 - Section F6 - NB 390-040 Yoker IECC: Correct title is Yoker SC

Page 212 - Section F10 - Electrification: 25 kV overhead w.e.f. 19.11.1978

Page 213 - Section F12 - Electrification: 25 kV overhead w.e.f. 15.11.1960. Delete '25kV overhead w.e.f. 00.00.1979'

Page 213 - Section F12 - NB 437-060 Craigendoran: 2nd box signal prefix code was 'CN' w.e.f. 1960, 3rd box signal prefix code was 'C' only

Page 214 - Section F13 - Block: Arrochar & Tarbet-Ardlui: RETB was preceded by KT dates nk

Page 215 - Section F13 - NB 460-060 Glen Douglas - note F77: Latterly, the instruments were in the signal box.

Page 215 - Section F13 - NB 460-090 Ardlui - note F80: Latterly, the instruments were in the signal box.

Page 216 - photo caption: The box was renamed from 'Mallaig Jcn' to 'Fort William Jcn' to avoid confusion with 'Mallaig' in radio communications

Page 217 - Section F17 - NB 461-030 Belmore LC - note F104: The line was singled in 1946

Page 219 - Section F16 - Mileage: It is most likely that mileages were measured from Fort William Jcn. (ex- "Mallaig Jcn."/"Banavie Jcn.") since the 1901 Banavie Jcn did not exist when the line opened.

Page 220 - Section F17 - Block: Glenfinnan-Arisaig: 29.04.1984-06.12.1987: KT, Arisaig-Mallaig: Tyer's No. 6 ET until 14.03.1982, then OTW+TS (TS was an Annett's key)

Page 220 - Section F17 - NB 467-010 Banavie SC BB/GB NBP: Signal prefix code B only applied to signals w.e.f. 2011

Page 221 - Section F17 - NB 467-040 Corpach GB NBP: Closed 26.09.1982

Page 221 § – Section F17 – NB 467-050 Annat amend box type to 'LMS 11c (Wood)' also the signal prefix code 'AN' was never used on signals.

Page 221 - Section F17 - NB 467-090 Arisaig: There was no GF between 29.04.1984 and 06.12.1987

Page 221 - Section F17 - NB 467-100 Morar GB NBP: Closed 04.12.1971, note F122: on box closure, to TMO

Page 221 - Section F17 - NB 467-110 Mallaig: M.Ch = 39.37

Page 233 - Section G18 - NB 570-070 Montrose North: The signal box was never officially abolished on 30.04.2005 or any date

Page 239 - Section H5 - Block: at 00.00.2011: (Longannet)-(Charlestown Jcn): TCB (Edinburgh SC)

Page 247 - Section J1 - Electrification: Newton-Motherwell: 25 kV overhead w.e.f. 29.05.1962

Page 248 - Section J1 - CA 001-130 Gretna Junction: Signal prefix code was GA

Page 250 - Section J1 - CA 030-140 Summit: Signal prefix code was S w.e.f. 1972

Page 251 - Section J1 – CA 030-180 Abington amend '2:00 AM' to '2 A'

Page 251 - Section J1 - CA 140-180 Motherwell SC: Signal prefix codes additionally include: MB, MC, MG, MH, MS and MY

Page 253 - Section J1 - CA 280-010 Uddingston Junction: Signal prefix code was U w.e.f. 1960

Page 254 - Section J1 - CA 280-050 Newton: 4th box signal prefix code was N

Page 255 - Section J1 - CA 410-040 Larkfield Junction: Signal prefix code was L w.e.f. 1972

Page 258 - Section J10 - Line: The Leadhills & Wanlockhead Railway is 2' gauge. Spelling: guage ? gauge

Page 264 - Section K1 - CA 040-080 Cobbinshaw Mineral Depot: 3rd box closed 11.10.1981

Page 264 - Section K1 - CA 040-130 Midcalder Junction: Signal prefix code EM was also used w.e.f. 1979

Page 278 - Section L13 - Line: Larkhall-Ferniegair Jcn re-opened 04.07.2005; Electrification: Add: Larkhall-Ferniegair Jcn: 25 kV overhead w.e.f. 17.07.2005; Block: Add: Larkhall-Ferniegair Jcn: TCB (Motherwell SC) w.e.f. 04.07.2005

Page 286 - Section M3 - Electrification: 25 kV overhead Newton-Kings Park w.e.f. 29.05.1962; 6.25 kV overhead Kings Park-Cathcart West Jcn w.e.f. 29.05.1962 then 25 kV from 1973

Page 286 - Section M4 - CA 300-030 Pollockshields West: Spelling: Pollockshields West ? Pollokshields West

Page 286 - Section M4 - CA 300-060 Pollockshaws East: Spelling: Pollockshaws East ? Pollokshaws East

Page 287 - Section M4 - CA 300-100 Cathcart North Junction: 3rd box signal prefix code is C

Page 287 - Section M4 - CA 300-140 Pollockshields East Stn: Spelling: Pollockshields East Stn ?
Pollokshields East Stn

Page 290 - Section M8 - Electrification: Neilston-Cathcart West Jcn-Neilston 25 kV overhead w.e.f. 29.05.1962. Delete 'then 25kV from 1973'

Page 294 - Section M15 - CA 450-170 Ladyburn: Signal prefix code was L w.e.f. 1967

Page 296 - Section N1 - Electrification: Bowling-Dumbarton East electrification is w.e.f. 15.11.1960.

Page 296 - Section N1 - CA 360-050 Bridgeton Cross Junction: Signal prefix code was B

Page 297 - Section N1 - CA 360-110 Stobcross East Jcn: Both boxes had 50 levers in their frames?

Page 309 - Section P1 - Block: At 00.00.2011: Garnqueen South Junction-Stirling Middle: TCB (Cowlairst SC/Greenhill Jcn/Carmuir East Jcn/Larbert North)

Page 314 - Section P6 - CA 502-070 BP Terminal LC NBP: Opened 07.10.1970, note P35: Panel: equipment by BR(ScR)

Page 317 - Section P11 - Line: Tyndrum-Dalmally opened w.e.f. 01.04.1877 (for goods); Dalmally-Oban opened w.e.f. 01.07.1880; Track: Callander & Oban Jcn-Callander East doubled w.e.f. 02.11.1902; Oban Goods Jcn-Oban doubled w.e.f. 02.05.1881; Block: Dalmally-Oban KT w.e.f. 21.07.1974; Note 2: Delete Connel Ferry from list. There are not, and never have been, any train operated points at Connel Ferry; Note 3: "semaphore arms fall from 'off' to 'on' " - not if they are lower quadrant!

Page 317 - Section P11 - CA 521-010 Callander East: M.Ch = 0.52; SB originally had 21 levers. SB replaced 1902?; Frame replaced in 1938? (45 levers); Frame replaced in 1958 (52 levers)

Page 317 - Section P11 - CA 521-020 Callander West: M.Ch = 0.71

Page 317 - Section P11 - CA 521-040 Strathyre: M.Ch = 9.32

Page 317 - Section P11 - CA 521-050 Balquhidder East: M.Ch = 12.18

Page 317 - Section P11 - CA 521-060 Lochearnhead: M.Ch = 12.38 (i.e. north of Balquhidder West); First box (not mentioned) opened 01.06.1870 and closed 24.04.1890; (2nd) Box frame had 14 levers; Box renamed Balquhidder w.e.f. 01.07.1904

Page 318 - Section P11 - CA 521-070 Balquhidder West: M.Ch = 12.36 (i.e. south of Lochearnhead); Construction = Bk; Frame had 48 levers

Page 318 - Section P11 - CA 521-080 Glenoglehead: Named 'Killin' until 01.04.1886; M.Ch = 17.50; First box (not mentioned) opened 01.06.1870 and closed 08.04.1890; (2nd) Box frame had 12 levers

Page 318 - Section P11 - CA 521-090 Killin Junction East: M.Ch = 19.59

Page 318 - Section P11 - CA 521-100 Killin Junction West: M.Ch = 19.75; Frame had 24 levers

Page 318 - Section P11 - CA 521-110 Luib: M.Ch = 23.40; 1st box opened 01.08.1873

Page 318 - Section P11 - CA 521-120 Crianlarich Lower Station: Correct title is Crianlarich Station; M.Ch = 29.57; 1st box opened 01.08.1873

Page 318 - Section P11 - CA 521-130 Crianlarich East: M.Ch = 30.11; note P53: The GF was never controlled from Crianlarich Upper

Page 318 - Section P11 - CA 521-140 Crianlarich West: M.Ch = 30.30

Page 318 - Section P11 - CA 521-150 Tyndrum: M.Ch = 34.71; First box (not mentioned) opened 01.08.1873 and closed 00.00.1877; 2nd (" 1st ") box opened 00.00.1877; 1918 frame had 25 levers

Page 318 - Section P11 - CA 521-160 Glenlochy Crossing: Construction = Bk; Frame had 16 levers

Page 318 - Section P11 - CA 521-170 Dalmally: M.Ch = 46.75; 1st box frame had 10 levers; note P58: Control passed to Banavie SC (RETB) wef 27.03.1988

Page 318 - Section P11 - CA 521-180 Loch Awe: 1st box frame had 12 levers

Page 318 - Section P11 - CA 521-190 Awe Crossing: Construction = St; note P61: Switching out facility provided wef 27.03.1922

Page 318 - Section P11 - CA 521-200 Taynult: 1st box frame had 9 levers

Page 318 - Section P11 - CA 521-210 Connel Ferry East: M.Ch = 65.20; Construction = Wd

Page 318 - Section P11 - CA 521-220 Connel Ferry: M.Ch = 65.30; Frame had 11 levers

Page 318 - Section P11 - CA 521-230 Connel Ferry West: M.Ch = 65.43

Page 318 - Section P11 - CA 521-240 Glencruitten Crossing - note P64: Switching out facility provided wef 20.02.1922

Page 318 - Section P11 - CA 521-250 Oban Goods Junction: M.Ch = 71.08; 1st box construction was Wd?; 1st box frame had 16 levers following 1881 doubling of line

Page 319 - Section P12 - Line: Opened 01.04.1886?

Page 319 - Section P12 - CA 522-010 Loch Tay: Frame had 7 levers

Page 320 - Section P13 - Note: Protection of Connel Ferry Viaduct altered from occupation keys to GF-controlled signals w.e.f. 14.05.1930; Mileage: From Callander & Oban Junction

Page 320 - Section P13 - CA 523-010 Benderloch: M.Ch = 68.16

Page 320 - Section P13 - CA 523-020 Creagan: M.Ch = 75.32

Page 320 - Section P13 - CA 523-030 Appin: M.Ch = 78.55; note P71: Appin box was not retained post 29.03.1966 for demolition trains

Page 320 - Section P13 - CA 523-040 Duror: M.Ch = 84.24

Page 320 - Section P13 - CA 523-050 Kentallen: M.Ch = 88.09

Page 320 - Section P13 - CA 523-060 Ballachulish: M.Ch = 94.54

Page 321 - Section Q1 - Block: Aucherarder-Hilton Jcn, Perth-Stanley Jcn and Newtonhill-Aberdeen (Down line only) are all TCB at 00.00.2011

Page 322 - Section Q1 - CA 530-190 Perth SC: Correct title is Perth

Page 327 - Section Q1 - CA 580-330 Denburn Junction (5): amend note correct title of Aberdeen SC is Aberdeen; 5th box signal prefix code is A

Page 328 - Section Q2 - Block: At 00.00.2011: Perth Station: TCB; Perth-Barnhill TCB + Direction Lever

Page 329 - Section Q2 - CA 540-070 Errol: Signal prefix code is ER w.e.f. 2002

Page 339 - Section R1 - Track: Gretna GSW Junction-Annan re-doubled w.e.f. 04.08.2008

Page 335 - photo caption – the line in the background remains open

Page 340 § – Section R1 – GS 001-090 Ruthwell (2) amend box type to 'NS 2' and add relevant entry to Section 9

Page 340 - Section R1 - GS 001-120 Noblehill Junction: 2nd box signal prefix code was DS

Page 341 - Section R1 - GS 001-150 Dumfries Station: Signal prefix code was D w.e.f. 1957 then DS w.e.f. 2002, also DE w.e.f. 2008

Page 342 - Section R1 - GS 020-150 New Cumnock: Also signal prefix code NG w.e.f. 2004

Page 343 - Section R1 - GS 060-050 Mauchline North: Signal prefix code was MA w.e.f. 2002 then MM w.e.f. 2003

Page 344 - Section R1 - GS 080-010 Hurlford South: 2nd box signal prefix code was H w.e.f. 1976 then HF w.e.f. 2002

Page 367 - Section S9 - Electrification: Largs-Holm Jcn (passenger single line only) w.e.f. 22.12.1986

Page 367 - Section S9 - GS 140-050 Hunterston Junction: Correct title is Hunterston; Signal prefix code was H; Closed 09.11.1986

Page 369 - Section S13 - Electrification: Ardrossan Harbour-Ardrossan South Beach w.e.f. 03.11.1986

Page 382 - Section U1 - Block: in use in 2011: Dalwhinnie-Kingussie: BR(ScR) Tokenless Block; Kingussie-Aviemore: TCB (Aviemore SB)

Page 387 - Section U1 - HR 001-400 Dalwhinnie North: 3rd box signal prefix code was DE w.e.f. 1978 then DW w.e.f. 2002

Page 389 - Section U1 - HR 001-580 Aviemore North: 4th box signal prefix codes w.e.f. 1979 are A, AC, AK, AM and AS, also AT w.e.f. 1980. Code A replaced by AV in 2002.

Page 391 - Section U3 - Block: 08.03.1987-in use in 2011: single section KT Forres-Nairn then TCB (Inverness SC)

Page 397 - Section U9 - Line: The line is still officially open to Burghead. Alves Jcn GF has not been abolished.

Page 401 - Section V1 - Block: Dingwall North-Georgemas Jcn: 15.12.1985-in use in 2011: RETB; Georgemas Jcn-Wick: 15.12.1985-in use in 2011: RETB

Page 401 - Section V1 - HR020-040 Clachnaharry: The signal prefix code 'CY' was never used on signals.

Page 414 - Section V9 - Block: 15.12.1985-in use in 2011: RETB

Page 415 - Section W1 - Block: Aberdeen-Kittybrewster/Kittybrewster-Dyce: No direction levers in use in 2011 (both ends of section are worked by NX panels)

Page 417 - Section W1 - GO 001-130 Dyce South: Signal prefix code was D w.e.f. 2002 then DY w.e.f. 2002; Renamed from 'Dyce Jcn' to 'Dyce' on 29.10.2007; Temporary signal box (P'kabin), with NX panel, in use from 29.10.2007 to 26.11.2007

Page 417 - Section W1 - GO 001-150 Raith's Fm Shunters NBP: Spelling: Raith's Fm ? Raiths Fm

Page 449 - Section X9 - GB 001-230 Pollockshaws South: Spelling: Pollockshaws South ? Pollokshaws South

Page 449 - Section X9 - GB 001-240 Pollockshaws North: Spelling: Pollockshaws North ? Pollokshaws North

Page 451 - Section X13 - GP 001-030 Pollockshields: Spelling: Pollockshields ? Pollokshields

Page 451 - Section X13 - GP 003-050 Moss Road Junction: The lever frame was replaced by an OCS panel on 19.03.1967

Page 452 - Section X13 - GP 003-110 Wallneuk Junction: 3rd box signal prefix code was P; 4th box signal prefix codes were P, PA, PB, PE, PG, PH, PK and PU

Page 454 - Section X18 - Line: Balloch-Balloch Pier closed 20.09.1987; Electrification: 25 kV overhead w.e.f. 00.11.1960. Delete 'converted to 25kV overhead w.e.f. 1979'

Page 462 - Section Y20: CA 221 - Line: re-opened 04.07.2005 as part of Larkhall line; Electrification: 25 kV overhead w.e.f. 17.07.2005

Page 465 - Section Y40: CA 373 - 1979 Connection from ex-CR Line to ex-NB Line at Finnieston; Block: TCB (Hyndland (New)) until 19.11.1989 then TCB (Yoker SC)

Page 472 - Section Y100: NB 168 - Milepost mileage at Cowlares North Jcn is 0.21

Page 473 - Section Y101: NB 181 - Block: TCB (Cowlares SC) w.e.f. 1998; previously TCB (Cowlares/Sighthill Jcn.)

Page 474 - Section Y109: NB 374 - Electrification: 25 kV overhead w.e.f. 19.11.1978

Page 474 - Section Y110: NB 393 - Electrification: 25 kV overhead w.e.f. 19.11.1978

Page 477 - Section Z3 - Track: Since the 1980 modernisation, the two single lines are not 'entirely separate' but are connected by crossovers; Block: A block system was in use from opening in 1896

Page 478 - Section Z5 - Railway: "only state-owned railway in UK pre-1948" - only state-owned passenger-carrying railway would be a more accurate claim

C. K. Hall 31st May 2014