

Signal Box Registers

Publication schedule and current state of play as at 21st November 2015

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 E16 dated 4th August 2014</i>	<i>Substantially complete. Publication expected 2015/16</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>Work in hand</i>
8. London Transport	<i>Latest draft is version B7 dated 25th Mar 2015</i>	<i>Publication expected late 2015/ early 2016</i>
9. Ireland	PB & HB: 3 August 2015	Published
CD-ROM	CD: 1 January 2008	Includes Volume 1
CDROM updates	#1: 2 February 2008	Corr. Sht 1 & updated vol. 1 GW.
	#2: 16 September 2008	Corr. Sht 2 & updated vol. 1 GW.
	#3: 23 April 2009	plus Volume 4 Southern Railway
	#4: 24 May 2011	plus corr. 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
	#9: 3 Aug 2015 (DVD-ROM)	As above plus correction sheet 8
	#9: 3 Aug 2015 (CD-ROM)	Volume 9 Ireland & Isle of Man
	#10: 21 Nov 2015 (DVD-ROM)	As above plus correction sheet 9
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 8: 3 August 2015 9: 21 November 2015	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 Amends vols 1, 3, 4 & 6 Amends vols 1, 3, 4 & 6
Correction sheet 9 will be available via the SRS web site and is included in CD ROM update #10 (the ninth update for those who have subscribed).		

Corrigenda sheet no.9 produced on 21st November 2015

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)

Note: changes marked (#) are new since correction sheet 7 (31st May 2014)

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 'publishd' 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 – Ladbroke Grove – ‘SRS box diagram’ add ‘C31 (1962)’ and ‘X77 (1959)’
 Page 75 – Index – Leeboothwood – ‘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)’
- Page 123 – Index – Westbury (North) – ‘SRS box diagram’ add ‘P406 (c. 1933)’
- Page 123 – Index – Westbury South – ‘SRS box diagram’ add ‘P407 (c. 1933)’
- Page 123 – Index – Whitchurch (Glam.) – ‘SRS box diagram’ add ‘P399’
- Page 124 § – Index – GW 758-030 Windmill End Junction add Box Diagram B46
- Page 125 – Index – Worcester Shrub Hill – ‘SRS box diagram’ add ‘S870’
- Page 127 – Index – Ynyslas – ‘SRS box diagram’ add ‘D585’
- Page 127 – Index – Ystradgynlais – ‘SRS box diagram’ add ‘S515’
- Page 128 ‡ – amend ‘GC 021’: to read from ‘Ashendon Jcn (see GW 050, A17)’
to ‘see volume 3: Eastern Register’
- Page 128 ‡ – amend ‘GC 023’: to read from ‘Banbury Jcn (see GW 730, R1)’
to ‘see volume 3: Eastern Register’
- Page 129 ‡ – amend ‘GW 063’: to read from ‘North Acton Junction (see GW 062, A7)’
to ‘see volume 8: London Transport Register’
- Page 136 ‡ – amend ‘MR 270’: to read from ‘Lansdown Jcn (see GW 375, G7)’
to ‘see volume 2: Midland Register’
- Page 136 ‡ – amend ‘MR 273’: to read from ‘Evesham (see GW 690, S1)’
to ‘see volume 2: Midland Register’
- Page 136 ‡ – amend ‘MR 290’: to read from ‘Tramway Junction’
to ‘see volume 2: Midland Register’ see Section ‘G2, G3’
- Page 136 ‡ – amend ‘MR 390’: to read from ‘Brecon Curve Jcn (see GW 820, T1)’
to ‘see volume 2: Midland Register’
- Page 136 ‡ – amend ‘NS 060’: to read from ‘see volume 5: LNWR Register’
to ‘Silverdale Jcn. (see GW 811, W9)’
- Page 136 ‡ – amend ‘NW 003’: to read from ‘North Pole Junction (see GW 030, X3)’
to ‘see volume 5: LNWR Register’
- Page 136 ‡ – amend ‘NW 086’: to read from ‘see volume 5: LNWR Register’
to ‘Wellington No.1 (see GW 810, W1)’
- Page 136 ‡ – amend ‘NW 091’: to read from ‘Crewe Jcn (see GW 810, W1)’
to ‘see volume 5: LNWR Register’
- Page 136 ‡ – amend ‘NW 104’: to read from ‘Leamington North (see GW 730, R1)’
to ‘see volume 5: LNWR Register’
- Page 136 ‡ – amend ‘NW 140’: to read from ‘Dudley South (see GW 780, R12)’
to ‘see volume 5: LNWR Register’
- Page 136 ‡ – amend ‘NW 170’: to read from ‘Abergavenny Jcn (see GW 430, T2)’
to ‘see volume 5: LNWR Register’
- Page 136 ‡ – amend ‘NW 193’: to read from ‘Carmarthen Valley Jcn (see GW 640, M4)’
to ‘Abergwili Jcn (see GW 661, M9)’
- Page 136 ‡ – amend ‘NW 215’: to read from ‘see volume 5: LNWR Register’
to ‘Corwen (see GW 844, W2)’
- Page 136 ‡ – amend ‘NW 230’: to read from ‘see volume 5: LNWR Register’
to ‘Afon Wen (see CM 050, U6)’
- Page 137 ‡ – amend ‘SW 035’: to read to ‘see volume 4: Southern Register’
- Page 137 ‡ – amend ‘SW 140’: to read from ‘see volume 4: Southern Register’
to ‘Exeter West (see GW 250, E1)’
- Page 137 ‡ – amend ‘SW 141’: to read from ‘Yeovil Town East (see GW 235, E5)’
to ‘see volume 4: Southern Register’
- Page 137 ‡ – amend ‘SW 150’: to read from ‘Cowley Bridge Jcn (see GW 250, E1)’
to ‘Devonport Jcn (see GW 290, F1)’
- Page 137 ‡ – amend ‘SW 170’: to read from ‘Friary Jcn (see GW 279, F7)’
to ‘see volume 4: Southern Register’
- Page 137 ‡ – amend ‘SW 264’: to read from ‘Wells East Somerset (see GW 210, B26)’
to ‘see volume 4: Southern Register’
- Page 139 – Section A1 – GW 001-010 Paddington Arrival (3) note A2 add: ‘after 30.10.1967 only the
‘suburban’ section of the frame remained in use. This was taken out of use on 12.11.1967 (notice
LXO94) but the box may have remained in use to control the engineer’s possession of the station

- 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 1 additional corrections 3rd August 2015:

Page 35 # – Index – GW 050-220 – Ashendon Jcn – amend grid reference to SP 696 130

Page 35 # – Index – GW 057-020 – Aylesbury – amend grid reference to SP 822 124

Page 35 # – Index – GW 132-095 – Avonmouth Dock Jcn – add grid reference ST519776

Page 36 # – Index – GW 730-160 – Banbury Jcn – amend grid reference to SP 462 423

Page 37 # – Index – GW 020-030 – Battersea – amend grid reference to TQ 270 763

Page 37 # – Index – GW 050-090 – Beaconsfield (East) – amend grid reference to SU 944 911

Page 37 # – Index – GW 050-100 – Beaconsfield West – amend grid reference to SU 939 911

Page 37 # – Index – GW 833-010 – Barton & Brecon Curve Jcn – add grid reference SO509411

Page 38 # – Index – MR 290-190 – Berkeley Road Jcn – amend grid reference to SO 720 004

Page 38 # – Index – MR 290-200 – Berkeley Road South Jcn – amend grid reference to ST 712 984

Page 40 # – Index – GW 730-670 – Bordersley South – amend grid reference to SP088857

Page 43 # – Index – GW 643-010 – Brynamman Gw – amend grid reference to SN711139

Page 47 # – Index – GW 710-040 – Centre Up – add grid reference SO858552

Page 47 # – Index – GW 710-050 – Centre Down – add grid reference SO858552

Page 48 # – Index – GW 020-040 – Chelsea & Fulham – amend grid reference to TQ 259 773

Page 48 # – Index – GW 378-010 – Cheltenham Malvern Road West Gw – amend grid reference to SO935222

Page 49 # – Index – GW 400-250 – Cinderford – add grid reference SO652142

Page 51 # – Index – GW 400-190 – Coleford Jcn – add grid reference SO612085

Page 51 # – Index – GW 414-020 – Coleford – add grid reference SO577105

Page 55 # – Index – TV 010-020 – Dare Valley Junction – amend grid reference to SO 002 028

Page 56 # – Index – GW 050-030 – Denham East Junction – amend grid reference to TQ 061 874

Page 56 # – Index – GW 050-040 – Denham West Junction – amend grid reference to TQ 052 876

Page 56 # – Index – GW 050-050 – Denham Station – amend grid reference to TQ 044 877

Page 58 # – Index – GW 400-230 – Drybrook Road – add grid reference SO633145

Page 59 # – Index – GW 697-040 – East & West Junction Stratford – amend grid reference to SP197543

Page 60 # – Index – GW 130-090 – Easton Road Junction – add grid reference ST609739

Page 60 # – Index – GW 225-060 – Easton – amend grid reference to SY 691 718

Page 61 # – Index – GW 690-260 – Evesham – add grid reference SP034446

Page 64 # – Index – GW 050-060 – Gerrards Cross East – amend grid reference to TQ 005 885

Page 64 # – Index – GW 050-070 – Gerrards Cross (West) – amend grid reference to TQ 001 888

Page 65 # – Index – GW 142-100 – Gloucester Road Crossing Avonmouth – amend grid reference to ST514781

Page 66 # – Index – GW 050-210 – Haddenham – amend grid reference to SP 736 082

Page 67 # – Index – GW 754-030 – Halesowen – amend grid reference to SO972839

Page 69 # – Index – GW 050-130 – High Wycombe South – amend grid reference to SU 875 928

Page 69 # – Index – GW 050-140 – High Wycombe Middle – amend grid reference to SU 868 931

Page 69 # – Index – GW 050-150 – High Wycombe North – amend grid reference to SU 864 933

Page 70 # – Index – GW 132-080 – Horse Shoe Point – add grid reference ST541768

Page 71 # – Index – GW 133-020 – Hotwells Extension – add grid reference ST564733

Page 75 # – Index – GW 020-020 – Latchmere Main Junction – amend grid reference to TQ 274 762

Page 75 # – Index – GW 020-025 – Latchmere LSW Junction – amend grid reference to TQ 273 762

Page 75 # – Index – GW 376-110 – Lansdowne Branch Gw – add grid reference SO928216

Page 76 # – Index – GW 020-060 – Lillie Bridge Sidings – amend grid reference to TQ 250 784

Page 76 # – Index – GW 057-010 – Little Kimble – amend grid reference to SP 824 167

Page 77 # – Index – GW 225-010 – Littlefield Crossing NBP – amend grid reference to SY 675 793

Page 80 # – Index – GW 020-027 – Lombard Road – amend grid reference to TQ 267 764

Page 80 # – Index – GW 422-040 – Lower Lydbrook – add grid reference SO596168

Page 80 # – Index – GW 757-020 – Longbridge West – add grid reference SP006776
 Page 80 # – Index – GW 757-030 – Longbridge – add grid reference SP009775
 Page 81 # – Index – GW 400-115 – Lydney Junction – add grid reference SO635020
 Page 81 # – Index – GW 400-120 – Lydney Yard – add grid reference SO633020
 Page 83 # – Index – GW 712-110 – Malvern & Tewkesbury Junction – amend grid reference to SO781448
 Page 90 # – Index – GW 400-145 – Norchard – add grid reference SO629043
 Page 91 # – Index – GW 050-010 – Northolt Jc West – amend grid reference to TQ 109 856
 Page 92 # – Index – GW 400-040 – Oldminster Jcn – add grid reference SO673020
 Page 94 # – Index – GW 400-170 – Parkend – add grid reference SO617079
 Page 100 # – Index – GW 225-040 – Portland Goods Junction – amend grid reference to SY 680 741
 Page 100 # – Index – GW 225-050 – Portland – amend grid reference to SY 682 740
 Page 101 # – Index – GW 050-190 – Princes Risborough South – amend grid reference to SP 799 025
 Page 101 # – Index – GW 050-200 – Princes Risborough (North) – amend grid reference to SP 800 029
 Page 102 # – Index – GW 200-090 – Radstock North – amend grid reference to ST 689 548
 Page 102 # – Index – MR 290-100 – Quedgley – amend grid reference to SO 823 133
 Page 104 # – Index – RR 010-030 – Rhymney [RR] – amend grid reference to SO 111 073
 Page 105 # – Index – GW 050-020 – Ruislip & Ickenham – amend grid reference to TQ 087 867
 Page 105 # – Index – GW 225-020 – Rodwell – amend grid reference to SY 674 784
 Page 105 # – Index – GW 757-010 – Rubery – add grid reference SO992782
 Page 108 # – Index – GW 050-170 – Saunderton – amend grid reference to SU 813 982
 Page 108 # – Index – GW 400-080 – Sharpness North – add grid reference SO678030
 Page 109 # – Index – GW 132-060 – Sneyd Park Jcn. – add grid reference ST551754
 Page 109 # – Index – GW 590-040 – Skewen West – amend grid reference to SS 703 973
 Page 110 # – Index – GW 150-360 – South Wales Jcn – amend grid reference to ST602727
 Page 112 # – Index – GW 610-300 – Swansea Eastern Depot – amend grid reference to SS666931
 Page 113 # – Index – GW 590-080 – Swansea Valley Junction Gw – amend grid reference to SS675962
 Page 117 # – Index – GW 400-180 – Travellers Rest Crossing – add grid reference SO614083
 Page 117 # – Index – GW 400-220 – Trafalgar Colliery – add grid reference SO626143
 Page 117 # – Index – MR 290-010 – Tramway Junction – amend grid reference to SO 843 182
 Page 118 # – Index – GW 050-110 – Tylers Green – amend grid reference to SU 904 909
 Page 120 # – Index – GW 422-020 – Upper Lydbrook North – add grid reference SO602158
 Page 120 # – Index – GW 422-030 – Upper Lydbrook – add grid reference SO604157
 Page 122 # – Index – GW 020-050 – West Brompton – amend grid reference to TQ 254 780
 Page 122 # – Index – GW 050-160 – West Wycombe – amend grid reference to SU 841 944
 Page 122 # – Index – GW 210-030 – Wells East Somerset Gw – amend grid reference to ST545452
 Page 123 # – Index – GW 400-160 – Whitecroft Station – add grid reference SO620062
 Page 124 # – Index – GW 050-080 – Wilton Park – amend grid reference to SU 968 908
 Page 124 # – Index – GW 750-290 – Wolverhampton South – amend grid reference to SO922989
 Page 125 # – Index – GW 710-030 – Worcester Shrub Hill Station – add grid reference SO858550
 Page 126 # – Index – GW 235-010 – Yeovil Town East – amend grid reference to ST 562 159
 Page 127 # – Index – GW 235-020 – Yeovil Town – amend grid reference to ST 561 159
 Page 127 # – Index – GW 235-030 – Yeovil Town West – amend grid reference to ST 561 158
 Page 127 # – Index – MR 400-120 – Ynisygeinon Jcn – amend grid reference to SN 762 072
 Page 129 # Section A22. Aylesbury Branch is RailRef GW055 and not GW057 as shown.
 Page 139 # - Section – GW 001-010 Paddington Arrival 3rd entry 2nd frame date should be 02/07/1939, 4th entry frame type was Westinghouse Style N, No N138
 Page 139 # - Section – GW 001-140 Old Oak Common (Panel) (correct name Old Oak Common) amend frame entries, 1st panel is Type Henry Williams Integra Domino NX(TP)[+] and note there are two separate panels butted up together (Engine & Carriage Lines Panel, and Main Panel), both of these panels were abolished 04/09/1967 (Note A10 is wrong, there was no additional panel at this date) and replaced by a single new Henry Williams Integra Domino NX(TP)[+] which lasted until box closure, also add yet another panel (same type) (Engine Shed Panel) 15/12/1977 until April 1993
 Page 140 # - Section – GW 060-050 Acton (West) 4th entry frame details amend panel entry to MV-GRS Frame / NX(TP)[+] Hybrid, abolished 24/02/1968 (leaving just frame)

- Page 140 # - Section – GW 060-090 West Ealing frame details amend panel entry to MV-GRS Frame / NX(TP)[+] Hybrid
- Page 140 # - Section – GW 060-110 Hanwell (East) add to frame details ERS[-] 12/04/1953
- Page 141 # - Section – GW 060-300 Slough (Panel) (correct name Slough) 1st entry closure date, still open. Amend frame details panel is Henry Williams Integra Domino NX(TP)[+]. 2nd entry should not be here as Slough IECC is a completely separate box and building so needs its own listing and correct name is Slough New IECC. Opening date is wrong, correct date is 18/12/1992, frame details BRR / Sema Group IECC WS and ERS[-] same date as box (WS 1), and BRR / Sema Group IECC WS and ERS[-] 05/09/1994 (WS 2) both still open at date of register
- Page 142 # - Section – GW 080-080 Twyford amend frame details panel to Henry Williams Integra Domino Frame / NX(TP)[+] Hybrid
- Page 142 # - Section – GW 080-140 Reading Main Line East amend panel detail to Henry Williams Integra Domino NX(TP)[+]
- Page 142 # - Section – GW 080-180 Reading Panel (correct name Reading) amend frame details panel is Henry Williams Integra Domino NX(TP)[+] (Main Panel) and additional section of panel added to extend original 11/03/1972, both abolished 30/12/2010 and box closed; add additional panel entry (Berks & Hants Panel) same type 19/09/1977 (there's a typo of this date in Note A46 and it ought to have its own panel entry anyway) abolished 25/04/2010
- Page 143 # - Section – Table A1 add at Didcot, Thames Valley SC opened 21/03/2010, frame details - add Network Rail / DeltaRail IECC WS and TEW SM48 ERS[-] (Newbury WS) 21/03/2010, add Network Rail / DeltaRail IECC WS and TEW SM48 ERS[-] (Reading West Jcn WS) 11/07/2010, add Network Rail / DeltaRail IECC WS and TEW SM48 ERS[-] (Reading Station WS) 30/12/2010, add Network Rail / DeltaRail IECC WS and TEW SM48 ROC (Twyford WS) 30/12/2010
- Page 144 # - Section – GW 064-010 Firestone add to frame details GWR KCI IFS[-] (three of) 18/06/1943, the one for Firestone North GF being abolished 05/01/1964, the one for Syon Lane GF being abolished by 18/12/1955 and the one for Firestone South GF abolished with box
- Page 145 # - Section - GW 081-030 Shiplake add to 2nd entry frame details GWR KCI IFS[-] 03/10/1954, add to 3rd entry frame details GWR KCI IFS[-] from opening to 10/01/1965
- Page 145 # GW 081-050 Henley on Thames add to 2nd entry frame details Henry Williams Integra Domino Frame / NRNX(TP)[+] Hybrid 10/12/1961 (Note A76 can be deleted)
- Page 146 # GW 040-040 Park Royal (West) add to frame details BR(WR) (GWR) KCI IFS[-] 02/12/1966
- Page 146 # GW 040-080 Greenford Station East add to frame details BR(WR) IFS[-] 29/05/1990
- Page 146 # Section A17 - GW 050-070 Gerrards Cross (West) add to frame details BR(WR) (GWR) KCI IFS[-] 08/02/1953 also ERS[-] 07.12.1975 (for 202 signal)
- Page 146 # Section A17 - GW 050-130 High Wycombe South add to frame details ERS[-] 07.12.1975 (for 101 signal)
- Page 147 # GW 050-200 Princes Risborough (North) add to frame details Henry Williams Integra Domino NX(TP)[+] 27/10/1968
- Page 148 # Section A22. Aylesbury Branch is RailRef GW055 and not GW057 as shown.
- Page 148 # GW 086-100 Colthrop Siding closure date, still open (although to GB when Reading took over). Add to frame details Generic Switch IFS[-] 05/12/1977, add Generic Switch IFS[-] 06/01/1978
- Page 149 # GW 086-250 Kintbury, wasn't this officially renamed Kintbury Crossing Ground Frame from 17/04/1978 and to GB from this date (Note A118 seems to have a typo)? Closure date, still open. Amend frame details to Generic Switch IFS[-] date as per box
- Page 151 # GW 089-100 Winchester 2nd entry opening date is December 1922 and last frame date should be between 27/05/1933 and 09/06/1933 (can't be sure it was June, may have been last few days of May). Wasn't the box officially named Winchester Cheesehill (sic) from the 1922 opening? The Railway Gazette suggests so.
- Page 152 # GW 100-080 Radley add to frame details BR(WR) (GWR) KCI IFS[-] 12/02/1961 abolished 15/05/1965
- Page 152 # GW 100-100 Kennington Jcn add to 2nd entry frame details BR(WR) IFS[-] 23/05/1965, add ERS[-] 12/09/1971
- Page 152 # GW 100-170 Oxford (Panel) (correct name Oxford) opening date is wrong, should be 14/10/1973 (see LXO 131 paragraph 13 which details occupation arrangements - 7-15/10/1973 was merely preparatory work on the Bicester line, the main resignalling started from 13/10/1973.

See also K2/40/73 which shows signalling alterations at Oxford old boxes on 07/10/1973 as preliminary to introduction of MAS, i.e. old boxes still in use, and K2/41/73 sees the first entry referring to LXO 131 as being in force) amend frame details to Henry Williams Integra Domino NX(PP)[+]

- Page 152 # GW 100-150 Oxford Goods Shed closure date should be 14/10/1973 (see above)
- Page 152 # GW 100-180 Oxford Engine Shed closure date should be 14/10/1973 (see above)
- Page 152 # GW 100-200 Oxford North closure date should be 14/10/1973 (see above)
- Page 152 # GW 100-210 Wolvercot Sidings closure date should be 14/10/1973 (see above)
- Page 157 # GW 110-050 Causeway Crossing closure date, still open. Amend frame details to Generic Switch IFS[-] 15/11/1975, Generic Switch IFS[-] 03/06/1978, Generic Switch IFS[-] 24/06/1978
- Page 157 # GW 110-110 Uffington 2nd entry add to frame details BR(WR) IFS[-] 30/05/1965, BR(WR) IFS[-] 12/11/1966 and BR(WR) ERS[-] November 1966 (all abolished same time on closure of box)
- Page 158 # GW 110-250 Swindon (Panel) (correct name Swindon) amend frame details to Henry Williams Integra Domino NX(TP)[+], add BR(WR) NX(TP)[+] January 1975 to 11/02/1975 (Thingley Panel - temporary)
- Page 158 # GW 110-260 Swindon (New Panel) name is wrong, change to Swindon B SC, amend frame details to BRR / Sema Group IECC WS and ERS[-]
- Page 158 # GW 110-320 Wootton Bassett West add to frame details BR(WR) (GWR) KCI IFS[-] 31/07/1963
- Page 160 # GW 150-390 Bristol Temple Meads East, wasn't the official name of the box just Bristol East? Add to frame details BR(WR) (GWR) KCI IFS[-] 28/07/1968
- Page 160 # GW 150-410 Bristol Panel (correct name Bristol) add frame details Henry Williams Integra Domino NX(TP)[+] same date as box (Main Panel), add another panel (same type) 12/02/1971 (Stoke Panel), add Amey OCS[+] 20/02/2000 until 04/03/2000 (Bristol Parkway Temporary Panel)
- Page 160 # GW 150-460 Bristol Temple Meads West, wasn't the official name of the box just Bristol West?
- Page 161 # GW 170-080 Puxton & Worle 2nd entry closure date, box still open. Add to frame details BR(WR) (GWR) KCI IFS[-] 22/03/1970 until 07/02/1971, add Generic Switch IFS[-] 16/12/1973, add Generic Switch IFS[-] 08/07/1974 (replaces frame)
- Page 161 # GW 170-120 Uphill Jcn add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 21/12/1958 to 26/01/1972
- Page 161 # GW 170-150 Brent Knoll add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 21/12/1958, box closure date shown is a typo for 31/01/1972
- Page 162 # GW 120-020 Little Somerford add to frame details BR(WR) (GWR) KCI IFS[-] 15/03/1959 abolished 30/06/1963
- Page 162 # Section B3 – GW 120-080 Westerleigh (West) amend closure date to 09.05.1971
- Page 163 # Section B4 – GW 130-060 Ashley Hill closed 18.10.1970
- Page 163 # GW 130-080 Stapleton Road add to frame details BR(WR) (GWR) KCI IFS[-] 27/02/1966
- Page 164 # GW 040-020 Over Sidings add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 25/07/1954 until 31/05/1969
- Page 165 # GW 180-180 Lavington (West) add to frame details BR(WR) (GWR) KCI IFS[-] (two) 22/02/1959 abolished 28/11/1963 and 10/12/1978
- Page 165 # GW 190-070 Bradford Jcn add to frame details BR(WR) IFS[-] 27/11/1966
- Page 166 # GW 160-160 Westbury (North) amend frame details panel to read Henry Williams Integra Domino NX(TP)[+] 09/10/1978 (wasn't this the date of the frame shortening too, and box renamed Westbury same date)
- Page 166 # GW 190-080 Westbury (Panel) (correct name Westbury) add frame details Westinghouse M5 NX(PP)[-] from opening, add Unipart Rail (Westinghouse) M5 2007-2008 (this is a replacement for the horizontal section of the control panel fitted into the original console shell in similar style to original), indication panel also has many replacement tiles but these are identical in design to originals so unworthy of much note
- Page 166 # GW 190-240 Frome North add to frame details BR(WR) (GWR) KCI IFS[-] (two) 19/08/1970 abolished 17/05/1971 and with box
- Page 166 # - Section B8 – GW 190-260 Frome South #2 closure date 19.08.1970
- Page 166 # Section B8 – GW 220-030 Marston Magna add to note B102 'c. 1940'
- Page 167 # Section B8 – GW 220-130 Maiden Newton #1 amend opening date to 'by 1888'
- Page 167 # Section B8 – GW 220-150 Viaduct 199 amend closure date to 00.03.1958

Page 167 # GW 220-180 Dorchester Jcn add to 3rd entry frame details ERS[-] 01/03/1970 (until closure), add ERS[-] 28/06/1970 until 01/06/1985

Page 170 # GW 125-020 Brabazon Crossing amend frame details to Generic Switch IFS[-]

Page 170 # GW 125-035 Henbury West amend frame details to BR(WR) IFS[+]

Page 170 # GW 142-090 St Andrews Jcn add to frame details details BR(WR) (GWR) KCI IFS[-] 16/01/1969 until 27/05/1975, amend first panel entry to read KBA OCS[+] (Passenger Panel), amend second panel entry to read TEW SM48 NX(PP)[+] (Freight Panel)

Page 171 # GW 059-040 Canons Marsh amend frame details to show make as GWR and frame date is 1931, so this must be the second frame here?

Page 171 # GW 157-060 Ashton Jcn add to frame details BR(WR) (GWR) KCI IFS[-] (no dates)

Page 172 # GW 195-040 Warminster add to frame details BR(WR) (GWR) KCI IFS[-] 13/12/1949

Page 177 # GW 230-140 Taunton No1 amend 2nd entry frame details panel to read BR(WR) NX(TP)[+] (console itself 5th hand from Gloucester Temporary Panel, Plymouth PSB (Laira Temporary Panel), Chard Jcn and Exeter Central)

Page 177 # GW 230-230 Silk Mill Crossing amend 3rd entry frame details panel to BR(WR) IFS[+]

Page 178 # GW 250-120 Exeter (Panel) (correct name Exeter) add frame details Westinghouse M5 NX(PP)[-] same date as box, add Unipart Rail (Westinghouse) M5 NX(PP)[-] December 2006 through 2007 which is a replacement for the horizontal surface of the control panel plus a few vertical tiles with switches, the indication panel remains original

Page 179 # GW 250-270 Teignmouth Old Quay add to frame details GWR KCI IFS[-] 02/04/1941 abolished 17/09/1961

Page 179 # GW 250-310 Newton Abbot East add to 2nd entry IFS[-] January 1971

Page 180 # GW 262-050 Torquay (South) add to frame details BR(WR) (GWR) KCI IFS[-] 04/12/1966 abolished June 1968 - September 1969

Page 180 # GW 262-080 Paignton (South), wasn't box renamed Paignton from 26/03/1988? Add BR(WR) OCS[-] 26/03/1988

Page 180 # GW 262-090 Paignton amend frame details panel to read KBS OCS[+] from opening date of box

Page 180 # GW 262-110 Churston add 3rd entry for box reopened and frame details Westinghouse Style L PF(L) circa June 1979 and closed 25/12/1991

Page 180 # GW 2620120 Steam Ferry Crossing GF opening date is wrong (you will have to make your own enquiries about the buildings, I think there has been a flit into new building at some stage), original opening date 07/03/1987 and frame details Dart Valley Railway (DVR) IFS[+], add DVR OCS[+] 21/03/1988 (replacing IFS[+]), add DVR IFS[+] 02/04/1992, add DVR NX(DB)[+] 26/03/1994 (replaces 1988 and 1992 items, I think the flit to the new building took place now), add add DVR NX(DB)[+] 14/03/2010 (replaces 1994 panel)

Page 187 # GW 270-020 Totnes add to 2nd entry frame details BR(WR) Frame / IFS[-] Hybrid 07/07/1984

Page 187 # GW 270-050 Brent add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 16/01/1986

Page 187 # GW 270-240 Plymouth Panel (correct name Plymouth) amend frame details to read Henry Williams Integra Domino NX(TP)[+] as per date of box, add another panel (same type) 12/11/1973 (extension to LH end of 1960 panel), add BR(WR) NX(TP)[+] Spring 1979 until 02/06/1979 (Laira Temporary Panel), add Henry Williams Integra Domino NX(TP)[+] 26/04/1988 (extension to RH end of 1960 panel)

Page 188 # GW 290-080 St Budeaux (East) add to frame details BR(WR) (GWR) KCI IFS[-] 27/10/1968 abolished 06/09/1970

Page 188 # GW 290-170 St Germans (Panel) (correct name St Germans) amend panel details to read BR(WR) IFS[-] same date as box

Page 189 # GW 300-170 Lostwithiel add to 2nd entry BR(WR) (GWR) KCI IFS[-] 24/06/1956, amend panel entry to read Westinghouse M4 NX(PP)[+] and date should be 16/12/1991, add Generic Switch ERS[-] 16/12/1991

Page 189 # GW 300-200 Par add BR(WR) (GWR) KCI IFS[-] 24/06/1956, amend panel entry to read KBA OCS[+] 06/10/1986

Page 189 # GW 330-030 St Austell add to frame entry BR(WR) (GWR) KCI IFS[-] 13/11/1949 until May 1968

Page 189 # GW 330-100 Burngullow (West) add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 22/03/1980

Page 189 # GW 330-210 Truro (East) add to 3rd entry BR(WR) (GWR) KCI IFS[-] 11/12/1977 until 09/08/1998

Page 189 # GW 330-230 Penwithers Jcn add to frame details BR(WR) (GWR) KCI IFS[-] 10/03/1957

Page 189 # GW 330-260 Chacewater add to 2nd entry BR(WR) (GWR) KCI IFS[-] 10/03/1957

Page 190 # GW 350-050 Drump Lane add to frame details BR(WR) (GWR) KCI IFS[-] 11/12/1955 abolished 27/08/1964, add BR(WR) (GWR) KCI IFS[-] 26/10/1966 abolished 14/02/1968

Page 190 # GW 350-100 Carn Brea Yard add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 18/10/1953 abolished 30/08/1967

Page 190 # GW 350-140 Roskear Jcn add to frame details BR(WR) (GWR) KCI IFS[-] 21/01/1968 abolished 12/12/1983, add Generic Switch IFS[-] 12/12/1983 (replacing frame)

Page 197 # – Section G1 – GW 370-070 Kemble closure date 27.07.1968

Page 198 # GW 370-310 Gloucester Panel (correct name Gloucester) amend frame details to Henry Williams Integra Domino NX(TP)[+], add BR(WR) NX(TP)[+] circa June 1975 abolished 01/12/1975 (Gloucester Temporary Panel) (ICW Gloucester New Station resignalling)

Page 198 # GW 380-020 Over Sidings add to frame details BR(WR) (GWR) KCI IFS[-] 25/07/1954 add note 'Frame: down IBS, abolished 28.05.1969'

Page 198 # GW 380-030 Oakle Street add closure date 25/07/1954

Page 198 # GW 380-060 Grange Court add to frame details BR(WR) (GWR) KCI IFS[-] 25/07/1954 abolished 27/10/1963, add BR(WR) (GWR) KCI IFS[-] 24/03/1957 add note 'Frame: down IBS, abolished 24.06.1964'

Page 199 # Section G4 – GW 383-100 Rotherwas Junction #1 add opening date 'by 1884'

Page 199 # GW 390-020 Bullo Pill East add to frame details BR(WR) (GWR) KCI IFS[-] 24/03/1957 abolished 24/06/1964

Page 199 # GW 390-060 Lydney Jcn add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] circa April 1958 abolished 19/02/1969

Page 199 # GW 390-070 Lydney West 2nd entry closure date, still open. Renamed Lydney Crossing Ground Frame 03/03/1969. Add to frame details Generic Switch ERS[-] 03/03/1969, add Generic Switch IFS[-] 30/12/1973

Page 207 # GW 470-110 Severn Tunnel Jcn Down Hump amend frame details panel to read Westinghouse IFS(Y2)[+] same date as box, amend closure date to 15/12/1982

Page 207 # GW 470-130 Severn Tunnel Jcn Up Hump amend opening date to read 05/11/1939, amend frame details panel to read Westinghouse IFS(Y2)[+] same date as box

Page 207 # GW 470-150 Magor amend frame details last entry to read Henry Williams Integra Domino NX(TP)[+]

Page 207 # GW 470-180 Bishton (West) add to frame details ERS[-] 16/04/1961 and renamed Bishton Crossing Ground Frame same date

Page 207 # GW 270-220 East Usk, wasn't correct name East Usk Jcn? Add to frame details Henry Williams Integra Domino NX(TP)[+] same date as box abolished 09/12/1962 (correct date in Note H14)

Page 208 # GW 470-240 Maindee Main (Panel) (correct name Maindee Main) amend frame details to Henry Williams Integra Domino NX(TP)[+]

Page 208 # GW 470-280 Newport (Panel) (correct name Newport) add frame details Henry Williams Integra Domino NX(TP)[+] (Main Panel), add another panel (same type) 01/12/1968 (Severn Tunnel Jcn Panel)

Page 208 # GW 470-330 Gaer (Panel) (correct name Gaer Jcn) amend frame details to Henry Williams Integra Domino NX(TP)[+]

Page 209 # GW 530-160 Cardiff (Panel) (correct name Cardiff) amend frame details to Henry Williams Integra Domino NX(TP)[+]

Page 209 # GW 530-185 South Wales SC (correct name South Wales CC) add frame details - Invensys Rail (Westinghouse) WestCAD WS and TEW SM40 ERS[-] (Severn Tunnel WS), Invensys Rail (Westinghouse) WestCAD WS and TEW SM40 ERS[-] (East Usk WS) (both WS from opening of box)

Page 209 # GW 530-230 Miskin Crossing add to frame details ERS[-] 23/04/1966 and renamed Miskin Crossing Ground Frame

Page 209 # GW 530-250 St Fagans Station add to 2nd entry frame details ERS[-] 23/04/1966 and renamed St Fagans Ground Frame same date

- Page 210 # GW 550-020 Llantrisant West add to frame details ERS[-] 23/04/1966 when renamed Llantrisant West Ground Frame
- Page 210 # GW 550-080 Pencoed East, was renamed Pencoed Crossing GF when reduced to GB not noted, closure date 31/03/2007. Add to frame details Generic Switch IFS[-] 17/10/1976 (replacing frame)
- Page 210 # GW 550-220 Pyle West amend frame details panel to read Henry Williams Integra Domino NX(TP)[+]
- Page 211 # 580-150 Port Talbot (Panel) (correct name Port Talbot) amend frame details and Note H55 to read Henry Williams Integra Domino NX(TP)[+] (Main Panel) same date as box, add another panel (same type) 25/02/1973 (West Panel) and note that this is an extension to the 1963 panel, add another panel (same type) 10/09/1973 (Swansea Panel). Add a new box entry named Port Talbot SC opening 13/04/2007 and closing 20/05/2007 (temporary box), add frame details Westinghouse WestCAD WS and TEW SM48 ERS[-], then this WS and ERS[-] needs to be added to the main Port Talbot entry as they were transferred to the main box when the temporary box closed.
- Page 212 # GW 630-110 Llandilo Jcn (east) add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 26/11/1966
- Page 213 # GW 630-160 Llanelli East add to frame details BR(WR) (GWR) KCI IFS[-] 03/02/1969 abolished 10/12/1973
- Page 213 # GW 630-170 Llanelli West closure date, still open. Add to frame details IFS[-] (no date but after 10/12/1973 and before 01/01/1987) abolished 02/05/1994, add Generic Switch IFS[-] (no date but after 10/12/1973 and before 01/01/1987), add Generic Switch IFS[-] 06/03/1983
- Page 213 # GW 660-070 Kidwelly (West) amend frame details panel to read BR(WR) Llanelli NX(TP)[+]
- Page 213 # GW 660-150 Carmarthen Jcn add to frame details BR(WR) (unconfirmed) IFS[-] (unconfirmed) 26/03/1979 abolished 16/02/1985, amend panel entry to read KBA OCS[+] and date should be 16/02/1985
- Page 214 # GW 660-220 Whitland add to frame details BR(WR) IFS[-] 18/12/1978
- Page 214 # GW 660-260 Clarboston Road amend frame details first panel to read BR(WR) NX(TP)[+], amend second panel to read KBA OCS[+] (replaces first)
- Page 218 # GW 510-190 Halls Road Jcn add to frame details BR(WR) (GWR) KCI IFS[-] 31/08/1958 abolished 26/04/1964, add IFS[-] 31/08/1958 abolished 21/12/1967
- Page 219 # GW 510-180 Aberbeeg Jcn add to 2nd entry BR(WR) (GWR) KCI IFS[-] 08/12/1967 until 09/06/1970, add BR(WR) (GWR) KCI IFS[-] (three) 06/07/1968 abolished 26/04/1975 / 03/05/1975 / 27/07/1981
- Page 220 # GW 510-300 Crumlin Low Level South add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] (two) 28/12/1952 abolished April 1961 and with box
- Page 220 # GW 510-420 Lime Kiln Siding add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] (five) 12/10/1968 abolished 1979 / December 1979 / 29/09/1980 / June 1981 and 14/12/1997
- Page 220 # GW 510-500 Rogerstone North add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 21/12/1968
- Page 221 # GW 510-550 Park Jcn add to 2nd entry frame details BR(WR) IFS[-] 28/10/1979 abolished 31/10/1981, amend panel entry to read TEW SM48 NX(PP)[+] 30/11/2007
- Page 221 # GW 513-030 Ebbw Vale Sidings South add to frame details BR(WR) (GWR) KCI IFS[-] 21/12/1964 abolished 06/07/1968
- Page 222 # GW 513/030 Rock Vein Sidings (North) add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 23/05/1954 abolished 22/08/1967
- Page 222 # GW 524-010 Waterloo Loop add to 3rd entry frame details IFS 02/12/1973
- Page 224 # GW 520-010 Rogerstone Middle add to frame details BR(WR) (GWR) KCI IFS[-] 15/11/1970
- Page 224 # GW 520-020 Hump Yard GF add frame details BPRSCo IFS(Y2)[+] note J55 '*** + panel' to read 'also Descubes patent marshalling yard system; equipment supplied by British Power Railway Signalling Co.'
- Page 227 # TV 001-160 Abercynon amend 1st entry 1st panel to read BR(WR) IFS[-] 12/09/1977, amend 2nd panel to read GEC-GS NX(PP)[+] 09/10/1989, amend 3rd panel to read TEW SM48 NX(PP)[+] (replaces 1989 panel). Amend 2nd entry opening date to 30/05/2008 (closure date of 1st box is 24/05/2008) and amend frame entry to read Westinghouse WestCAD WS and TEW SM48 ERS[-], add BR(WR) IFS[-] (second hand from old box), both WS/ ERS/ IFS same date as box

Page 229 # TV 040-160 Radyr Jcn amend 2nd entry frame entry panel to read TEW SM48 NX(PP)[+] and date is 27/01/1997, add Westinghouse M4 NX(PP)[+] 11/05/1998 (replaces 1997 panel)

Page 235 # TV 030-440 Gyfeillon Upper add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 13/06/1970

Page 241 # GW 530-170 Llynfi Jcn add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 12/03/1967 abolished 08/05/1971

Page 242 # GW 245-110 Blaengarw add to frame details GWR KCI IFS[-] by 1947

Page 249 # GW 640-210 Morlais Jcn (South) add to frame details BR(WR) (GWR) KCI IFS[-] 19/11/1966 abolished 24/08/1971

Page 250 # GW 661-020 Carmarthen Station closure date is wrong, should be 06/11/05/1972 (work postponed from 22/04/1972), add to frame details BR(WR) (GWR) KCI IFS[-] 15/12/1968

Page 265 # BY 020-020 Cogan Sidings add to frame details BR(WR) (GWR) KCI IFS[-] June 1956 - September 1957, abolished 29/12/1963

Page 266 # BY 050-050 Aberthaw (East) add to frame details BR(WR) IFS[-] 22/10/1978, add TEW SM48 NX(PP)[+] 09/05/2005

Page 266 # BY 050-140 Cowbridge Road amend frame details to Generic Switch IFS[-], add Generic Switch IFS[-] 29/09/1979, add to BR(WR) (GWR) KCI IFS[-] 29/09/1979

Page 267 # RR 020-050 Aber Jcn add to 3rd entry frame details BR(WR) (GWR) KCI IFS[-] (two) 11/11/1973 (abolished 25/04/1982 and with box), add BR(WR) IFS[-] 11/11/1973

Page 268 # RR 030-030 Cherry Orchard add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] circa September 1955

Page 268 # RR 030-070 Heath Jcn amend 2nd entry frame details to read KBA OCS[+], add KBA OCS[+] 04/05/1987 (replaces original panel)

Page 276 # PT 030-040 Margam Hump Yard (correct name is Margam Hump Control Tower) add opening date 06/03/1960 and closed 01/11/1987, amend frame details to read Henry Williams Integra Domino NX(TP)[+] / IFS(Y3)[+] Hybrid same dates

Page 276 # PT 030-120 Copper Works Jcn add to 2nd entry frame details GWR KCI IFS[-] by circa 1940

Page 283 # GW 730-090 Aynho Jcn add to frame details ERS[-] 14/09/1968, amend closure date to 05/04/1992 (work was postponed from 09/03/1992)

Page 283 # GW 730-120 Banbury South amend 3rd entry frame details panel to read GEC-Alstom (GEC-GS) NX(PP)[+], add TEW SM48 NX(PP)[+] 06/05/2002 (replaces 1992 panel)

Page 283 # GW 730-150 Hump Yard GF [Banbury] opening date is wrong should be 27/07/1931, amend frame details panel to read BPRSCo EP IFS(Y2)[+] note R4 'also Descube panel of 21 buttons' to read 'also Descubes patent marshalling yard system; equipment supplied by British Power Railway Signalling Co.' amend closure date 15.08.1971, amend frame date to 'Yes'

Page 283 # GW 730-210 Fenny Compton add to 4th entry frame details BR(WR) IFS[-] 22/08/1983 abolished 07/10/2000

Page 284 # GW 730-320 Leamington Panel (correct name Leamington Spa) amend frame details panel to read Westinghouse M5 NX(PP)[+] from opening of box, add Westinghouse WestCAD WS and TEW SM48 ERS[-] 08/03/2004 (replaces panel)

Page 284 # GW 730-460 Hatton North add to frame details BR(WR) (GWR) KCI IFS[-] (two) 13/10/1957 abolished 09/06/1968 and with box

Page 284 # GW 730-530 Bentley Heath Crossing add to 2nd entry frame detail Generic Switch IFS[-] circa 2002 replacing frame (Note R17 is wrong with date of frame removal)

Page 285 # GW 350-550 Solihull add to 3rd entry frame details BR(WR) (GWR) KCI IFS[-] 26/04/1959 abolished 10/11/1963

Page 285 # GW 730-410 Budbrooke add to frame details BR(WR) (GWR) KCI IFS[-] 24/09/1961 abolished 03/08/1969

Page 286 # GW 733-040 Bearley West Jcn add to frame details NRS NX(PP)[+] 06/04/1998

Page 287 # GW 750-010 Birmingham South 3rd entry power frame does not date from the opening of the box which is shown as August 1903, date is 13/04/1913

Page 287 # GW 750-020 Birmingham Panel (correct name Birmingham), closure date is wrong should be 17/09/1972, amend frame details panel to read Henry Williams Integra Domino NX(TP)[+]

Page 289 # Section R7 - GW 751-010 Smethwick Junction add note 'renamed Smethwick West w.e.f. 17.10.1956

Page 289 # GW 751-160 Lye add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 13/12/1953 abolished 18/10/1964

Page 289 # - Section R7 – GW 751-170 Timmis Siding #2 amend closure date to 13.12.1953. Also delete existing note and add new note – “opened only by Lye Head Shunter for trains calling, by 1905, possibly earlier. Not shown in WTT box lists until c1936. Frame in 2nd box not traced. May have been second hand. Or second box not actually constructed.”

Page 290 # GW 780-020 Stourbridge Jcn Middle, wasn't this renamed Stourbridge Jcn (29/07/1978)? Amend Note R66 and add to frame details BR(LMR) Frame / IFS[+] Hybrid 31/07/1978, amend existing panel entry to read Westinghouse M4 NX(PP)[+] (replaces existing frame and panel)

Page 293 # GW 800-080 Madeley Jcn add to 2nd entry frame details Generic Switch ERS[-] (date not known) abolished 23/10/2006, amend panel entry to read Westinghouse WestCAD WS and TEW SM48 ROC 16/12/2002 (additional to frame), add TEW SM48 ROC 23/10/2006 (replaces 2002 ROC)

Page 294 # GW 804-440 Lightmoor Jcn add to frame details BR(WR) (GWR) KCI IFS[-] circa June 1955 abolished 15/03/1964

Page 296 # GW 690-120 Moreton in Marsh add to 2nd entry Generic Switch IFS[-] 23/03/1977, add Generic Switch IFS[-] 25/07/1978

Page 296 # GW 690-040 Ascott under Wychwood add to frame details Generic Switch IFS[-] 25/11/1973

Page 296 # GW 690-200 Honeybourne Station South add to frame details BR(WR) (GWR) KCI IFS[-] 26/02/1967 abolished 20/09/1971

Page 296 # GW 690-260 Evesham add note 'Frame: Levers 1 to 30 removed, frame now just 42 levers (41 to 72)' also add to frame details BR(WR) IFS[-] 21/01/1979 plus note 'Frame: BR(WR) IFS provided 21st January 1979 to control Littleton & Badsey Crossing. Levers, quadrants, locking and IFS removed, replaced by Henry Williams Integra Domino NX panel, commissioned 22 August 2011'

Page 297 # Section S1 – GW 690-320 Norton Junction #2 add 'S=20'

Page 297 # Section S1 – GW 710-030 Worcester Shrub Hill Station amend to be #3 of GW 710-020 with note 'renamed Worcester Shrub Hill Station w.e.f. c.1948'.

Page 299 # Section S6 – GW 712-120 Malvern Wells #1 add opening date 'by 1866' frame details type 'GW La', levers 16

Page 299 # Section S6 – GW 712-160 Ledbury North End add note 'Box: nameplate ordered 15th May 1900 in name of Ledbury Tunnel Junction'

Page 300 # GW 720-060 Hartlebury Station amend frame details panel to read BR(LMR) IFS[+] and correct date is 07/11/1982

Page 300 # GW 720-100 Churchill & Blakedown amend 2nd entry frame details panel to read BR(LMR) IFS[+]

Page 301 # GW 822-085 Buildwas add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] circa June 1955

Page 305 # GW820-170 Long Lane Crossing add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] 12/12/1965 abolished 29/06/1986, add Generic Switch IFS[-] 12/12/1965

Page 305 # GW 820-200 Onibury add to 2nd amend frame details panel to Generic Switch IFS[-]

Page 306 # GW 820-280 Woofferton Jcn add to frame details BR(WR) (GWR) KCI IFS[-] (two) 30/03/1958 abolished 22/01/1961 and 24/02/1991

Page 306 # - Section T1 – GW 820-290 Berrington & Eye closure date is 30.03.1958

Page 306 # GW 820-300 Kington Jcn add to frame details BR(WR) (GWR) KCI IFS[-] 30/03/1958

Page 306 # GW 820-360 Moreton on Lugg add to frame details BR(WR) (GWR) KCI IFS[-] 29/06/1958 abolished 03/03/1991

Page 306 # GW 820-410 Ayleston Hill amend frame details panel to read KBA OCS[+] and date is 11/11/1984

Page 307 # Section T2 – GW 430-120 Abergavenny South renumber as GW 430-135

Page 307 # GW 430-130 Abergavenny Station add to frame details BR(WR) (GWR) KCI IFS[-] 14/11/1965 abolished 05/04/1971

Page 308 # GW 480-030 Llantarnam Jcn add to 2nd entry frame details ERS[-] (date sometime 04/03/1970 - 29/04/1973)

Page 308 # GW 480-120 Maindee North opening date is wrong should be 20/08/1961, amend frame details panel to read Henry Williams Integra Domino NX(TP)[+]

Page 311 # CM 001-060 Welshpool (North) add to 2nd entry frame details BR(WR) (GWR) KCI IFS[-] circa 1956 abolished 14/05/1961

Page 312 # CM 040-120 Machynlleth add to frame details BRR RETB WS 21/10/1988 (East WS), add BRR RETB WS 22/10/1988 (West WS)

Page 312 # CM 040-122 Machynlleth SC (correct name Machynlleth SCC) amend frame details to read Ansaldo STS RCC WS (two) (East WS and West WS) same date as box

Page 317 # GW 810-160 Crewe Jcn add to 2nd entry frame details First Engineering IFS[-] 28/03/1999

Page 318 # GW 840-090 Whittington (Low Level) add to frame details BR(WR) (GWR) KCI IFS[-] 06/10/1963 (date unconfirmed)

Page 318 # GW 840-110 Gobowen North add to frame details Generic Switch ERS[-] 05/06/1987, add BR(WR) (GWR) KCI IFS[-] 14/03/1992 abolished 28/03/1999

Page 318 # GW 860-020 Croes Newydd North Fork add to 2rd entry frame detail Generic Switch ERS[-] 05/02/1984 abolished 19/10/2009, add Unipart Rail (NRS) NX(PP)[+] 25/10/2009 (from temporary box replacing frame). Add 5th entry temporary box (Portakabin?) opening date 19/10/2009, closing date 25/10/2009, frame details Unipart Rail (NRS) NX(PP)[+]

Page 326 # GW 030-060 Viaduct Jcn add to 4th entry frame details IFS[-] By 1937, abolished October 1966

Page 327 # GW 132-100 Crown Brickyard Crossing add to 3rd entry aframe details BR(WR) (GWR) KCI IFS[-] (two) 04/05/1971 abolished April 1979 and 11-17/08/1979, add BR(WR) (GWR) KCI IFS[-] 11-17/08/1979 abolished 04/10/1987

Volume 1 additional corrections 21st November 2015:

Page 158 # - Section B1 - GW 110-250 - Swindon - new Kemble interlocking commissioned 28.07.1968

Page 162 # - Section B3 - GW 120-010 - Brinkworth GF - ground frame abolished on 30.06.1963

Page 165 # - Section B7 - GW 180-160 - Crookwood - amend type to 23(U) and add note 'second hand'

Page 264 # - Section P8 - BY 001-020 - Trehafod South - (2) amend to 36 levers

Page 265 # - Section P11 - BY 020-030 - Dinas Powis - closed 00.08.1955 replaced by IBS

Page 266 # - Section P13 - BY 050-140 - Cowbridge Road - add note: 'IFS[-] from opening in 1965 with further switches being added with Fords Siding on 09.09.1979'

Page 299 # - Section S6 - GW 712-080 - Gas Works Siding [Malvern] - delete note S24

Page 299 # - Section S6 - GW 712-170 - Ledbury Station - (2) amend frame details - move data for second frame to first frame and add second frame details as 'VT3' 41 levers

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 Sdodings 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 3 additional corrections 3rd August 2015:

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 Page 32 # – Index – CL 084-021 – Aintree Station – amend grid reference to SJ364977
 Page 33 # – Index – CL 067-011 – Allerton Branch Sidings – add grid reference SJ412848
 Page 33 # – Index – GC 230-021 – Anston Down Siding Gf – add grid reference SK517841
 Page 33 # – Index – MG 021-070 – Antingham Road Jcn – amend grid reference to TG 278 304
 Page 33 # – Index – NW 590-2xx – Allerton Junction Lnw – amend grid reference to SJ412848
 Page 34 # – Index – GC 370-221 – Ashburys West Junction – amend grid reference to SJ868972
 Page 35 # – Index – CL 002-191 – Baguley East – add grid reference SJ814890
 Page 35 # – Index – CL 002-201 – Baguley Sidings – add grid reference SJ800891
 Page 35 # – Index – CL 002-213 – Baguley Lc – add grid reference SJ789892
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 Page 35 # – Index – MG 030-045 – Attlebridge – add grid reference TG129175
 Page 37 # – Index – CL 050-051 – Barton Road – add grid reference SJ788952
 Page 37 # – Index – CL 084-101 – Barton & Hillhouse – add grid reference SD331082
 Page 38 # – Index – MR 800-030 – Beighton Jcn – amend grid reference to SK 448 834
 Page 39 # – Index – CL 060-121 – Bewsey – amend grid reference to SJ 601 885

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Page 39 # – Index – CL 084-152 – Birkdale North – add grid reference SD322164
Page 39 # – Index – GC 121-010 – Bilsthorpe Colliery Junction Gc – add grid reference SK601610
Page 39 # – Index – GE 001-100 – Bethnal Green East Junction – amend grid reference to TQ 347 824
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Page 40 # – Index – NW 181-xxx – Blaby Junction [LNWR] – amend grid reference to SP 537 971
Page 41 # – Index – GN 126-005 – Bourne Junction Gn – add grid reference TF099199
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 Page 119 # – Index – CL 030-011 – West Cheshire Water Board Gf – add grid reference SJ505704
 Page 119 # – Index – MG 004-070 – Welland Bank Junction – add grid reference TF246220
 Page 120 # – Index – MG 004-095 – Weston Gb – add grid reference TF282228
 Page 120 # – Index – MG 020-055 – West Runton Station – add grid reference
 Page 121 # – Index – CL 060-131 – Whitecross Junction – amend grid reference to SJ 596 889
 Page 121 # – Index – CL 060-161 – Widnes East Junction – amend grid reference to SJ 541 879
 Page 121 # – Index – CL 060-164 – Widnes East Junction Temporary Bp – add grid reference
 Page 121 # – Index – CL 060-171 – Widnes Junction – add grid reference SJ532876
 Page 121 # – Index – CL 060-171 – Widnes Junction – amend grid reference to SJ 532 876
 Page 121 # – Index – CL 063-061 – Widnes Central – amend grid reference to SJ508850
 Page 121 # – Index – GC 523-011 – Widnes South Junction – add grid reference SJ537871
 Page 121 # – Index – GC 523-051 – Widnes West – amend grid reference to SJ519851
 Page 122 # – Index – CL 011-021 – Wincham Lane – add grid reference SJ671751
 Page 122 # – Index – CL 061-011 – Winwick Road – add grid reference SJ606894
 Page 122 # – Index – MG 001-220 – Wingland – add grid reference TF491206
 Page 124 # – Index – CL 002-011 – Woodley West – add grid reference SJ927923
 Page 125 # – Index – GC 330-050 – Worsboro' Dale Crossing – amend grid reference to SE 361 036
 Page 126 # – Index – CL 010-062 – Yard Gf – add grid reference SJ752783
 Page 138 # - Section 11 – GN276 is from Misterton not Walkeringham
 Page.145 # GN 001-022 Kings Cross closure date is 26/09/1971. Frame date is as per box date. Add IFS[-] 22/01/1968 - two acceptance switches additional to frame for Up Fast / Slow lines.
 Page .145 # GN 001-023 Kings Cross delete OCS[-] and replace with IFS[-]. NX(PP)[+] date is 04/07/1976 not 13/03/1977. Note A3 doesn't make sense as if the IFS[-] was in a portakabin until 08/08/1976 then how could the PSB building be opened on 26/09/1971 as stated as there was no other item of operational signalling equipment to be housed in any building until the NX was commissioned in July 1976? IFS[-] needs to be noted as decommissioned 03/04/1977 as currently looks as if it is still in use.
 Page 145 # GN 001-080 Caledonian Up box was officially renamed plain Holloway at some stage, not mentioned (with panel?)
 Page 146 # GN 001-140 Finsbury Park No.4 add IFS (type / design not known) from 03/06/1973
 Page 146 # GN 001-156 Finsbury Park note that both IFS[-] listed were abolished 17/05/1976 before box closed
 Page 147 # GN 001-245 Ferme Park Reception Sidings Control Cabin delete closure date, it is still officially open
 Page 147 # GN 001-285 Amend name to Hornsey (official name given in opening notice). Panel was decommissioned 02/02/2000 although box not officially closed.
 Page 147 # GN 001-300 Wood Green No.4 delete IFS[-] and add NX(PP)[+] GEC-GS from 07/09/1974 until closure and also note box renamed Wood Green from the 1974 date
 Page 147 # GN 001-320 Wood Green No.2 add IFS[-] BR(ER) from 18/02/1973 (postponed from 28/01/1973) until 07/09/1974
 Page 148 # GN 030-110 New Barnet North amend IFS[-] date to 14/06/1970 (postponed from 31/05/1970) and note box renamed New Barnet from this date. Note A24 is wrong as there was no further panel from 1976, the existing panel became an LCP from this date (box closure date)
 Page 148 # GN 130-120 Greenwood add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Ganwick Up Main auto stop signal U12 24/01/1932
 Page 148 # GN 030-160 Potters Bar 3rd entry add LNER PF(L) or PF(S) (which one unknown) two levers / slides ERS[-] for Hawkshead Up Fast auto stop signal and Hawkshead Up Slow auto stop signal, both abolished August 1942; add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Ganwick Down Main auto stop signal D11 24/01/1932 abolished with box
 Page 148 # GN 030-240 Hatfield No.2 was renamed Hatfield at some date by 20/05/1973 (at that date?)

Page 149 # GN 030-050 Stevenage North add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Wymondley Up Fast auto stop signal 26/02/1928

Page 149 # GN 030-370 Hitchin South 3rd entry add LNER PF(S) single slide ERS[-] for Wymondley Down Fast auto stop signal 26/02/1928 (note abolished before box closed on 20/01/1974)

Page 149 # GN 030-390 Hitchin North add IFS[-] from 09/11/1974 to 10/02/1975 make unknown for 225, 226 and 227 signals

Page 150 # GN 040-080 Sandy South note that the lever frame was not abolished until 26/11/1977 (panel only controlled Up line signalling until this date)

Page 150 # GN 040-110 Tempsford add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Barford Up Main auto stop signal U50 11/12/1927

Page 150 # GN 040-130 St Neots South - wasn't this renamed plain St Neots at some stage, not noted? Add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Barford Down Fast auto stop signal DF49 11/12/1927 (abolished with frame)

Page 151 # GN 040-270 Holme 3rd entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Stilton Fen Up Main auto stop signal U72 07/06/1925 (note abolished before panel replacement, on 08/04/1973)

Page 151 # GN 040-290 Yaxley 2nd entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Stilton Fen Down Main auto stop signal D71 07/06/1925, abolished with frame. Note A47 is wrong, the panel was not moved as an LCP, it was moved with Yaxley remaining a SB. It did not become an LCP until closure of the box on 29/04/1973. A 3rd box entry is required for Yaxley to show the RR used as a SB after the removal of the panel from the box until 29/04/1973

Page 152 # GN 040-335 Peterborough Panel correct name is Peterborough PSB. Add note that both IFS[+] are Level Crossing Panel

Page 153 # GN 120-080 Essendine North add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Monkswood Up Main auto stop signal U91 15/06/1930

Page 153 # GN 120-100 Little Bytham 3rd entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Couthorpe Up Main auto stop signal U95 02/01/1927 (abolished before box closed, on 12/04/1975); add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Monkswood Down Main auto stop signal D90 15/06/1930 (also abolished 12/04/1975)

Page 154 # GN 120-170 Stoke delete IFS[-] (this is the GSP which should not be included here) and delete the 06/07/1975 NX panel (this is the original panel reused as LCP after closure of the box). Move Note 64 to the remaining panel entry

Page 154 # GN 130-020 Great Ponton add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Saltersford Up Main auto stop signal 03/04/1932

Page 154 # GN 130-040 Grantham South add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Saltersford Down Main auto stop signal 03/04/1932 and abolished 12/12/1943

Page 154 # GN 130-050 Grantham Yard note this box was renamed Grantham 20/02/1972. Panel is IFS[-] not IFS[+] and maker is ML Engineering (add note), reused as LCP in RR after closure of box

Page 155 # GN 130-095 Peascliffe Temporary delete entry, no such box (this is the date of commissioning of Grantham Emergency Crossover GSP used for SLW during Peascliffe Tunnel works but no block post was created here, just standard SLW within TCB)

Page 155 # GN 130-170 Claypole amend date of last NX panel to 17/08/1997. The Register shows boxes closed at the date reduced to GB but this has not been done here (shown still open) so it should be shown closed 03/02/1980 with a note reduced to GB from this date.

Page 155 # GN 130-200 Barnby delete the 1997 IFS[+] shown, no such panel (the 1977 panel is retained for emergency use)

Page 156 # GN 130-220 Newark South box was renamed Newark at some stage not noted (10/07/1977?)

Page 156 # Section A1 - GN 130-270 Muskham #2 amend closure date to 02.03.1930

Page 156 # GN 130-280 Bathley Lane Note A81 is wrong, should say to NBP 03/02/1980. Note A82 is wrong, panel is reused as LCP but it is not in the RR, it is in its original position in the box

Page 156 # GN 130-310 Crow Park add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Weston Bank Up Main auto stop signal U129 29/06/1924

Page 156 # - Section A1 – GN 130-320 amend Weston Park to Weston Bank

Page 156 # GN 130-330 Egmanton 2nd entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Weston Bank Down Main auto stop signal D128 29/06/1924

- Page 156 # Section A1 - GN 130-360 Tuxford renamed Tuxford North w.e.f. 01.07.1930
- Page 157 # GN 130-400 Grove Road closure date is wrong, nothing relevant happened in 1978 (is this is typo for 22/08/1976?) Note A88 is also wrong, the reduction to GB was 22/08/1976. Note A89 is wrong panel is used as LCP but not relocated to RR, is still in box
- Page 157 # GN 130-430 Retford note that panel was reused in RR as LCP
- Page 157 # GN 270-070 Bawtry 3rd entry add PF(L) / PF(S) (which one unknown) ERS[-] single lever / slide for Pipers Wood Up Main auto stop signal U150 22/02/1925
- Page 158 # GN 270-090 Rossington add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Pipers Wood Down Main auto stop signal D149 22/02/1925 (abolished before box, on 19/10/1975)
- Page 158 # - Section A1 – GN 270-175 delete Railref code and box name, add #1 to entry above and add #2 for remainder, amend closure date of #2 to 09.09.1979 and delete note A101
- Page 158 # GN 270-250 Doncaster South note shows STC when this should be a numbered appended note. Closure date should be 07/07/1979 (to match the actual, as opposed to published, opening date for Doncaster PSB which is shown as 07/07/1979)
- Page 159 # GN 270-285 Doncaster North opening date and panel date of 08/01/1949 cannot be right. Doncaster North opened in one stage as shown by signalling notice RR455 dated 31/08/1948 and Doncaster A, Doncaster B, Marshgate Jcn and Frenchgate Jcn boxes all closed at the same time. The SRS Register shows all these boxes closing on 20/02/1949 and I had a date in the BPSR for Doncaster North opening as late February 1949, so I would agree with these dates. This means that the opening / panel date for Doncaster North box must match so should be 20/02/1949. The note showing STC should be changed to a numbered, appended note. Closure date should be 07/07/1979 (to match the actual, as opposed to published, opening date for Doncaster PSB which is shown as 07/07/1979)
- Page 159 # GN 270-340 Shaffholme Jcn add ERS[-] Feb 1958 until 14/11/1971, BR(ER) (LNER) type. The 22/03/1970 ERS[-] currently shown should be shown abolished 14/11/1971 (by note?) and the current note A112 which is duplicated against this entry needs removing (not relevant here). Current note A112 against the 1971 IFS[-] entry is not correct in that the panel was not NX by closure, it remained IFS[-] throughout. The NX panel here was an LCP which was commissioned on closure of the box (so not relevant for SRS Register purposes)
- Page 160 # GN 005-020 Kings Cross Freight Terminal correct name of box (per opening notice in WON) is Freight Terminal Ground Frame. Locking frame entry is wrong a panel (only) was here from the opening date shown until the closure date shown but I have yet to obtain details.
- Page 160 # GN 008-050 Finsbury Park No2 RO date is wong, should read 07/06/1974. Amend IFS[-] date to 07/06/1974.
- Page 162 # GN 010-110 Hertford North add IFS[-] BR(ER) 07/05/1973 until 22/06/1976 (for Bayford A and B GF releases)
- Page 171 # GN 090-030 St James Deeping add to 2nd Entry BR(ER) KL (no date)
- Page 171 # GN 090-095 Spalding No1 renamed Spalding not noted (22/07/1984?)
- Page 175 # GN 091-010 Twenty Feet Siding 1st entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Guyhirne Up Main auto stop signal U29 13/04/1930; 2nd entry add ERS[-] 31/03/1974 (for U29)
- Page 175 # GN 091-030 Murrow 2nd entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Guyhirne Up Main auto stop signal D30 13/04/1930; add same ERS to 3rd entry dating from opening of temporary box; add same ERS to 4th entry
- Page 176 # GN 092-070 Helpringham add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Up Main auto stop signal U60 1931
- Page 176 # GN 092-080 Sleaford South Jcn add to 1st entry LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Down Main auto stop signal D60; add to 2nd entry ERS[-] 30/12/1957 - 04/10/1982 (for D60); add Generic Switch ERS[-] 02/08/1981
- Page 177 # - Section B3 – GN 092-150 Blankney & Metheringham #2 opening and frame dates amend to 10.07.1928
- Page 180 # GN 100-220 West Holmes amend date of second IFS[-] to 07/04/2003. Amend note B66 to Panel (singular) and add extra note to second IFS[-] entry (singular) giving maker as TEW SM48 (this IFS[-] replaced the 1988 item)
- Page 182 # - Section 11 – GN276 is from Misterton not Walkeringham

- Page 183 # GN 275-070 Finningley note B100 seems to be superfluous in stating when the panel was in use, as this just repeats the information in the table and is not done with other entries. Should be shown as closed 09/09/1979 when reduced to GB.
- Page 183 # GE 083d-050 Whitemoor Up Hump Tower, is not the correct name Whitemoor Up Yard Control Tower? Opening date is 29/03/1929 same date as the panel (correctly shown). The panel can't have been in use before the building housing it was opened! Panel is IFS[+] / IFS(Y3)[+] Hybrid. Panel was replaced ca 1962 with a new IFS of same type, also Westinghouse made. Closure date is 20/10/1980 (from WON)
- Page 183 # GE 083d-060 Whitemoor Down Hump Tower, is not the correct name Whitemoor Down Yard Control Tower? Opening date is January 1933 as per panel (correctly shown) and closure date is 07/11/1972.
- Page 184 # GE 112-020 Thorpe Culvert Note B111 is wrong, IFS[+] date is 20/10/2002, not 12/10/2002 (all that happened on 12th was the LC gates were taken OOU, the panel was not provided until 20th, LNES 3002 WON refers). Panel is TEW SM48 as per note B112, which should be shown with this entry. An IFS[+] entry needs to be shown in the locking frame column with the third entry in the table.
- Page 185 # GN140-115 Aslockton GB. It seems to be contradictory to show SBs as closed in the Register at the date they are reduced to GB status yet have this location, which was only ever a GB, given an entry. It was never a BP so surely should not be included?
- Page 188 # GN 264-010 Ancaster add ERS[-] TEW SM48 03/10/2005
- Page 188 # GN 264-040 Rauceby add replacement TEW IFS[+] 05/12/2011 inserted in 1975 IFS[+] console shell
- Page 188 # GN 264-060 Sleaford East add to 2nd entry TEW SM48 IFS[-] 07/03/2011 replacing frame
- Page 195 # GN 310-040 Carcroft, isn't the correct name of this box Carcroft Station? It certainly was by the date of installation of the IFS[-], BR(ER) Signalling Notice 37A refers.
- Page 195 # GN 310-100 South Kirkby Jcn closure date should read 22/05/1971. Amend Note C3 to show panel make as Westinghouse M2
- Page 197 # GN 320-090 Lofthouse North 3rd entry add ERS[-] 15/11/1970
- Page 197 # GN 320-130 Ardsley Jcn add ERS[-] 26/06/1966 and ERS[-] 20/08/1967
- Page 197 # GN 320-140 Ardsley North closure date is wrong, should be 26/06/1966. Also add to 2nd entry LNER PF(S) ERS[-] single slide for Middleton Wood Up auto stop signal 28/11/1927
- Page 197 # GN 320-160 Beeston Jcn add ERS[-] 29/04/1967
- Page 198 # GN 314-040 Skellow, isn't the correct name Skellow Jcn? It certainly was by the date of the IFS[-] installation, BR(ER) Signalling Notice 4 refers
- Page 201 # Section C12 - GN 355-010 Quarry Gap opened c. 1875, closed 31.01.1965 add note'Frame: number 735' add 'E=39 00.11.1914'
- Page 202 # GN 360-070 Stanningley East add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Ducketts Crossing Up Main auto stop signal U5 22/07/1928
- Page 203 # GN 360-100 Laisterdyke East 2nd entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Ducketts Crossing Down Main auto stop signal (abolished 15/03/1964); add ERS[-] 15/03/1964
- Page 207 # GC 001-011 Marylebone IECC, the details of note D3 should be repeated in the text of notes D1 and D2, as both these entries are for the North WS too; the details of note D6 should be repeated in the text of notes D4 and D5 as both these entries are for the South WS too
- Page 208 # GC 002-170 Wendover add LNER PF(S) single slide ERS[-] for signal U3 December 1929 / January 1930
- Page 211 # GC 004-050 South Harrow add BR(LMR) IFS[-] 23/05/1983 (replacing frame) and closure date is 29/05/1990
- Page 216 # GC 110-060 Clipstone West Jcn box closure date - still open. Wasn't the box officially renamed Clipstone Jcn at some stage - not noted? Add BR(ER) NX(PP)[+] 12/07/1986 second hand from Concentration Sidings. Add TEW SM48 NX(PP)[+] 20/12/1997 (this is additional to 1986 panel)
- Page 217 # GC 110-110 Ollerton Colliery, IFS[-] was OOU from 03/02/2006 when box burnt down (perhaps note of destruction by fire of box should be made?)
- Page 217 # GC 110-120 Boughton Jcn closure date is 22/07/1984
- Page 217 # GC 110-140 name should be 'Tuxford' renamed Tuxford Central w.e.f. 01.07.1923

Page 218 # GC 130-062 Pasture Street amend NX panel date to 14/04/1985 (28/04/1985 was the second stage of the two part commissioning). Note E8 is incorrect and should be deleted, panel was not 'replaced', certain fascia plates were replaced due to resignalling with the equipment plate and the rest of the panel infrastructure retained (typical on NX panels and many panels have had this done to them). Closure date - box still open

Page 219 # GC 130-110 Stallingborough opening date is as per panel date

Page 219 # GC 130-130 Roxton Siding closure date - box is still open

Page 219 # GC 130-151 Brocklesby Jcn closure date - box is still open

Page 219 # GC 130-172 New Barnetby LC entry should be deleted, this has never been a BP it is just an in section crossing

Page 219 # GC 170-191 Wrawby Jcn closure date for entry 2 - box still open. Add Generic Switch ERS[-] 18/11/1984

Page 220 # GC 170-332 Gainsborough (West) add BR(ER) ERS[-] 18/06/1983

Page 221 # GC 170-360 West Burton closure date - box still open. Delete entry 1, there was no such previous West Burton box, the 1964 opening notice for West Burton box states that the box to be replaced is Sturton

Page 221 # GC 170-391 Clarborough Tunnel West – renumber to GC 370-394

Page 222 # GC 170-452 Mansfield Road Crossing entry should be deleted, this was never a BP. However, if you want to keep it in you need to add frame replaced by Westinghouse IFS[+] 13/06/1965 until closure 09/12/1973

Page 222 # GC 170-513 Trenkenwood LC should be Tranker Wood but it was certainly no more than an in section unsignalled crossing latterly and not suitable for inclusion

Page 226 # GC 154-010 Immingham East Jcn frame date is as per box date

Page 226 # GC 154-021 Immingham Marshalling Sidings frame date is as per box date

Page 226 # GC 154-022 Immingham Empty Sidings frame date is as per box date

Page 226 # GC 154-031 Immingham Reception Sidings NX(PP)[+] at the bottom of the listing (with note E70) replaced the 1967 NX panel on 18/09/1977, insert date and amend note E70

Page 226 # GC 154-032 Humber Road Jcn frame date is as per box date

Page 226 # GC 156-020 Immingham West Jcn, amend date of first IFS[-] to 09/04/1972. Amend date of last IFS[-] to an unconfirmed 05/06/2002. Closure date - box still open.

Page 228 # GC 180-150 Langworth closure date - box still open

Page 228 # GC 180-161 Reepham 2nd entry locking frame date should be deleted or at best shown unconfirmed (will be same date as box anyway). Extensive enquiries have yet to prove there was any panel here and handsignalling is suspected

Page 231 # GC 190-040 Appleby IFS[+] date is 24/02/2003 (16/02/2003 was just LC gates taken OOU and frame)

Page 231 # - why is Scunthorpe West Yard Hump Control Tower not listed when Whitemoor hump / Wath A & B etc boxes are?

Page 231 # GC 190-091 Gunhouse Jcn delete 1973 NX panel (this is the date the box closed and the 1972 panel was transferred to the RR as LCP)

Page 231 # GC 190-103 Keadby Bridge closure date, are we sure about this date as I thought it was unconfirmed (and I show it as such in the BPSR)?

Page 231 # GC 190-112 Keadby Canal Jcn opening date is unconfirmed 27/06/1926 with frame

Page 231 # GC 190-121 Keadby Power Works - below is a photo of the box from which the experts may be able to establish box type. This was a Westinghouse contract for signalling.

Page 234 # GC 270-131 Wath Central Station closure date is 18/07/1988

Page 235 # GC 270-141 Elsecar Jcn BP LP frame date is 25/11/1907. Amend 1951 IFS[-] date, all we have is a possible range from 05/07/1951 - 13/09/1951, showing the first date alone is not correct (or it may very well turn out not to be). Amend note to show renamed Broomhill Crossing 17/11/1985.

Page 235 # GC 270-223 Barnsley box closure date - box still open

Page 236 # GC 274-010 Moor Road Bridge opening date and frame date is 25/11/1907.

Page 236 # GC 274-021 Wath A Sidings opening date and frame date is 04/11/1907. Add same date BP LP IFS(Y1)[-], note F61 is not sufficient, there was a panel as well as the frame not just 'push buttons'. This IFS replaced by a new one in the same style at unknown date after 27/06/1935 (suspect mid 1930s)

Page 236 # GC 274-022 Wath B Sidings opening date and frame date is 19/09/1907. Add same date BP LP IFS(Y1)[-], note F61 is not sufficient, there was a panel as well as the frame not just 'push buttons'. This IFS replaced by a new one in the same style at unknown date after 27/06/1935 (suspect mid 1930s)

Page 236 # note on Table F8 amend reference to Broomhill Crossing to show renaming date as 17/11/1985

Page 238 # GC 310-011 Mexborough No3 was renamed Mexborough 26/07/1970, needs noting. 30/09/1979 IFS[-] is also BR(ER) and should repeat note F81 as frame still retained. Delete NX(KS)[-], this is an LCP after closure of box (and since discovered there is no such LCP anyway)

Page 238 # GC 310-053 Aldwarke Jcn delete 1980 NX panel, this is the 1965 panel retained as LCP after closure of box and not eligible for entry as such. Connected with the 1990 box entry (when reopened as block post) should be the same 1965 panel entry. Delete NX(KS)[-] entry, this is the LCP after closure of box and not eligible for an entry.

Page 240 # Table F15 Tinsley Yard, Tinsley Park, Tinsley Yard Main CT and Tinsley Secondary Yard CT boxes are all missing (Tinsley Yard and Tinsley Park were BPs and are shown in the index but do not actually exist in the table).

Page 240 # GC 340-020 Shepcote Lane, add temporary box details as a wooden non-standard box (looks like a Plywood Wonder), panel was unconfirmed IFS and dates are sometime after 01/05/1964 until before 07/12/1964

Page 241 # – Section F17 – GC 330-030 – Swaithe Main – add milepost mileage 7m51c

Page 243 # GC 360-011 Woodhouse East Jcn closure date needs stating still open. Wasn't box officially renamed Woodhouse Jcn at some stage, not noted? Add Generic Switch ERS[-] (unconfirmed date) 02/09/1982, add Generic Switch ERS[-] 25/09/1983

Page 244 # GC 360-112 Sheffield No3 opening date of third entry is wrong. Photographic evidence shows it opened 06/03/-29/05/1954 and the frame and IFS[-] are same date, all needs amending

Page 246 # - Section G3 – GC 370-020 Woodhead Tunnel No. 12 Manhole amend closure date to c. 00.00.1906 with note 'closure date was between 00.11.1904 and 00.05.1907'

Page 246 # GC 370-094 Mottram Yard Tower opening date should be 28/10/1935 (although was in use for trials from 21/03/1935 (not 31st). Having different dates for the box and frame date in this entry makes no sense as the box couldn't be doing anything without the panel in use.

Page 247 # GC 370-113 Newton Station frame date should be as per box

Page 247 # GC 370-115 Hyde Jcn is box date really 1903 when frame wasn't BIU until 1905? Frame date should be 28/05/1905 and box date to match?

Page 247 # GC 370-121 Dewsnap Sidings amend frame date to same as box

Page 247 # GC 370-133 Guide Bridge East amend box and frame date to 'By 25/01/1907' (inspection date)

Page 247 # GC 370-141 Ashton Jcn amend 2nd box and frame date to 'By 25/01/1907' (inspection date). NX panel date is 09/12/1984

Page 247 # GC 370-151 Stockport Jcn amend 2nd box and frame date to 'By 25/01/1907' (inspection date)

Page 247 # GC 370-161 Audenshaw Jcn amend 2nd box and frame date to 'By 25/01/1907' (inspection date)

Page 247 # GC 370-171 Fairfield Jcn amend 2nd box and frame date to 'By 25/01/1907' (inspection date)

Page 247 # GC 370-181 Gorton Jcn amend 2nd box and frame date to 'By 25/01/1907' (inspection date)

Page 247 # GC 370-201 Priory Jcn amend 2nd box and frame date to September 1906

Page 248 # GC 370-211 Ashburys East Jcn amend opening and frame date of 2nd box to 'By 13/11/1905' (date of BoT inspection of BIU of additional connections). Note G51 'Frame' note is wrong, frame was not abolished until 06/05/1984. Box renamed Ashburys on this date (add note). Amend closure date to 18/09/2011.

Page 248 # GC 370-221 Ashburys West Jcn, opening date and frame date should read 30/07/1905

Page 248 # GC 370-236 Ardwick No1 frame date should be same as box date

Page 248 # GC 370-241 London Road No1 2nd box frame date should be same as box date

Page 249 # GC 430-011 Fairfield Goods Yard delete 2nd box, there was no such BP LP frame here

Page 255 # GC 480-043 Welsh Road LC add to 2nd entry Frame / PF(S) Hybrid 1938 (these slides are detailed in Note G140 but should be shown in table)

Page 256 # GC 390-040 Guide Bridge North amend box and frame date to 'By 25/11/1906' (mentioned in a MR WON W/C this date)

Page 260 # GE 020-090 Copper Mill Jcn amend 2nd box NX date to 20/04/1958

Page 261 # GE 020-140 Park Note J33 does not make sense. The 1969 IFS[-] is named 'Northumberland Park' on the fascia so the box must have been renamed to this name by this date at least. Also, the IFS[-] did not replace the frame on 27/07/1975, it had been working all the signalling since 1969 so surely the gates went to MCB on that date? If not and part of the frame was retained after 1969 for the gates until 1975 then the switch panel didn't replace it, a barrier console replaced it.

Page 262 # GE 020-190 Brimsdown add NX(TP)[+] BR(ER) 20/03/1988, add NRS (BR(ER)) ERS[-] 11/10/1998. Note J55 delete reference to second hand panel, it was not second hand.

Page 262 # - GE 020-190 Note J55 delete 'second hand'

Page 263 # GE 020-200 Enfield Lock closure date should be 13/01/1969 (reduction to GB). Note J58 delete reference to 'switch panel' and replace with IFS[+]. Note GB closed 08/11/1987

Page 263 # GE 020-220 Cheshunt Jcn Note J64 doesn't make sense as printed. Amend date for NX panel from 20/02/1975 to 15.12.1974

Page 264 # GE 020-250 Broxbourne Station 4th entry second NX panel date is wrong. We do not have an exact date for the replacement of the 1960 panel with the last one, all we have is 01/04/1989 - 19/10/1992, it is not correct to show the replacement on the former date exactly.

Page 265 # GE 040-010 Roydon add BR(ER) ERS[-] 31/01/1982

Page 265 # GE 040-030 Harlow was surely officially renamed Harlow Mill at some date, not simply aka? It was called Harlow Mill in the 1960 resignalling notice.

Page 266 # GE 040-060 Bishops Stortford South Note J103 is wrong in stating that there was an OCS panel at the north end of the box, there was no such OCS panel here (and none is shown in the table), this should be deleted

Page 267 # GE 040-090 Elsenham add LNER PF(L) single lever ERS[-] for North Hall Up Main auto stop signal U37 12/06/1927 (note abolished before box closed, on 04/12/1983)

Page 267 # GE 050-010 Newport 2nd entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for North Hall Down Main auto stop signal D38 12/06/1927. 3rd entry add ERS[-] 11/11/1972. I have August 1972 for the demolition of the 2nd box.

Page 267 # GE 050-020 Audley End add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Littlebury Up Main auto stop signal 23/09/1928 and abolished ca Oct 1931

Page 268 # GE 050-040 Great Chesterford add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Littlebury Down Main auto stop signal D43 23/09/1928 (note abolished before box closed, on 27/11/1983)

Page 270 # GE 050-120 Cambridge South 2nd entry box opening date is 20/09/1926 (both North and South boxes were opened together). Frame date needs adding in, same date. Surely the box was not 'renamed Cambridge wef 17/10/1972, this was a completely new major PSB which needs its own entry! 3rd entry should be under a new Ref and Name of 'Cambridge' using the NX details shown.

Page 270 # GE 050-140 Cambridge North frame date is same as box opening date

Page 276 # - Section Q10 - The method of working between Barnstaple and Torrington after 1970 is given as OES with wooden trains staff. Between 1972 and 1976 and possibly until the closure of Instow box in 1979, the line between Barnstaple and Instow was worked by Train Staff and Ticket; with a wooden staff and a single metal ticket and supplemented by a telephone between the two boxes

Page 279 # GE 120-212 Trowse Swing Bridge Control Cabin opening date should be 26/06/2000 as it wasn't a BP until then, just a Bridge Box with an LCP in it. Frame details are GETS MCS WS same date. Box closure date - still open

Page 279 # GE 120-220 Norwich Thorpe Jcn 3rd entry add BR(ER) IFS[-] 01/08/1982 (for connections to Crown Point), add IFS (unconfirmed) 26/01/1986 - 29/06/1986 (for Norwich Station Plats 5 & 6 lines)

Page 279 # GE 120-222 Norwich Temporary Signalbox name (as given in WON) should be Norwich Station

Page 284 # GE 080-050 Manea 2nd entry add BR(ER) ERS[-] 11/05/1992. Box closure date - box still open

Page 284 # GE 080-060 Stonea box closure date - box still open

Page 285 # GE 080-090 Nene Jcn 2nd entry add BR(ER) ERS[-] 13/11/1988 second hand from March West. Box closure date - box still open

Page 285 # GE 080-110 March East Jcn closure date - box still open. Add to 2nd entry BR(ER) ERS[-] 09/05/1982. Add BR(ER) IFS[-] 21/11/1987 to 29/11/1987 in temporary box (caravan), frame OOU during this period for relocking

Page 286 # GE 080-130 March West Jcn add BR(ER) ERS[-] 09/05/1982 and BR(ER) ERS[-] 23/03/1986

Page 287 # GE 080-160 Whittlesea closure date - still open. Add BR(ER) KL 24/10/1982

Page 291 # GE 110-100 Magdalen Road 3rd entry amend IFS[+] date to 20/07/1992 (same as stated in Note J350) and delete reference to Acceptance Switch from note (there is no separate switch, it is a switch on the panel). Amend closure date - box still open

Page 298 # GE 060-060 Dullingham closure date - box is still open

Page 300 # GE 282-050 Bury St Edmunds Yard closure date - box still open. Add TEW SM48 IFS[-] 12/11/2011

Page 312 # GE 140-012 Crown Point Control Cabin opening date is shown later than the commissioning date of the panel inside it! The panel date is correct, box date to be amended to match. Closure date - box still open

Page 312 # GE 140-040 Brundall Jcn add BR(ER) KL (no date), add Generic Switch IFS[-] 26/06/2000

Page 323 # GE 210-020 Ingatestone closure date is date converted to GB 20/10/1996. Add to 2nd entry LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Margaretting Up Main auto stop signal 11/08/1929 (abolished 12/12/1937)

Page 323 # GE 210-040 Hylands add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Margaretting Down Main auto stop signal 11/08/1929

Page 323 # GE 210-060 Chelmsford Station add SGE IFS[-] 17/09/1961 (for New Hall Loop), add NRS (BR(ER)) IFS[-] 19/03/1995. Was the box not officially renamed plain Chelmsford at some stage?

Page 324 # GE 210-140 Witham Station was officially renamed Witham with opening of new 1961 box, note needed.

Page 324 # GE 210-150 Witham Jcn add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Up Main auto distant 16/04/1929

Page 325 # GE 210-240 Stanway add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Lexden Up Main auto stop signal 10/05/1927 (abolished before box, on 17/09/1960)

Page 325 # GE 210-260 Colchester Station 1st entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Lexden Down Main auto stop signal 10/05/1927. 3th entry is surely not sensible to show the 1962 Colchester power box as a replacement box for Colchester Station, it warrants its own entry? The dates of entries 3 and 4 seem rather confused with closure date of the 1962 box being given as 04/12/1983, with the replacement opening on 03/12/1983 and the new panel opening on 05/12/1983. AFAIAA there was no such overlapping and the old box closed on 5th and the new box and panel opened at the same date. 4th entry - delete all ERS[-] and associated notes, these do not exist

Page 326 # GE 240-050 Manningtree South Jcn was officially renamed plain Manningtree (entry just shows Box:Manningtree in a note - confusing). Add to 2nd entry BR(ER) NX(PP)[+] 24/02/1980. Delete from Note L64 reference to 'push button panel', this should be shown in in table as amended. Amend closure date - date is 29/07/1984

Page 327 # GE 240-080 Bentley Jcn add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Belstead Up Main auto stop signal U67 28/04/1929. Closure date of box is 30/06/1975

Page 328 # GE 240-100 Halifax Jcn 2nd entry add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Belstead Down Main auto stop signal 28/04/1929

Page 328 # GE 240-110 Ipswich Station add ERS[-] 23/08/1970

Page 329 # GE 280-090 Haughley Station 2nd entry, the IFS[-] was named Haughley Jcn and replaced the box of that name GE 280-100 on the same date, so shouldn't the IFS[-] be listed under Haughley Jcn with a new entry and a new mileage?

Page 333 # GE 260-090 Saxmundham Station was renamed Saxmundham at some date by (on?) 16/09/1984, not noted. Amend IFS[+] date to 16/09/1984, WS date is correct. Closure date - box is still open.

Page 339 # GE 211-020 White Notley panel should be shown as IFS, not P(IFS). I don't understand why this panel is shown as surely it is a GB and the entry shows the box here closing 03/03/1926 (as a box) so anything which happened in 1977 is surely not relevant? At the most it might warrant a note but not a panel entry. The current panel entry makes no sense in a box which is shown closing in 1926.

- Page 343 # GE 230-010 East Gate Jcn, delete note M62 which just duplicates the information about the panel in the table
- Page 344 # GE 230-090 Thorpe le Soken 2nd entry delete 1982 IFS[-] and 1986 P(IFS), neither of which existed, and first sentence Note M76 (not necessary). Insert BR(ER) IFS[+] from 23/07/1989. Insert box closure date of 02/05/2009.
- Page 345 # GE 235-020 Frinton add Frame / IFS[-] Hybrid ca 1937 to 16/06/1974 (reduced to GB)
- Page 347 # GE 250-070 Parkeston Goods Jcn add to 2nd entry IFS[-] (unconfirmed) 29/09/1985
- Page 347 # GE 250-072 Parkeston Temporary, amend name to Parkeston, box was never called 'Parkeston Temporary', Signalling Notice 142 (available on SRS website) clearly shows name as "PARKESTON" (quoted verbatim from notice). Delete reference to box renaming in 1987.
- Page 349 # GE 261-030 Trimley 1st entry add BR(ER) KL from 26/04/1970. Amend IFS[-] date to 23/03/1987. Both KL and IFS[-] moved to new Portakabin 17/04/1988 and KL abolished 17/11/1998
- Page 349 # Tables M15 & M16 do not list Felixstowe North Quay Freightliner Depot, although it is mentioned in both the index and M15. This block post needs an entry. Panel details are - IFS (unknown make) 16/02/1987, replaced by unknown make IFS[+] 22/03/1999, replaced by a Unipart Rail (BR(ER)) IFS[+] 25/08/2007
- Page 355 # GE 001-014 Liverpool Street PSB. Amend box name, there was never a PSB suffix (no such thing in 1949). Delete locking frame size, what does 318 refer to - switches, routes? And this info is not shown for other panels. Note N3 is misleading when read in context with other entries, there were three panel *areas* but there were not three physically separate panels, it was all one object. Surely we can't have Liverpool Street IECC, in a completely different building, under the same entry and show it 'renamed'? The IECC needs a separate entry of its own or else why aren't we showing Doncaster PSB under the Doncaster South entry? Stratford (North London) panel needs to be added to the Liverpool Street IECC entry, not just mentioned in the note N5 - NX(TP)[+] / NX(DB)[+] Hybrid dating from 06/04/1999 and replaced 29/08/1999 with a Westinghouse WestCAD WS and ROC, both abolished 24/01/2011 and replaced by the Temple Mills WS (already listed)
- Page 357 # GE 001-090 Bethnal Green PSB, amend box name, there was never a PSB suffix (no such thing in 1949). Box opening date does not make sense as it is the day after the panel inside was commissioned, panel date is the correct one.
- Page 358 # GE001-122 Mile End box opening and panel dates need to be consistent with Bethnal Green. SGE publicity booklet, from which the postponed dates were obtained, states both boxes opened during resignalling of 5/6th February 1949. I have used 5th per BPSR convention, it doesn't much matter which one the SRS Register uses but it needs to be consistent with both boxes as we have no information to suggest they opened on different dates
- Page 360 # GE 001-170 Stratford Central Jcn amend note which states box renamed Stratford PSB from 28/08/1949, there was no such suffix in use in 1949, box was renamed Stratford. Note 71 is misleading when read in context with other entries, there were two panel *areas* but there were not two physically separate panels, it was all one object. Stratford C panel needs its own entry in the table as it was a physically separate panel, ML Engineering NX(TP)[+] from 02/04/1967 and reference to third panel should be deleted as this will be covered by its own entry. This panel abolished 27/10/1984 and a new BR(ER) NX(TP)[+] commissioned covering Channelsea and Hackney (butted up to the ML Engineering C Panel) - needs its own entry. On 04/11/1984 a further BR(ER) NX(TP)[+] commissioned in the redundant ML Engineering console shell covering Stratford Southern Jcn to North Woolwich - this should have its own entry qualified in the notes that it was inserted in the ML shell. On 16/11/1987 this latter panel was altered with the addition of area covering Temple Mills - a note to the 1987 entry will cover this. As for abolition dates, the current entry of 06/04/1999 for the 1949 panel is wrong, the last part of that was taken OOU on 06/04/1996. C panel was the one taken OOU on 06/04/1999 when Stratford (North London) took over and box closed.
- Page 364 # GE 001-262 Ilford Car Sheds IFS[+] listing should read Frame / IFS[+] Hybrid. Surely the 1997 Ilford Depot Control Panel should have its own listing, it is hardly a replacement / renaming of the 1949 Ilford Car Sheds box given that it is a panel for controlling the internal depot signalling exclusively, and not a SB on the main lines? The IFS[+] should be shown as unconfirmed, we

- have no photos or any other evidence as to what the panel (if it is a panel) consists of. Delete closed date - still open. In fact, should it be listed at all given that it is a NBP in the depot?
- Page 364 # GE 001-292 Goodmayes East delete from Note N120 the sentence beginning 'Additional Panel....'. This 1972 panel is separately listed in the table and the date given in the note conflicts (it is wrong) with the date shown for this panel. Note N121 should say it is for the Chadwell Heath area. Incidentally, why are some of the box names in the GE tables shown in capitals and not others, there is no explanation for this in the text? Shouldn't they all be the same throughout the Register?
- Page 365 # GE 001-342 Romford Jcn, wasn't this renamed Romford at some point, it was certainly plain Romford by the 1949 resignalling? IFS[+] listing should read Frame / IFS[+] Hybrid. First sentence of Note N137 is wrong, the panel was not British Power it was a Westinghouse panel. Date given in note of 04/05/1949 for addition of switches to 'diagram' (which is wrong) also conflicts with commissioning date of panel in table (which is right).
- Page 366 # GE 001-350 Romford Station closure date of 2nd listing and opening date of 3rd listing are wrong
- Page 366 # GE 001-360 Squirrels Heath aka Gidea Park Jcn, wasn't the box also further renamed plain Gidea Park, that was the name by the 1949 resignalling? IFS[+] listing should read Frame / IFS[+] Hybrid
- Page 367 # GE 001-430 Shenfield 2nd and 3rd listings are confusing as the closure date of the 2nd and opening date of the 3rd, along with a change in construction details, suggest a new box in 1981 yet there are two panels in the 3rd listing which predate that entry and are not shown with the 2nd listing. Surely these should all be in the one listing? The date of the IFS[-] is wrong, AFIAA we do not have an exact date in July 1961 for the commissioning, BPSR shows just ??/07/1961. Note N158 conflicts with the information in the table - the details regarding the 'small panel added' should be in Note N159 next to the panel listing. The date of 09/01/1972 given in the note for replacement of frame with panel conflicts with the date of 08/01/1972 given in the table
- Page 366 # GE 001-380 Harold Wood add LNER PF(L) or PF(S) (which one unknown) single lever / slide ERS[-] for Brentwood Bank Up Main auto stop signal 08/08/1928
- Page 367 # GE 001-400 Brentwood Yard add LNER PF(L) or PF(S) (which one unknown) two single levers / slides ERS[-] for Brentwood Bank Down Main 16mp auto stop signal and Brentwood Bank Down Main 16.75mp auto stop signal 08/08/1928
- Page 368 # GE 160-010 Fenchurch Street 4th entry 1935 frame date should be 14/04/1935 as per box. Date of last NX panel is 03/03/1985 BR(ER) - although 1961 panel (part) remained in use until 11/05/1985 (BR(ER) replacement commissioned in two stages in 1961 console shell)
- Page 370 # GE 160-080 Stepney Jcn 3rd listing delete Si Power, there was no such power frame at this box
- Page 378 # GE 200-120 Southend, was this box not renamed Southend Victoria at some stage, that's what it said latterly on the (LNER?) nameboard? NX panel date is 08/04/1984 and the box closure date is 01/09/1992
- Page 381 # GE 021-080 Chingford Station IFS[+] listing should read Frame / IFS[+] Hybrid. Note O16 bit about addition of switches on diagram should be deleted, this duplicates the panel listing in the table
- Page 383 # GE 190-032 Temple Mills East closure date is wrong, correct date is 14/11/1987 as given in Note O31 as quoted by SRS (14th - 16th) and it was not listed as 'not carried out' subsequently and there is nothing for Temple Mills in the WON for 21st apart from a repeat of the carried out work from 14th. Date in table needs amending and last line of Note O31 deleting
- Page 383 # Why aren't the yard / hump boxes at Temple Mills listed when the Whitemoor / Mottram hump boxes are?
- Page 387 # GE 030-140 Enfield add to 3rd entry Westinghouse Frame / IFS[+] Hybrid 11/06/1960. Delete reference in Note O60 to 'OCS panel above frame for sidings', the panel was not OCS and it covered the whole layout, not just the sidings. Was the box not officially renamed Enfield Town at some date rather than just 'aka'?
- Page 410 # CL 010-041 Mobberley IFS[-] date is 21/07/1991, which is shown in Note U70 but should be in the table
- Page 411 # CL 010-101 Northwich East 2nd entry add Frame / PF(S) Hybrid - two MV-GRS slides 28/03/1944; add Generic Switch IFS[-] 19/01/1969

- Page 412 # CL 020-031 Hartford Station existing NX listing needs amending to NX(PP)[+] (this is shown in Note U92 but should be in the table and deleted from the note, add BR(LMR) in the note). Add another NX(PP)[+] date 27/01/1980 (replacement for 1975 item) in the table (this is in Note U92 but should be in the table and deleted from the note), BR(LMR) make added into a new note for this panel
- Page 416 # CL 041-031 Manchester Central amend frame Type to GS 'D' and date is 23/06/1935 as per box. Note U134 is wrong, this is not an EP frame
- Page 419 # CL054-014 Reception GSP correct name is Trafford Park Reception Sidings Emergency GSP, amend closure date - it is still open. Note U169 is misleading as it doesn't just slot Man Picc signals, it controls signalling of its own too.
- Page 418 # CL 050-111 Glazebrook East Jcn 3rd entry add Generic Switch ERS[-] 02/08/1971
- Page 420 # – Section U24 – CL 060-031 – Risley Moss – add milepost mileage 22m70c
- Page 420 # – Section U24 – CL 060-042 – Risley East – add milepost mileage 22m0c
- Page 420 # – Section U24 – CL 060-051 – Risley West – add milepost mileage 21m52c
- Page 420 # – Section U24 – CL 060-091 – Warrington Workshops – add milepost mileage 19m18c
- Page 420 # – Section U24 – CL 060-101 – Warrington Sidings – add milepost mileage 18m52c
- Page 422 # CL060-251 Hunts Cross Note U223 is wrong as there is no SSI at Hunts Cross, the 2006 panel controls the 1982 relay interlocking. Note also suggests that the 2006 panel is for Liverpool South Parkway alone, when it replaced the 1982 panel area as well
- Page 424 # – Section U32 – CL 070-011 – Garston Gates – add milepost mileage 5m02c
- Page 424 # – Section U32 – NW 596-020 – Garston Dock Road [LNW] – add milepost mileage 5m11c
- Page 425 # CL 073-013 Brunswick North was this not renamed plain Brunswick at some stage, pretty sure this was the name by the 1937 resignalling? Amend NX listings (both entries) to Frame / NX(TP)[+] Hybrid
- Page 434 # GC 440-032 Oxford Road West 2nd entry amend IFS[+] listing to read Frame / IFS[+] Hybrid and add date of 27/03/1960 (this is shown in note X48 but should be in the table). Note X48 should be associated with the IFS entry.
- Page 436 # GC 441-141 Deansgate Jcn 3rd listing add date for NX panel of 22/07/1991. Closure date - box still open
- Page 437 # GC 240-080 Maltby Colliery Sidings South was officially renamed Maltby Colliery when the North box closed in 1978, not noted. Note X90 has a typo in the date, should read 07/10/1984
- Page 437 # GC 240-151 Thorne Lane LC (Rockware Glass) delete this entry, there has never been a box here or any other kind of signalling, it is a set of TMO booms hand-moved across the road and it isn't on the single line either, it is across the Rockware Glass siding
- Page 438 # GC244-021 Harworth (West) Jcn delete BP LP frame, there was no such frame at this location
- Page 440 # GC 410-081 Romiley Jcn Note X114 should add that IFS[-] abolished 10/08/1980 (i.e. before OCS[+] BIU)
- Page 443 # GE 024-010 Gospel Oak closure date is 19/02/2011
- Page 442 # GE 020-040 3rd listing delete IFS[-], this is a GSP, nothing to do with the box
- Page 444 # GE 024-100 South Tottenham Station Jcn, wasn't the box officially renamed plain South Tottenham at some stage (certainly by date of NX panel)? Note X171 is wrong in stating the frame replaced by a switch panel (delete this phrase) as it was replaced by the NX panel in the table. There are several known-to-be-erroneous mentions of 'switch panels' in BR(ER) notices of the period when in fact NX panels were installed

Volume 3 additional corrections 21st November 2015:

- Page 153 # - Section A1 - GN 120-040 - Tallington - add note: 'panel decommissioned 24.08.2001 and replaced by a TEW SM48 NX(PP)[+] commissioned 27.08.2001
- Page 231 # - Section F1 - GC 190-113 - Keadby Junction - frame add note: 'second hand, most probably from Humber Road Jcn'
- Page 235 # - Section F5 - GC 270-141 - Elsecar Jcn - add note: Converted to electro-pneumatic operation - work authorised by LNER Works Committee 27/06/1935
- Page 236 # - Section F8 - GC 274-010 - Moor Road Bridge - add note: Converted to electro-pneumatic operation at unknown date after 27/06/1935 (suspected mid-late 1930s)
- Page 236 # - Section F8 - GC 274-021 - Wath 'A' Hump - add note: Converted to electro-pneumatic operation at unknown date after 27/06/1935 (suspected mid-late 1930s)

Page 236 # - Section F8 - GC 274-022 - Wath 'B' Hump - add note: Converted to electro-pneumatic operation at unknown date after 27/06/1935 (suspected mid-late 1930s)

Page 244 # - Section G1 - GC 360-104 - Sheffield No.4 - box type is 'GC5'

Page 244 # - Section G1 - GC 360-112 - Sheffield No. 3 - box type is 'GC5'

Page 244 # - Section G1 - GC 360-121 - Sheffield No.2 - box type is 'MSL 2 (n/s)' add note: 'appears to be a non-standard MSL 2 inasmuch as it has the two panes deep windows, the bargeboards and diagonal boarding in the apex of the roof which tally with that design, but below window level it has horizontal weatherboarding, rather than vertical, as per MSL3. Possibly a transitional design. Also has locking room window in the end as per MSL 2

Page 244 # - Section G1 - GC 360-131 - Parkwood - box type is 'GC5'

Page 244 # - Section G1 - GC 360-142 - Wadsley Bridge - (1) is box type 'MSL 1'

Page 244 # - Section G1 - GC 360-152 - Limestone Hall - box type 'GC 5' Timber

Page 245 # - Section G1 - GC 360-321 - Dunford Station - amend date when (2) closed and (3) opened to 13.06.1954 U

Page 246 # - Section G3 - GC 370-032 - Woodhead Station - amend date when (1) closed and (2) opened to 13.06.1954 U, amend note G29 to say 'open as required from 1980'

Page 246 # - Section G3 - GC 370-032 - Woodhead Station - box type 'GC 5' Timber add note 'by c. 1947 the lower part of the box had received a brick blast wall

Page 247 # - Section G3 - GC 370-113 - Newton Station (Tameside) - add note: Converted to electro-pneumatic operation - contract let 28/01/1931 for completion within 26 weeks and letter to LNER Works Committee from Chief Engineer dated 30/12/1931 states work completed.

Page 247 # - Section G3 - GC 370-115 - Hyde Jcn - add note: Converted to electro-pneumatic operation - contract let 28/01/1931 for completion within 26 weeks and letter to LNER Works Committee from Chief Engineer dated 30/12/1931 states work completed.

Page 247 # - Section G3 - GC 370-121 - Dewsnap Sidings - add note: Converted to electro-pneumatic operation - contract let 28/01/1931 for completion within 26 weeks and letter to LNER Works Committee from Chief Engineer dated 30/12/1931 states work completed.

Page 247 # - Section G3 - GC 370-133 - Guide Bridge East - add note: Opened by inspection date which is commissioning date shown. Converted to electro-pneumatic operation - contract let 09/01/1932 for completion within 26 weeks and letter to LNER Works Committee from Chief Engineer dated 16/03/1933 states work completed.

Page 247 # - Section G3 - GC 370-141 - Ashton Jcn - add note: Opened by inspection date which is commissioning date shown. Converted to electro-pneumatic operation - contract let 09/01/1932 for completion within 26 weeks and letter to LNER Works Committee from Chief Engineer dated 16/03/1933 states work completed.

Page 247 # - Section G3 - GC 370-151 - Stockport Jcn - add note: Commissioning date is date of BoT inspection report. Converted to electro-pneumatic operation - contract let 01/02/1934 with completion within 16 weeks.

Page 247 # - Section G3 - GC 370-161 - Audenshaw Jcn - add note: Opened by inspection date which is commissioning date shown

Page 247 # - Section G3 - GC 370-171 - Fairfield Jcn - add note: Opened by inspection date which is commissioning date shown. Converted to electro-pneumatic operation - contract let 25/07/1929 for completion within 13 weeks and letter to LNER Works Committee from Chief Engineer dated 24/12/1929 states work 'practically complete'.

Page 247 # - Section G3 - GC 370-181 - Gorton Jcn - add note: Commissioning date is between photo (dated 04/07/1906) showing non-LP signalling in use and date of BoT inspection report on new signalling (25/01/1907). Converted to electro-pneumatic operation - contract let 10/06/1930 for completion within 32 weeks.

Page 247 # - Section G3 - GC 370-192 - Gorton Loco Yard - (1) add note: 'Box: non-standard gable-ended design'; (2) box type is MSL2

Page 247 # - Section G3 - GC 370-201 - Priory Jcn - add note: Converted to electro-pneumatic operation - contract let 10/06/1930 for completion within 32 weeks.

Page 248 # - Section G3 - GC 370-211 - Ashburys East Jcn - add note: BoT visit to box on commissioning date shown prior to BIU of new connections. Converted to electro-pneumatic operation - contract let 10/06/1930 for completion within 32 weeks.

Page 248 # - Section G3 - GC 370-221 - Ashburys West Jcn - add note: Converted to electro-pneumatic operation - contract let 17/01/1930 for completion within 16 weeks and letter to LNER Works Committee from Chief Engineer dated 14/05/1930 says work 'approaching completion'.

Page 248 # - Section G3 - GC 370-236 - Ardwick No.1 - add note: Converted to electro-pneumatic operation - contract let 03/04/1933 for completion within 26 weeks and letter to LNER Works Committee from Chief Engineer dated 18/01/1934 stating work 'practically complete'.

Page 248 # - Section G3 - GC 370-250 - London Road Station (GC) - add note: Converted to electro-pneumatic operation - contract let 03/04/1933 for completion within 26 weeks and letter to LNER Works Committee from Chief Engineer dated 18/01/1934 stating work 'practically complete'.

Page 249 # - Section G5 - GC 430-013 - Hyde Road Jcn - box type is 'GC 5 (n/s)'

Page 249 # - Section G5 - GC 430-041 - Levenshulme Station - (2) frame type is 'RS Tap'

Page 256 # - Section G16 - GC 390-040 - Guide Bridge North - add note: Box mentioned in MR WON week commencing as per commissioning date shown. Converted to electro-pneumatic operation - contract let 09/01/1932 for completion within 26 weeks and letter to LNER Works Committee from Chief Engineer dated 16/03/1933 states work completed.

Page 333 # - Section L2 - GE 260-090 - Saxmundham Station - amend panel date to 16.09.1984

Page 419 # - Section U22 - CL 052-011 - Chorlton Jcn - box type 'Mid 2a' opened 12.08.1889 for branch construction

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 4 additional corrections 3rd August 2015:

Page 32 # – Index – SW 250-310 – Bailey Gate Crossing Gf Nbp – add grid reference SY970985

Page 34 # – Index – SW 260-065 – Bason Bdge Sdgs Gf Nbp – add grid reference ST348458

Page 34 # – Index – MR 344-100 – Bath Jcn – amend grid reference to ST 738 649

Page 34 # – Index – SW 250-015 – Bath Ticket Platform – add grid reference

Page 38 # – Index – SW 250-286 – Blandford South Gf Nbp – add grid reference ST889063

Page 41 # – Index – SW 262-010 – Bridgwater – amend grid reference to ST 304 377

Page 44 # – Index – SE 112-010 – Canterbury Road Junction – amend grid reference to TQ314755

Page 45 # – Index – SW 142-020 – Chard Town – amend grid reference to ST 330 087

Page 47 # – Index – LB 001-090 – Clapham South 'C' – amend grid reference to TQ 271 753

Page 49 # – Index – SW 250-315 – Corfe Mullen Crossing Gf Nbp – add grid reference SY976983

Page 55 # – Index – EL 001-100 – East London Junction [LBSC] – amend grid reference to TQ 360 775

Page 55 # – Index – GE 001-050 – East London Jcn [GE] – amend grid reference to TQ 337 822

Page 61 # – Index – SW 250-040 – Foxcote – add grid reference ST706554

Page 69 # – Index – SW 250-205 – Horsington Crossing Gf Nbp – add grid reference ST709239

Page 81 # – Index – SW 106-140 – New Poole Junction – amend grid reference to SZ005966

Page 84 # – Index – SW 033-070 – Old Kew Junction – amend grid reference to TQ185782

Page 87 # – Index – SW 119-030 – Portland Siding – amend grid reference to SY 676 746

Page 90 # – Index – SW 250-060 – Radstock North – amend grid reference to ST 692 549

Page 90 # – Index – SW 250-060 – Radstock North – amend grid reference to ST 692 549

Page 90 # – Index – SW 250-070 – Radstock North – amend grid reference to ST 688 549

Page 100 # – Index – SW 140-320 – Sidmouth Jcn – amend grid reference to SY 097 992

Page 102 # – Index – SE 102-020 – Stewarts Lane Junction – amend grid reference to TQ291768

Page 106 # – Index – SW 140-126 – Templecombe – amend grid reference to ST708225

Page 107 # – Index – SW 250-220 – Templecombe Junction – amend grid reference to ST710227

Page 107 # – Index – SW 140-123 – Templecombe Junction Lswr – amend grid reference to ST714227

Page 107 # – Index – SW 253-010 – Templecombe S&Djr Nbp – amend grid reference to ST709227

Page 112 # – Index – SE 106-110 – Walworth Coal Sidings – amend grid reference to TQ321785

Page 112 # – Index – SW 250-135 – Waterloo Road – add grid reference ST621442

Page 113 # – Index – SW 250-030 – Wellow – amend grid reference to ST 741 582

Page 113 # – Index – GW 210-030 – Wells East Somerset [GW] – amend grid reference to ST 545 452

Page 113 # – Index – SW 260-105 – Wells Junction – amend grid reference to ST502402

Page 116 # – Index – SW 106-120 – Wimborne Junction – amend grid reference to SZ019989

Page 119 # – Index – SW 250-050 – Writhlington – amend grid reference to ST 702 553

Page 119 # – Index – NL 001-1xx – York Way North Jcn – amend grid reference to TQ 302 841

Page 187 # – Section G3 – LB 070-012 – Earlswood amend note to read 'Box: (2) named Earlswood Junction w.e.f. 05.11.1899

Page 188 # – Section G3 – LB 070-160 – Haywards Heath North delete 'Box:' note

Page 188 # – Section G3 – LB 070-225 – Hassocks Shunting South NBP opened 'by 1897'

Page 189 # – Section G3 – LB 070-290 – amend name of box to 'Lovers Walk'

Volume 4 additional corrections 21st November 2015:

Page 231 # - Section M1 - SW 001-370 - Woking ASC - amend (3) 'P(VDU)' to read 'P(NX)'; note M34 amend '(3) Panels: added for Brookwood/Pirbright Junction areas, both decommissioned 24.02.1997. P(IFS) added, commissioned 27.05.1997, Signalling Control UK Ltd IFS[+], to control the new Woking North and connections to platform 3.'

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 Beaully South add Box Diagram S1139 (1932)
- Page 46 § - Index - HR 020-130 Beaully 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 (Cowlairs 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

Volume 6 additional corrections 3rd August 2015:

Page 49 # – Index – CG 001-020 – Bog Jcn – amend grid reference to NY 403 550

Page 56 # – Index – CA 007-010 – Carlisle No. 1 – amend grid reference to NY390565

Page 56 # – Index – CA 001-010 – Carlisle No. 3 – amend grid reference to NY395563

Page 100 # – Index – CG 001-010 – LNWR & Joint Line Junction – amend grid reference to NY 404 549

Page 195, Section E3. Block: worked as a yard [1947 Appendix, notice M-6973 of 1948].

Page 199, Section E13. Bo'nness to Kinneil changed to Key Token from 29 April 1948 [Notice M-6972].

Volume 6 additional corrections 21st November 2015:

Page 34 # - Section Section 9 - - - add box type 'Mid 3a' with relevant details

Page 157 # - Section B1 - NB 030-010 - Canal Junction - add note: IFS is in addition to lever frame

Page 162 # - Section B2 - NB 031-020 - Dalston Road - add box 'Dalston Road' 15 levers, closed 01.06.1969

Page 162 # - Section B2 - - - amend line history: Opened to canal basin 09/03/1837; 02/06/1969 closure refers to line beyond Co-Op Sidings; 02/11/1970 Denton St coal yard closed; 17/01/1971 connection severed at Rome St Jn except for sdg to Metal Box

Page 163 # - Section B5 - NB 040-010 - Bush on Esk LC - amend box name to 'Bush LC', amend closure date to 02.05.1964 add note 'converted to Bush-on-Esk No. 1 open LC'

Page 163 # - Section B5 - - - amend line history: Opened 01/11/1861; The changes shown 17/02/1963 were postponed and the line was worked AB by single stroke bell Longtown to Bush LC to Gretna Jn and KT system withdrawn. (Inwards traffic via line B1 Canal Jn to Longtown); 02/05/1964 Closures and conversion of LCs (originally shown SN101G for Carlisle PSB) now took place

Page 164 # - Section B6 - - - amend line history: Opened 01/11/1861

Page 164 # - Section B7 - NB 039-020 - East Jcn - amend note B59 to say: 'ground frame abandoned 15.09.2007'

Page 164 # - Section B7 - NB 039-030 - Smalmstown - amend note B60 add: 'ground frame abandoned 15.09.2007'

Page 164 # - Section B7 - - - amend line history: Line from Longtown MOD via East chord to Smalmstown MOD placed OOU 15/09/2007 and no further use, abandoned

Page 192 # - Section E1 - NB 240-130 - Airdrie (South) - (3) amend note E20 to show date as 01.08.1960

Page 247 # - Section J1 - CA 001-010 - Caldew Junction - add earlier box (1) open 'by 1870' closed 11.06.1876 also renumber existing boxes to (2) and (3) add third frame to (3): frame type 'RE' 75

- levers date 1942 add note 'for Quadrupling (13/03/1943)' add E=80 30.04.1944 add note 'levers ABCDE added 30/04/1944 for new sidings north of Port Canal Jn'
- Page 247 # - Section J1 - CA 001-020 - Port Canal Branch Junction - add earlier box opened 'by 1870', closed 11.06.1876
- Page 247 # - Section J1 - CA 001-030 - Etterby Jcn - (1) add box type 'SF' and frame type 'SF'; (2) add box type 'LMS 13' and frame type 'RE' 4½" 73 levers, add note R=65 25.02.1957
- Page 247 # - Section J1 - CA 001-050 - Rockliffe - (1) add box type SF; (2) delete closure date; add box (3) closed 17.02.1963 type 'LMS 11c' frame 'RE' 4½" 25 levers
- Page 247 # - Section J1 - CA 001-070 - Floriston - replace reopened date of '18.02.1963' with 'not known' and add note: '18/02/1963 LCSF rel Gretna, 02/05/1964 LCGB AHB 24/09/1967 to 23/04/2006, closed for conversion; To CCTV LC 07/05/2006 (Carlisle PSB)'
- Page 247 # - Section J1 - CA 001-090 - Admiralty Sdgs Jcn - add to note J13: 'Abandoned 25/09/2004'
- Page 247 # - Section J1 - CA 001-100 - Mossband - (1) add note 'opened for new MOD Sdgs'; (2) amend construction to 'Wd U' (may be old box reopened) add frame type 'St' 5¼" 30 levers; (3) add box type 'LMS 11d' construction 'Wd' frame type 'RE' 30 levers. Add note Box: only open as required from 30.12.1950
- Page 247 # - Section J1 - - - amend line history: 21/02/1948 Carlisle to Gretna Jn (excl) to LMR; (Main line only e.g. Kingmoor & Canal MPDs remain ScR); Electrification : 3/1972 Carlisle DED for driver training; 13/08/1973 Kingmoor to Cleghorn Jn; 18/02/1974 (Garstang & Catterall) to Carlisle to Kingmoor
- Page 255 # - Section J2 - - - amend line history: although known locally as 'Viaduct' the Carlisle Depot of the Caledonian was renamed Viaduct Goods Depot w.e.f. 02.06.1924
- Page 255 # - Section J3 - CA 007-010 - Carlisle No 1 - frame type 'St' 5¼" box closed 29.04.1962 add note 'Box: Inspected 12/11/1877, open as required from October 1940'
- Page 256 # - Section J4 - CA 009-020 - Carlisle Yard Up Dep - amend closure date to 'open 2011'
- Page 256 # - Section J4 - - - amend line history: Electrification : 3/1972 Carlisle DED for driver training; 13/08/1973 Kingmoor to Cleghorn Jn; 18/02/1974 (Garstang & Catterall) to Carlisle to Kingmoor
- Page 257 # - Section J6 - CA 022-005 - Broomfield - add new box renamed 'Bromfield' w.e.f. 1905, NBP by 1925 and abolished 14.02.1933
- Page 257 # - Section J6 - CA 022-010 - Brayton Jcn - add first frame type 'Ty' 30 levers
- Page 441 # - Section X1 - CJ 001-020 - Carlisle No. 5 - add two earlier boxes (1) Newcastle Junction opened by 1862 add note: 'Gong communication with Station and St Nicholas, 1864 Re-signalled, Abolished 07/1877'; (2) Carlisle No. 5 temporary box 00.07.1877 to 07.07.1880 for station enlargement, box type 'LNW 3' construction 'Wd', Inspected 12/11/1877; renumber boxes shown to (3) and (4); (3) amend to 115 levers; (4) amend frame type to 'LM (post 1943)' and levers 140 add note: 'One of first boxes with white plastic handles and Instruments enclosed in Block Shelf'
- Page 441 # - Section X1 - CJ 003-010 - Carlisle No. 4 - (1) add note: 'Temp box Inspected 12/11/1877'; (2) add E=56 1951 add note 'levers ABC added for resignalling'
- Page 441 # - Section X1 - - - amend line history: Although the Joint Committee was formed 10/05/1857, the ACT to confirm arrangements was 22.07.1861 and it was from this date that the 5-year responsibility for all station activities began. From 1916 LNW took responsibility for track and signalling and Caledonian for the buildings and commercial arrangements. Line opened: 10.09.1847 to 'temporary station'; Electrification: 18.02.1974 (Electric wtt services from Preston from 25.03.1974)
- Page 441 # - Section - - picture caption - amend picture caption: frame was on south side, at right angles to track, in narrow room approx 12ft wide which ran the width of the building with observation windows at each end. Room still in use as an office.
- Page 442 # - Section X2 - CG 001-020 - Bog Jcn - add note: '33 lever frame, only 32 fitted and one later removed hence '31' shown'
- Page 442 # - Section X2 - CG 001-040 - Dentonholme Sth Jcn - amend opening date to 00.05.1881
- Page 442 # - Section X2 - CG 001-050 - Dentonholme Nth Jcn - delete note X12, date of new frame is 04.07.1920
- Page 442 # - Section X2 - - - amend line history: Line closed by derailment 02.05.1984 and oou, line officially closed 15.12.1985 except for section Dentonholme North Jn to Metal Box GF (GF closed 03.03.1986 when remaining section re-aligned). Track removed 00.03.1991 but route not officially abandoned until 15.01.1994

Page 442 # - Section X3 - DJ 001-010 - Dentonholme Gds Yd Sth - opened 22.11.1903 box type 'Mid 3a'
frame type 'MR Tum' levers 20 add note: 'always a NBP bolt-locked from Goods Yard North'
Page 442 # - Section X3 - DJ 001-020 - Dentonhole Gds Yd Jcn - (1) amend levers to 10 (working)
construction 'Bk'; (2) amend box type to 'Mid 3a', frame type 'MR Tum' levers 28

C. K. Hall 21st November 2015