

Signal Box Registers

Publication schedule and current state of play as at 24 November 2022

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	Out of Print Out of Print
1. Great Western (2022 Edition)	OnLine: 30 Apr 2022 PB: 15 November 2022 HB: 24 November 2022	Members only Published Published
2. Midland Railway	<i>latest draft is version E22 dated 18th September 2017</i>	<i>Substantially complete. Publication expected 2020s</i>
3. LNER (Southern Area)	PB: 29 May 2012 HB: 6 Nov 2012	Out of Print Out of Print
3. LNER (Southern Area) (Revised Edition)	PB: 30 Jun 2022 HB: 15 Jul 2022	Published Published
4. Southern Railway	PB & HB: 23 April 2009	Published
5. LNWR (includes NSR, MCR, FR and L&Y)	Sources include NSR (1998), LNWR (240-599), L&Y (1999).	<i>To be published in three volumes, 5A, 5B and 5C.</i>
6. Scotland	PB: 31 Oct 2012 HB: 7 Nov 2012	Published. Published.
7. North Eastern Region (includes H&B)	<i>Latest draft is version A118 dated 7th Nov 2022</i>	<i>Work in hand, expected to be published early 2023</i>
8. London Transport	PB: 12 Jul 2019 HB: 26 Jul 2019	Published. Published.
9. Ireland	PB & HB: 3 August 2015	Published
CD-ROM	CD: 1 January 2008	Includes Volume 1
CDROM updates	10: 21 Nov 2015 (DVD-ROM)	Correction sheet 9
	11: 10 Jul 2019 (DVD-ROM)	As above plus correction sheet 10 Volume 8 London Transport
	12: 12 Oct 2021 (DVD-ROM)	As above plus correction sheet 11
	13: 24 Nov 2022 (DVD-ROM)	As above plus correction sheet 12 Vol. 1 Great Western Vol. 3 LNER (South)
Correction sheets	8: 3 August 2015 9: 21 November 2015 10: 10 July 2019 11: 16 Oct 2021 12: 24 Nov 2022	Amends vols 1, 3, 4 & 6 Amends vols 1, 3, 4 & 6 Amends vols 1, 3, 4 & adds 8 Amends vols 1, 3, 4, 6 and 8. Amends vols 1, 3, 4, 6 & 8.
Correction sheet 12 will be available via the SRS web site and is included in CD ROM update 12 (the eleventh update for those who have subscribed).		

Contents

Updates to volume 1 pages 2 to 3
Updates to volume 3 page 4
Updates to volume 4 pages 5 to 13
Updates to volume 6 pages 14 to 23
Updates to volume 8 pages 24 to 27

The relevant part of this update sheet may be provided with registers that are purchased and the whole sheet is available on the SRS web site.

C. K. Hall 24 November 2022.

Corrigenda sheet no.12 produced on 24 Nov 2022

This correction sheet updates:

Volume 1: Great Western (2022 Edition) paperback published on 15th November 2022

Volume 1 errata and corrections

Page 3 – Contents – amend page numbers as follows: Sections 4,5 page 7; 8 page 11; 12E page 176; 12G page 198; 12S page 295; 12W page 316 and 12Z page 332.

Page 4 – page references – a small number of these are inaccurate by one or two pages, for example: Penzance (p.95); Woodborough (p.120); Newbury East Jcn and Dr. Day's Bridge (p.153) and a few pictures have been removed: delete Paddington Arrival (p.326); Gyfeillon (Upper) (p.326) and Avonmouth Dock Jcn (p.330).

Page 6 – 'Citing the register as a source' delete last sentence of paragraph.

Page 9 – Section 7 – second paragraph, first line, amend 'this is Section A19' to note that it is Section A19 from Volume 3.

Pages 12 to 17 – Section 8 Locking Frame Types, the examples of usage should read:

Code	Example	Code	Example	Code	Example
Ch Stp	GW 001-090	CL	GW 844-030	Dn Com	CM 040-020
Dn 1893	CM 001-260	Dn DirT	CM 050-080	Ea 1867	GW 157-100
ED	BY 001-110	GR	MW 020-050	GS 'C'	GW 001-010
GS 'D'	GW 150-390	GW DbTw	GW 080-140	GW HT3	GW 030-060
GW HT3 4"	GW 080-120	GW La	GW 824-010	GW SgTw	GW 440-120
GW Stud	GW 040-030	GW VT3	GW 020-050	GW VT5	GW 020-020
LM	GW 750-365	LS 1938	GW 641-030	MK 17	TV 030-040
MK 21	TV 030-260	MK 1873	GN 510-130	MK 1886	BM 001-170
MK CT	BM 030-110	MR Tap	GW 132-100	MR Tum	GW 132-010
NW Tap	GW 030-070	NW Tum	GW 810-140	RS 1877	BP 001-050
SX 1856	GW 001-040	SF 1874	BM 030-250	SF 1888	GW 663-020
Si Fl	GW 089-100	SG pf	GW 080-140	St Cal	GW 303-010
Ty Knee	BP 001-020	Wh A2	CM 010-040	Wh A3	GW 220-250
Wh L	GW 530-140	Wh M1	GW 106-020	Wh N	GW 003-080
Other	—				

Page 84 – Index – Margam Sorting Sidings amend Railref from GW 580-035 to PT 030-050 and Section from H1 to Q3.

Page 145 – Section A10 – GW 068-030 Staines add to note A69 '15 levers at 1959'.

Page 153 – pictures – amend caption 'Above:' to read 'Above left:'

Page 154 – Section A28 – GW 100-160 Oxford 'B' add milepost mileage 63.42.

Page 157 – Section B1 – GW 110-010 Milton Crossing amend milepost mileage to 55.70.

Page 208 – Section H1 – GW 470-300 Newport Tunnel box is MK 2 Stone.

Page 208 – Section H1 – GW 470-320 Gaer Jcn (2) amend frame size to 81 levers.

Page 214 – Section H1 – GW 630-170 Llanelly West amend closure date to 14.02.2015.

Page 229 – Section K1 – TV 050-150 Cardiff Station box is MK 3/TV Timber.

Page 229 – Section K1 – TV 050-180 East Branch Jcn box (3) is MK 1 U.

Page 230 – Section K2 – TV 060-080 South East Jcn box (1) amend Timber, frame MK 4".

Page 230 – Section K2 – TV 060-100 Kings Jcn amend box Timber

Page 230 – Section K2 – TV 060-110 Queen Alexandra Dock Entrance East amend box Timber

Page 231 – Section K5 – TV 053-020 Grangetown Station amend note K29 to read 'S=60 c.1963'.

Page 232 – Section K8 – TV 042-100 Common Branch Jcn box (1)MK 3 Timber.

Page 255 – Section N1 – GW 460-100 Aberdare Yard (1) box type GW 5.

Page 256 – Section N1 – GW 460-120 Gadleys Crossing amend spelling to 'Gadlys'.

Page 258 – Section N2 – GW 463-035 Cyfartha Crossing Jcn box (2) MK Stone to floor.

Page 258 – Section N2 – GW 463-040 Merthyr Tunnel Jcn box MK 3 Brick

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

Page 262 – Section P1 – BM 030-260 Bassaleg North (1) box type SF 12B U

Page 262 – Section P2 – BM 001-020 Brecon Jcn box (2) amend closure date 27.11.1931 (note 27th U)

Page 262 – Section P2 – BM 001-060 Pentir Rhiw amend opening date to 04.11.1897

Page 267 – Section P14 – RR 020-040 Energlyn (South) frame MK 13A 4" 75 levers, E-83 late 1919
(not second frame)
Page 268 – Section P14 – RR 030-030 Cherry Orchard box (1) Stone 40' x 13' x 8', frame MK 13A, 4"
Page 269 – Section P15 – RR 022-010 Beddau Loop Jcn amend box to MK 3 Stone
Page 272 – Section P28 – CF 015-030 Stonefield Jcn box (1) MK 3 Brick
Page 276 – Section Q3 – PT 030-050 Margam Sorting Sidings add entry PT 030-050 using detail from
Section H1 on page 211 GW 580-035.
Page 294 – Section R19 – GW 804-010 Ketley amend closure date to 21.07.1963
Page 300 – Section S8 – GW 720-060 Hartlebury Station amend closure date to 25.08.2012
Page 300 – Section S8 – GW 720-130 Churchill & Blakedown amend closure date to 25.08.2012
Page 307 – Section T2 – GW 430-140 Penpergwm amend second frame to GW VT5
Page 308 – Section T3 – GW 830-010 Kingsland (1) opened 00.07.1874
Page 315 – Section U6 – CM 050-140 station renamed Dyffryn Ardudwy w.e.f. 01.06.1948
Page 319 – Section W1 – GW 860-130 Rossett North amend closure date to 20.11.1965

Corrigenda sheet no.12 produced on 24 Nov 2022

This correction sheet updates:

Volume 3: LNER (Southern) (Revised Edition published on 30th June 2022

Volume 3 errata and corrections

Page 384 – Section O2 – add GE 190-080 Lea Bridge Yard, opened 00.08.1956, closed 29.06.1958, box type BR Wood, add Note: 'Temporary box in connection with Temple Mills alterations. Opening in WON dated 25 August 1956 but listed as '*Work Already Completed*', thus opened during preceding three weeks. Closure date in Instruction No. 3341 of 1958'

Page 413 – Section U12 (CL 022) – 'from' should read 'from Hartford East (see CL 020-021, Section U10)'

Page 420 – Section U20 (CL 050) – 'from' should read 'from Cornbrook East Junction (see GC 441-051, Section X10)'

Corrigenda sheet no.12 produced on 24 Nov 2022

This correction sheet updates:

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

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 4 additional corrections 10th July 2019:

Page 47 – Index - SW 002-010 - City - grid reference amend to TQ 327 812
Page 53 – Index – GW 030-010 – Earls Court Junction - grid reference amend to TQ 248 788
Page 55 – Index - EL 001-100 - East London Jcn - grid reference amend to TQ 360 773
Page 55 – Index - EL 003-040 - East London Up Jcn - grid reference amend to TQ 361 772
Page 64 – Index - SW 035-020 - Grove Road Jcn - grid reference amend to TQ 233 792
Page 64 – Index - SW 035-060 - Gunnersbury East - grid reference amend to TQ 199 785
Page 64 – Index - SW 035-070 - Gunnersbury West - grid reference amend to TQ 197 780
Page 94 – Index - EL 001-060 - Rotherhithe - grid reference amend to TQ 352 798
Page 98 – Index - EL 001-040 - Shadwell - grid reference amend to TQ 349 809
Page 98 – Index – SW 035-010 – Shepherds Bush - grid reference amend to TQ 238 797
Page 105 – Index - SW 035-025 - Studland Road Jcn - grid reference amend to TQ 228 787
Page 110 – Index - SW 035-040 - Turnham Green - grid reference amend to TQ 203 787
Page 112 – Index - EL 001-050 - Wapping - grid reference amend to TQ 350 801
Page 114 – Index - EL 001-030 - Whitechapel Jcn - grid reference amend to TQ 347 816
Page 117 – Index - EL 004-010 - Woodpecker Lane - grid reference amend to TQ 365 774
Page 287 – Section R11 - SW 035-xxx - Kensington North Main to Richmond Junction - see revised extract (Page 122, Section D6) from Volume 8 below
Page 306 – Section X3 - EL 001-xxx - East London Junction to New Cross Yard - see revised extract (Pages 133 to 134, Section E1) from Volume 8 below
Page 306 – Section X4 - EL 003-xxx - Deptford Road Junction to New Cross Yard - see revised extract (Page 134, Section E2) from Volume 8 below
Page 307 – Section X5 - EL 004-xxx - Canal Junction to New Cross - see revised extract (Page 135, Section E3) from Volume 8 below

Volume 4 additional corrections 12th October 2021:

Page 28 - Index - SW 053-060 - Addlestone Junction - amend grid reference to TQ 06414 63654
Page 28 - Index - SW 053-040 - Addlestone - amend grid reference to TQ 05611 64835, note this is the grid reference for the 1899 box, the grid reference for the 1874 box is TQ 05621 64843
Page 46 - Index - SW 053-030 - Chertsey - amend grid reference to TQ 03866 66363
Page 50 - Index - SW 053-045 - Coxes Lock Mill Crossing - add grid reference TQ 06143 64270
Page 65 - Index - SW 020-130 - Haslemere - amend grid reference to SU 89738 32916
Page 76 - Index - SW 053-020 - Lyne Crossing - amend grid reference to TQ 02086 67074
Page 111 - Index - SW 053-010 - Virginia Water 'C' - amend grid reference to TQ 00325 67719

Volume 4 additional corrections 24 Nov 2022:

Page 29 - Index - SW 233-020 - Alverstone - amend grid reference to SZ 57749 85573, amend Railref code to IC 003-020
Page 30 - Index - SW 231-010 - Ashey - amend grid reference to SZ 57781 88872, amend Railref code to IC 001-010
Page 35 - Index - SW 222-020 - Bembridge - amend grid reference to SZ 64226 88629, amend Railref code to IW 011-020
Page 38 - Index - SW 232-050 - Blackwater - amend grid reference to SZ 50642 86346, amend Railref code to IC 002-050
Page 41 - Index - SW 221-030 - Brading - amend grid reference to SZ 60992 86886, amend Railref code to IW 010-030
Page 41 - Index - SW 222-005 - Brading Quay - amend grid reference to SZ 61367 87293, amend Railref code to IW 011-005
Page 43 - Index - SW 241-030 - Calbourne - amend grid reference to SZ 42315 88327, amend Railref code to IF 001-030
Page 44 - Index - SW 241-020 - Carisbrooke - amend grid reference to SZ 48653 88494, amend Railref code to IF 001-020

Page 50 - Index - SW 231-070 - Cowes - amend grid reference to SZ 49433 96010, amend Railref code to IC 001-070

Page 51 - Index - SW 232-025 - Dean Crossing - amend grid reference to SZ 52544 77124, amend Railref code to IC 002-025

Page 61 - Index - SW 241-060 - Freshwater SW241-060 (1888-1927) - amend grid reference to SZ 34423 87006 (1888 box, the 1927 box was at SZ 34300 87034), amend Railref code to IF 001-060

Page 66 - Index - SW 231-020 - Haven Street SW231-020 (1876-1926) - amend grid reference to SZ 55599 89811 (1876 box, the 1926 box was at SZ 55580 89838), amend Railref code to IC 001-020

Page 69 - Index - SW 233-040 - Horryngford - amend grid reference to SZ 54344 85377, amend Railref code to IC 003-040

Page 78 - Index - SW 231-065 - Medina Wharf SW231-065 (1878-1912) - amend grid reference to SZ 49988 94083, amend Railref code to IC 001-065

Page 78 - Index - SW 232-040 - Merstone - amend grid reference to SZ 52683 84471, amend Railref code to IC 002-040

Page 79 - Index - SW 231-068 - Mill Hill - amend grid reference to SZ 49650 95520, amend Railref code to IC 001-068

Page 81 - Index - SW 233-030 - Newchurch - amend grid reference to SZ 55978 85886, amend Railref code to IC 003-030

Page 82 - Index - SW 241-010 - Newport - amend grid reference to SZ 49900 89500, amend Railref code to IF 001-010

Page 82 - Index - SW 231-060 - Newport North / B - amend grid reference to SZ 49958 89652, amend Railref code to IC 001-060

Page 82 - Index - SW 231-050 - Newport South SW231-050 (1875-1958) - amend grid reference to SZ 50099 89409, amend Railref code to IC 001-050

Page 82 - Index - SW 241-040 - Ningwood - amend grid reference to SZ 40066 88324, amend Railref code to IF 001-040

Page 85 - Index - SW 232-070 - Pan Lane Crossing - amend grid reference to SZ 50346 88914, amend Railref code to IC 002-070

Page 94 - Index - SW 211-020 - Ryde Esplanade - amend grid reference to SZ 59414 92920, amend Railref code to IW 001-020

Page 94 - Index - SW 211-010 - Ryde Pier Head - amend grid reference to SZ 59316 93421, amend Railref code to IW 001-010

Page 94 - Index - SW 211-030 - Ryde St Johns Road North - amend grid reference to SZ 59715 92040, amend Railref code to IW 001-030

Page 94 - Index - SW 221-010 - Ryde St Johns Road South SW221-010 (1875-1928) - amend grid reference to SZ 59556 91888 (1893 box, the 1975 box was at SZ 59560 91898), amend Railref code to IW 010-010

Page 95 - Index - SW 222-010 - St Helens - amend grid reference to SZ 62842 88598, amend Railref code to IW 011-010

Page 95 - Index - SW 232-020 - St Lawrence - amend grid reference to SZ 53489 76681, amend Railref code to IC 002-020

Page 97 - Index - SW 233-010 - Sandown - amend grid reference to SZ 59263 84446, amend Railref code to IC 003-010

Page 97 - Index - SW 221-040 - Sandown SW221-040 (1893-1988) - amend grid reference to SZ 59294 84474 (1893 box, the 1875 box was at SZ 59344 84528), amend Railref code to IW 010-040

Page 98 - Index - SW 221-050 - Shanklin - amend grid reference to SZ 58096 81910, amend Railref code to IW 010-050

Page 99 - Index - SW 232-060 - Shide - amend grid reference to SZ 50377 88140, amend Railref code to IC 002-060

Page 100 - Index - SW 221-020 - Smallbrook Junction - amend grid reference to SZ 59744 90548, amend Railref code to IW 010-020

Page 100 - Index - SW 231-067 - Smithards Lane Crossing - amend grid reference to SZ 49700 95200, amend Railref code to IC 001-067

Page 110 - Index - SW 221-070 - Ventnor - amend grid reference to SZ 56139 78000, amend Railref code to IW 010-070

Page 110 - Index - SW 232-010 - Ventnor Town / West - amend grid reference to SZ 55362 77261, amend Railref code to IC 002-010

Page 114 - Index - SW 231-040 - Whippingham - amend grid reference to SZ 52374 91487, amend Railref code to IC 001-040

Page 115 - Index - SW 232-030 - Whitwell - amend grid reference to SZ 52186 78277, amend Railref code to IC 002-030

Page 118 - Index - SW 231-030 - Wootton SW231-030 (1876-1926) - amend grid reference to SZ 53583 91358 (1876 box, the 1983 box was at SZ 53698 91250), amend Railref code to IC 001-030

Page 119 - Index - SW 221-060 - Wroxall - amend grid reference to SZ 55136 79868, amend Railref code to IW 010-060

Page 119 - Index - SW 241-050 - Yarmouth - amend grid reference to SZ 35797 89406, amend Railref code to IF 001-050

Page 295 - Section S1 - SW 221-010 - Ryde St Johns Road South SW221-010 (1875-1928) - amend Railref code to IW 010-010

Page 295 - Section S1 - SW 221-020 - Smallbrook Junction - amend Railref code to IW 010-020

Page 295 - Section S1 - SW 221-030 - Brading - amend Railref code to IW 010-030

Page 295 - Section S1 - SW 221-040 - Sandown SW221-040 (1893-1988) - amend Railref code to IW 010-040

Page 295 - Section S1 - SW 221-050 - Shanklin - amend Railref code to IW 010-050

Page 295 - Section S1 - SW 221-060 - Wroxall - amend Railref code to IW 010-060

Page 295 - Section S1 - SW 221-070 - Ventnor - amend Railref code to IW 010-070

Page 296 - Section S2 - SW 222-005 - Brading Quay - amend Railref code to IW 011-005

Page 296 - Section S2 - SW 222-010 - St Helens - amend Railref code to IW 011-010

Page 296 - Section S2 - SW 222-020 - Bembridge - amend Railref code to IW 011-020

Page 297 - Section S3 - SW 231-010 - Ashy - amend Railref code to IC 001-010

Page 297 - Section S3 - SW 231-020 - Haven Street SW231-020 (1876-1926) - amend Railref code to IC 001-020

Page 297 - Section S3 - SW 231-030 - Wootton SW231-030 (1876-1926) - amend Railref code to IC 001-030

Page 297 - Section S3 - SW 231-040 - Whippingham - amend Railref code to IC 001-040

Page 297 - Section S3 - SW 231-050 - Newport South SW231-050 (1875-1958) - amend Railref code to IC 001-050

Page 297 - Section S3 - SW 231-060 - Newport North / B - amend Railref code to IC 001-060

Page 297 - Section S3 - SW 231-065 - Medina Wharf SW231-065 (1878-1912) - amend Railref code to IC 001-065

Page 297 - Section S3 - SW 231-067 - Smithards Lane Crossing - amend Railref code to IC 001-067

Page 297 - Section S3 - SW 231-068 - Mill Hill - amend Railref code to IC 001-068

Page 297 - Section S3 - SW 231-070 - Cowes - amend Railref code to IC 001-070

Page 298 - Section S4 - SW 232-010 - Ventnor Town / West - amend Railref code to IC 002-010

Page 298 - Section S4 - SW 232-020 - St Lawrence - amend Railref code to IC 002-020

Page 298 - Section S4 - SW 232-025 - Dean Crossing - amend Railref code to IC 002-025

Page 298 - Section S4 - SW 232-030 - Whitwell - amend Railref code to IC 002-030

Page 298 - Section S4 - SW 232-040 - Merstone - amend Railref code to IC 002-040

Page 298 - Section S4 - SW 232-050 - Blackwater - amend Railref code to IC 002-050

Page 298 - Section S4 - SW 232-060 - Shide - amend Railref code to IC 002-060

Page 298 - Section S4 - SW 232-070 - Pan Lane Crossing - amend Railref code to IC 002-070

Page 298 - Section S5 - SW 233-010 - Sandown - amend Railref code to IC 003-010

Page 298 - Section S5 - SW 233-020 - Alverstone - amend Railref code to IC 003-020

Page 298 - Section S5 - SW 233-030 - Newchurch - amend Railref code to IC 003-030

Page 298 - Section S5 - SW 233-040 - Horringford - amend Railref code to IC 003-040

Page 299 - Section S6 - SW 241-010 - Newport - amend Railref code to IF 001-010

Page 299 - Section S6 - SW 241-020 - Carisbrooke - amend Railref code to IF 001-020

Page 299 - Section S6 - SW 241-030 - Calbourne - amend Railref code to IF 001-030

Page 299 - Section S6 - SW 241-040 - Ningwood - amend Railref code to IF 001-040

Page 299 - Section S6 - SW 241-050 - Yarmouth - amend Railref code to IF 001-050

Page 299 - Section S6 - SW 241-060 - Freshwater SW241-060 (1888-1927) - amend Railref code to IF 001-060

Page 314 - Section X15 - SW 211-010 - Ryde Pier Head - amend Railref code to IW 001-010

Page 314 - Section X15 - SW 211-020 - Ryde Esplanade - amend Railref code to IW 001-020

Page 314 - Section X15 - SW 211-030 - Ryde St Johns Road North - amend Railref code to IW 001-030

Section 12 - D: District Line

D7: Grove Road Junction to Richmond [LSWR]**Line:** Opened by the LSWR on 01.01.1869.**Track:** Double from opening; quadrupling Studland Road Jct-Turnham Green completed by 03.12.1911. From this date the LSWR trains used the northern pair of tracks, District trains the southern pair, and the LSWR lines used a separate route via a flyunder from Turnham Green to Acton Lane Junction, only abandoned in 1965 when the Acton Curve to Bollo Lane Junction closed. The connection to the Hammersmith & City at Grove Road Junction was severed w.e.f. 24.10.1914; Kensington Addison Road Jct-Studland Road Jct closed in June 1916 but the lines were not lifted until 1932. In 1932, the LSWR tracks from Studland Road Junction to Turnham Green (disused since 1916) were brought back into use and rearranged, District trains then using the Outer Rails and Piccadilly trains the Inner.**Services:** Various companies provided services to Richmond from the opening. The Metropolitan service from the City to its Hammersmith terminus included a few services extended to Richmond over the Grove Road connection until 1906. District services to Richmond over its connection at Studland Road Junction, and North London Line services over the connection at Gunnersbury, continue to the present day.**Signalling:** Block working using Preece's 3-wire from the opening until replaced by Sykes Lock & Block by 1900. In February 1911 automatic signals were introduced between Ravenscourt Park and Turnham Green with communication by block bells. After the quadrupling in 1911, double line block working on the LSWR lines and automatic signalling retained on the District lines. Automatic signalling remains the case to the present day on LT lines and between Turnham Green and Richmond. Block Working was eventually superseded by Track Circuit Block.**Ownership:** Studland Road Jct-Turnham Green transferred to the Underground Group in 1932 but not formally transferred to LPTB until 1950.**Electrification:** 3rd & 4th rail DC for Metropolitan District trains Studland Rd Jct-Turnham Green w.e.f. 01.07.1905 and Turnham Green-Richmond w.e.f. 01.08.1905.**Mileage:** from Waterloo (buffer stops) via Kensington North Main

from Kensington North Main (see GW 030-040, Section H4) - milepost mileage				Signal Box				Locking Frame				BS	Notes
Ref	M	Name	#	Opened	Closed	Type	Construction/Size	Type	Can's	Size	Date		
from Kensington North Main (see GW 030-040, Section H4) - milepost mileage													
SW 035-020		Grove Road Junction		00.12.1868	05.06.1916	SF 2a		SX 1860 U (var.)		1868		Y	
Box: aka Hammersmith Junction													
»Grove Road Junction in Section H1													
»SW022													
SW 035-022		Hammersmith		by 00.00.1870	18.02.1930								D86
SW 035-025	7.26	Studland Road Junction	1	01.06.1877	03.12.1911	SW 2 U		St U	4½"	17	1877		D87
			2	Never opened							1911		D88
Box: renamed Ravenscourt Park Junction w.e.f. 05.02.1911													
»Hammersmith, see Section D2													
»MD010													
SW 035-040		Turnham Green	1	01.01.1869	01.06.1879	SW n/s		SX 1860 U (var.)	7	1868			D89
			2	01.06.1879	00.00.1904 U								D90
			3	00.00.1904 U	05.02.1911								D91
			4 WK	05.02.1911	03.12.1911								Z
			5 WK	03.12.1911	04.10.1963	Cabin		(Mech.)		14	03.12.1911	N	D92
								Wh B	2½"	23	03.12.1911		D93
								(Mech.)		51	01.11.1931		
			6 WK	05.10.1963	Open 2018	IMR		Wh V1		24	1963		D94
Box: (4) aka Fisher's Lane, renamed Turnham Green Junction [LSW/District] w.e.f. 03.12.1911													
»Chiswick Park, see Section D8													
»MD020													
SW 035-050	9.47	Acton Lane Junction		01.01.1869	13.10.1968	SF 2a (same)		SX 1860 U (var.)	15	1868		N	
								E=		22	nk		
»Bollo Lane Junction in Section Z													
»SW037													
SW 035-060	9.68	Gunnersbury East	1	01.01.1869	00.00.1893								D95
			2 WBM	00.00.1893	26.03.1980	SF 2a 2h Wd (same)		St U	4½"	22	1893	N	
								E=		23	nk		
Box: aka Gunnersbury Junction, renamed Gunnersbury w.e.f. 29.05.1932													
»Bollo Lane Junction in Section Z													
»SW038													
SW 035-070		Gunnersbury West		00.00.1881	29.05.1932	SF 2a		St U	4½"	20	1881		
Box: aka Gunnersbury South													
»Chiswick Junction in Section Z													
»SW034													
SW 035-080	10.77	Kew Gardens		01.01.1869	31.01.1954	SF 2a	BTF	SX 1860 U (var.)	14	1868		Y	D96
SW 030-110	9.45	Richmond Junction	1	00.00.1875	28.01.1940	SW 1 U		St U	4½"	46	1875	N	
			2 WBG	28.01.1940	Open 2018	SR 13	Bk	Wh A2	4"	80	1940	N	D97
			GB			(same)		NX(PP)(+)			24.02.1980		D98
Box: renamed Richmond w.e.f. 28.01.1940													
»Richmond West in Section Z													
»SW030													

Notes

D86	Box: on record but details not known, out of use from 05.06.1916	D94	IMR: controlled by programme machine and supervised by Earls Court Temporary Regulating Room. Control: supervision of programme machine working transferred to Earls Court Permanent Regulating Room w.e.f. 10.10.1965
D87	Box: moved 7ft nearer Up Line 08.10.1911		
D88	Box: provided but not opened Signals: crossed OOU w.e.f. 03.02.1911, arms and lamps removed 14.11.1919		
D89	Frame: LSW mechanical frame Levers: different pitch sigs/points	D95	(1) Box: on record but details nk (2) Box: top 2h, source nk
D90	Box: temporary, on record but details nk		
D91	Box: still extant 1931 but SR frame abolished	D96	Box: temporary block post for engineering works established on 31.10.1954, 05.12.1954, 12.12.1954 and 04.12.1955
D92	Box: Joint Metropolitan/LSWR box Frame: Two frames - 14 lever LSWR/SR frame, abolished 07.06.1931; 23 lever MDR frame (number B114) abolished 30.11.1931	D97	Frame: No. 11038. Main Line signals to Feltham PSB w.e.f. 10.11.74.
D93	Frame: No. B114	D98	Panel: ML Engineering. Control: Control Area extended to include Gunnersbury w.e.f. 26.03.1980

Section 12 - E: East London Line

Section E: East London Line

E1: East London (GE, LBSC, Met., MetDist., SEC) Bishopsgate Junction [GE] to New Cross Gate [LBSCR]

Line: opened 07.12.1869 New Cross [ELR] to Wapping 07.12.1869, using Brunel's Thames Tunnel of 1843; Wapping-Shoreditch 10.04.1876; Canal Jct-New Cross [SER] 12.01.1880 (built c1876); New Cross [ELR] terminus closed 01.11.1876. Line closed 25.03.1995 for refurbishment and construction of Canada Water station. Whitechapel to New Cross/New Cross Gate reopened on 25.03.1998, but Whitechapel to Shoreditch reopening delayed until 27.09.1998 as the Railway Inspectorate required Moorgate Controls to be provided at Shoreditch. When reopened the line was controlled from a new New Cross Signal Control Facility. This controlled the existing interlockings at Whitechapel and Shadwell, a relay interlocking at Surrey Quays and a VPI at New Cross covering New Cross, New Cross Gate, Canal Junction and the Depot. Control by VDU. Local Emergency Panels at New Cross and Surrey Quays. The line was closed again in 2006/2007. Whitechapel from 09.06.2006 to enable the construction of a connection between the "East London Line" at Whitechapel and the "North London Line" between Broad Street and Dalston Jct. Whitechapel to New Cross/New Cross Gate from 22.12.2007. The line was reopened again in 2010 as part of the London Overground network and controlled from a new London Overground Control Centre. The line is still owned by London Underground but the signalling is maintained and operated by Network Rail using 2 WestCAD VDUs and six SSIs in an Operational Building Complex (OBC) at New Cross Gate. **Track:** Double.

Electrification: 3rd & 4th rail DC w.e.f. 1913 (project undertaken by Metropolitan Railway); 3rd rail DC w.e.f. 2010

Ownership: 1869-1882 LBSC; 10.08.1882-02.04.1949 East London Joint [LBSC; SER; LCD; Met.; Met. District] but vested in the Southern Railway w.e.f. 01.01.1925; 02.04.1949 to date London Transport/Transport for London (BR Running Powers 1949-1966)

Block Working: Tyer's from opening; Sykes L&B w.e.f. date nk; Bell Block and Train Describers w.e.f. 30.03.1913; centralised control from New Cross Control Centre w.e.f. 1997; TCB (Silwood SC) w.e.f. 2010

Mileage: from East London Jct [GE]

Image from East London Set [GE]				Signal Box				Locking Frame					
Ref	M	Name	#	Opened	Closed	Type	Construction/Size	Type	Can's	Size	Date	BS	Notes
from East London Junction (see GE 001-050, Section Z)													
EL 001-010	0.09	Shoreditch Station	1 A	10.04.1876	19.05.1928	SF n/s	wooden hut	SF	5"	13	1876	N	E1
			2 B	08.09.1943	18.10.1959	(same)	E=		14	30.03.1913		E2	
			B	18.10.1959	24.03.1995		Wh N 2h U		11			E3	
			B	25.03.1998	22.12.2007	(same)							
Box: aka Shoreditch from 1876 to 1959, aka Brick Lane Station, IMR w.e.f. 18.10.1959													
EL 001-020	0.46	Whitechapel Station	1	10.04.1876	30.03.1913	SF n/s		SF 1874	5"	20			E4
			2 B	30.03.1913	17.10.1959	Met n/s	MK em U		21	1913		E5	
						(same)	Wh K	2½"	7	20.05.1928		E6	
			3 B	18.10.1959	24.03.1995						Y	E7	
				25.03.1998	22.12.2007	(same)							
Box: aka Whitechapel [ELL], IMR w.e.f. 18.10.1959													
EL 001-030	0.57	Whitechapel Junction		03.03.1884	30.03.1913	SF n/s		SF 1874 U	5"			N	E8
»MD003													
EL 001-040	1.15	Shadwell		10.04.1876	30.03.1913	SF n/s		SF 1874 U	5"	23		Y	E9
EL 001-050	1.54	Wapping & Shadwell		07.12.1869	30.03.1913	SF n/s		SF Wdg U	5½"	17		Y	E10
Box: renamed Wapping 10.04.1876													
EL 001-060	2.01	Rotherhithe		07.12.1869	30.03.1913	SF n/s		SF Wdg U	5½"	17		Y	E11
EL 001-070	2.44	Deptford Road Station	1	07.12.1869	30.03.1913	SF n/s		SF Wdg U	5½"	18			E12
			2 C	30.03.1913	24.03.1995	Met Hut	SE cam		6		NBP	E13	
Box: renamed Surrey Docks w.e.f. 17.07.1911, GF NBP w.e.f. 30.03.1913													
EL 001-072		Surrey Docks (South)			30.03.1913								E14
EL 001-080	2.58	Deptford Road Junction	1	13.03.1871	30.03.1913	SF n/s		SF Wdg U	5½"	19			E15
			2 D	30.03.1913	07.10.1950		MK em		4	1913	NBP	E16	
Box: GF NBP w.e.f. 30.03.1913													
»EL002													
»EL003													
»East London Up Junction, see Section E2													

Notes

E1	In GER Appendix 01.01.1893 GERS ref. 402/851.	E7	Box: in station building
E2	(1) & (2): Box & Frame: From 20.05.1928 to 08.09.1943 the signalling was controlled directly from a power frame in Whitechapel (ELL) box	E8	IMR: controlled from push button panel in Whitechapel (District) box until 25.03.1998 when control passed to New Cross Signal Control Facility
E3	Box & Frame: Remotely controlled from the power frame in Whitechapel (ELL) box, but also capable of local control in emergency. From 18.10.1959 (i.e. closure of box (2)), points and signals were operated from Whitechapel (ELL) box (R&CHS Metropolitan Line Chronology) and the box thus, effectively, became an IMR controlled from a push button panel in Whitechapel (District) box until 25.03.1998 when control passed to New Cross Signal Control Facility. Northbound starting signals replaced 11.09.1949 and controlled from Liverpool Street (signal L3) on closure of East London Junction box (LT Traffic Circular 37, p.1105)	E9	In GER Appendix 01.01.1893 GERS ref. 402/871.
E4	In GER Appendix 01.01.1893 GERS ref. 402/861.	E10	In GER Appendix 01.01.1893 GERS ref. 402/881.
E5	McK&H / Westinghouse Power carried out installation, frame and interlocking provided by SE&CR GERS ref. 402/862. Box: in station building.	E11	In GER Appendix 01.01.1893 GERS ref. 402/891.
E6	Frame: Power frame no. K36 added w.e.f. 20.05.1928 to control Shoreditch area (numbered 22 to 28).	E12	In GER Appendix 01.01.1893 as 'Deptford Road' (one box, not known if North or South); named as such until 17.07.1911 GERS ref. 402/901.
		E13	(2): Prefix: ER w.e.f. 08.10.1950 when signalling modernised
		E14	In GER Appendix 01.01.1893 as 'Deptford Road' (one box, not known if North or South); named as such until 17.07.1911 GERS ref. 402/903.
		E15	In GER Appendix 01.01.1893 GERS ref. 402/910.
		E16	(1): Block: Bell to EL Up Jct (2): Box: open as required

Section E1 page 134 from Volume 8 updates Section X26 of vol. 3 and Section X3 of vol. 4
 Section E2 page 134 from Volume 8 updates Section X27 of vol. 3 and Section X4 of vol. 4

Section 12 - E: East London Line

E1: East London (GE, LBSC, Met., MetDist., SEC) Bishopsgate Junction [GE] to New Cross Gate [LBSCR] (contd.)

Ref	M	Name	#	Signal Box				Locking Frame				BS	Notes
				Opened	Closed	Type	Construction/Size	Type	Cen's	Size	Date		
EL 001-090	3.10	Canal Junction [SER]	1	c. 00.00.1876	12.01.1880	SE		SF		20			E17
			2 E	12.01.1880	07.10.1950	SE			19			E18	
			3 ET	08.10.1950	24.03.1995	LPTB Bk	Wh B (2h)	2½"	23	1950	N	E19	
		Box: aka South East Junction »Woodpecker Lane, see Section E3 »New Cross in Section E3											
»EL004													
»EL005													
EL 001-100	3.43	East London Junction	1	07.12.1869	02.04.1876								E20
			2	02.04.1876	27.11.1926	SF 5 Bk 14' x 12' x 7'	SF 1874	5"	15	1876			
		Box: renamed East London Down Jct w.e.f. 02.04.1876, aka New Cross Station 'D'											
EL 001-110		New Cross Low Level		07.12.1869	01.11.1876								E21
LB 040-080	2.59	New Cross Yard	1	1863-1864	02.04.1876	SF 1b Wd		Sx 1860S			1863/4		E22
			2	02.04.1876	08.10.1950	SF 5 Bk 45' x 14' x 16' 9"	SF 1874	5"	93	1876	N	E23	
						(same)	S=		91				
		Box: aka New Cross Station 'B' »Bricklayers Arms Junction in Section Z »East London Up Junction, see Section E2											
»LB040													
»EL003													
LB 040-085		New Cross Gate	MC	08.10.1950	20.07.1975	BR(S) 15 Bk		Wh L	2½"	71	1950		E24
LB 040-090	3.00	New Cross Station	1	1863-1864	02.04.1876	SF 1b Wd		Sx 1860S			1863/4		E25
			2	02.04.1876	08.10.1950	SF 5 BTF 33' x 12' x 8' 6"	SF 1874	5"	40	1876	E		
		Box: renamed New Cross South date nk, then New Cross Gate South w.e.f. 09.07.1923, aka New Cross Station 'A'											

E2: East London (GE, LBSC, Met., MetDist., SEC) Deptford Road Junction to New Cross Yard

Line: opened 01.07.1876, closed 1964

Track: single; Electrification: nil

Ownership: 1869-1882 LBSC; 10.08.1882-02.04.1949 East London Joint [LBSC; SER; LCD; Met.; Met. District] but vested in the Southern Railway w.e.f. 01.01.1925; 02.04.1949 to date London Transport/Transport for London (BR Running Powers 1949-1966)

Block Working: Tyer's from opening; Sykes L&B w.e.f. date nk

Mileage: from Deptford Road Jct

Signal Box													Locking Frame				BS	Notes
Ref	M	Name	#	Opened	Closed	Type	Construction/Size	Type	Can's	Size	Date							
from Deptford Road Junction (see EL 001-080, Section E1) - milepost mileage 1.04 GF NBP w.e.f. 30.03.1913																		
EL 003-040	0.13	East London Up Junction		01.07.1876	10.09.1972	SF 5	BTF 30' x 14' x 15'	SF 1874	5"	58	1876	N	E26					
Box: renamed New Cross Gate GF 'C' NBP w.e.f. 10.12.1967																		
to New Cross Yard (see LB 040-080, Section E1) - milepost mileage 0.00 aka New Cross Station 'B'																		

Notes

E17	Box: In GER Appendix 01.01.1893 but details nk Signals manually controlled, electrically operated from 30.03.1913 GERS ref. 402/921.	E21	Box: on record but details nk
E18	Box: on record but details nk	E22	(1): Levers: different pitch sigs/points (2): Frame: 15 slots Frame: relocked with tappets w.e.f. 01.10.1922
E19	When New Cross Gate box closed in 1975 auto reversing was installed there supervised by Canal Junction. Prefix: coded 'NCG' until 1986 when recoded 'ET'.	E23	Frame: 90 working levers and 3 spare.
E20	(1): Box: on record but details nk (2): Frame: relocked with tappets w.e.f. 1904	E24	Frame: miniature levers Frame: part L93 was WW2 standby
		E25	(1): Levers: different pitch sigs/points (2): Frame: relocked with tappets w.e.f. 05.11.1911
		E26	Frame: relocked with tappets w.e.f. 1898, levers 1 to 57 plus 'A'.

Above: Whitechapel signal box diagram pictured here on 09.08.1991 showing the East London Line above and the Main Lines below. *Photo: Paul Armstrong.*

Facing page: An extract from 'Greater London Transport Tracks Map' (available from <http://carto.metro.free.fr/metro-tram-london/>) showing the connections between the East London Line and the LB&SCR Main Line at New Cross Gate, the SECR Main Line at New Cross and the recently revived link to the LB&SC South London Line. *Diagram: Reproduced by permission of the author, Franklin Jarrier.*

Section 12 - E: East London Line

E3: East London (GE, LBSCR, Met., MetDist., SEC) Canal Junction [SER] to New Cross Station

Line: opened 12.01.1880 (constructed c1876), closed 22.12.2007; re-opened 2010 with extended East London Line of TfL (Overground)

Track: double to SER No. 2 box then two single lines (to Down side in use to 2007, to Up side in use to 1966)

Electrification: 4th rail DC w.e.f. 1913 (project undertaken by Metropolitan Railway) 3rd rail DC w.e.f. 2010

Ownership: 1869-1882 LBSCR; 10.08.1882-02.04.1949 East London Joint [LBSCR, SER, LCD, Met., Met. District] but vested in the Southern Railway w.e.f. 01.01.1925; 02.04. 1949 to date London Transport/Transport for London (BR Running Powers 1949-1966);

Block Working: TS&T from opening to 03.03.1917, ETS then to 19.02.1927, then Bell Block and Train Describers, TCB (Silwood SC) w.e.f. 2010

Mileage: from East London Jct [GE]

»Canal Junction [SER] in Section E1													
Ref	M	Name	#	Signal Box				Locking Frame				BS	Notes
				Opened	Closed	Type	Construction/Size	Type	Can's	Size	Date		
from Canal Junction [SER] (see EL 001-090, Section E1) - milepost mileage 3.10 aka South East Junction													
EL 004-010	3.39	Woodpecker Lane	1	12.01.1880	03.03.1917								
			2	04.03.1917	19.02.1927					16			E27
Box: renamed New Cross [SER] No. 2 by 1886, East London Junction (Staff) by 1913, and New Cross (East London) Staff w.e.f. date nk													
SE 001-180	4.27	Greenwich Junction	1	1840s									
			2		26.05.1901	SE	Wd						
			3	26.05.1901	01.12.1929	ED o/d	Wd						
			4 K	01.12.1929	19.04.1976	SR 11a	Wd	Wh L	2½"	83	1929	N	E28
			Box: renamed North Kent East Junction w.e.f. nk										
SE 001-190		New Cross	1	c. 00.00.1870	01.04.1880								
			2	01.04.1880	1890s								
			3	1890s	13.12.1903	ED	Wd	ED		85			
			4	13.12.1903	01.12.1929	SE				78			
			Box: renamed East London Junction w.e.f. 01.04.1880, known as East London Junction (No. 1) in 1894, renamed New Cross No. 1 by 1902, renamed New Cross 'A' w.e.f. 13.12.1903, renamed New Cross 30.06.1929										
»SE001		»New Cross Station in Section Z											
»EL005		»Canal Junction [SER] in Section E1											

E4: New Cross SCF

New Cross Signal Control Facility opened on 25.03.1998, coded ET/B. It controlled existing interlockings at Whitechapel and Shadwell, a relay interlocking at Surrey Quays and a VPI at New Cross covering New Cross, New Cross Gate, Canal Junction and the depot. Local Emergency panels were provided at New Cross and Surrey Quays. It closed on 22.12.2007 and control passed to Silwood SC when the line reopened in 2010.

Notes

E27	Box: replaced with power points controlled from Canal Junction.	E28	(4): Frame: miniature levers, no. L37.
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Corrigenda sheet no.12 produced on 24 Nov 2022

This correction sheet updates:

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

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 Cowlares: 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: Tyler'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 Balquhiddier East: M.Ch = 12.18

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

Page 318 – Section P11 - CA 521-070 Balquhiddier 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: Ardrrossan 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 Forbes-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'ness 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

Volume 6 additional corrections 16th October 2021:

Page 39 - Index - CA 530-300 - Almond Valley Junction - amend grid reference to NO 10136 25508
Page 39 - Index - CA 534-010 – Almondbank - amend grid reference to NO 06679 25093
Page 40 - Index - HR 010-150 - Alves East - amend grid reference to NU 13670 61774
Page 40 - Index - HR 010-170 - Alves West - amend grid reference to NU 13440 61769
Page 42 - Index - CA 530-020 - Ashfield - amend grid reference to NN 78370 03303
Page 42 - Index - CA 530-090 - Auchterarder - amend grid reference to NN 95399 12116
Page 44 - Index - CA 521-050 - Balquhiddie East - amend grid reference to NN 57265 20964
Page 44 - Index - CA 521-070 - Balquhiddie West - amend grid reference to NN 57552 21124
Page 47 - Index - CA 530-070 - Blackford - amend grid reference to NN 90131 09241, note this is the grid reference for the 1933 box, the grid reference for the 1873 box is NN 90088 09245
Page 51 - Index - CA 510-130 - Bridge of Allan (North) - amend grid reference to NS 78530 97881
Page 51 - Index - CA 510-120 - Bridge of Allan South - amend grid reference to NS 79098 96253
Page 53 - Index - NB 590-020 - Brucefield Colliery - amend grid reference to NS 92400 91400
Page 53 - Index - NB 030-020 - Brunthill - amend grid reference to NY 38425 58356
Page 53 - Index - HR 013-010 - Burghead - amend grid reference to NU 11511 68593
Page 54 - Index - NB 590-070 - Cairneyhill - amend grid reference to NT 04091 86134
Page 54 - Index - CA 520-050 - Callander & Oban Junction - amend grid reference to NN 63750 07602
Page 54 - Index - CA 521-010 - Callander East - amend grid reference to NN 62805 08073
Page 54 - Index - CA 521-020 - Callander West - amend grid reference to NN 62436 08110
Page 55 - Index - NB 030-010 - Canal Junction - amend grid reference to NY 38517 56343
Page 56 - Index - CA 007-010 - Carlisle No.1 (Willowholme Junction) - amend grid reference to NY 39010 56537
Page 56 - Index - CG 001-020 - Carlisle No.10 (Bog Junction) - amend grid reference to NY 40403 55016
Page 56 - Index - CG 001-030 - Carlisle No.11 (Rome Street Junction) - amend grid reference to NY 40127 55128
Page 56 - Index - CA 001-020 - Carlisle No.2 (Port Carlisle Branch Junction) - amend grid reference to NY 39320 56494
Page 56 - Index - CA 001-010 - Carlisle No.3 (Caldew Junction) - amend grid reference to NY 39465 56290
Page 56 - Index - CJ 001-010 - Carlisle No.4 - amend grid reference to NY 40049 55626
Page 56 - Index - CJ 001-030 - Carlisle No.4A - amend grid reference to NY 40273 55470
Page 57 - Index - CJ 001-020 - Carlisle No.5 - amend grid reference to NY 40473 55129, note this is the grid reference for the 1951 box, the grid reference for the 1880 box is NY 40415 55222
Page 57 - Index - CJ 001-010 - Carlisle PSB - amend grid reference to NY 40404 55201
Page 57 - Index - NB 150-100 - Carmuir East Junction - amend grid reference to NS 86084 80956, note this is the grid reference for the 1901 box, the grid reference for the 1882 box is NS 86098 80949
Page 58 - Index - CA 530-060 - Carsebreck - amend grid reference to NN 86780 08951
Page 60 - Index - NB 595-020 - Charlestown Goods - amend grid reference to NT 06090 83632
Page 62 - Index - CA 531-060 - Comrie - amend grid reference to NN 77858 22269
Page 65 - Index - CA 531-040 - Crieff East - amend grid reference to NN 86328 21158
Page 65 - Index - CA 531-050 - Crieff West - amend grid reference to NN 86213 21377
Page 66 - Index - NB 590-050 - Culross - amend grid reference to NS 99416 86032
Page 66 - Index - HR 013-020 - Cummington - amend grid reference to NU 13603 69293
Page 66 - Index - CA 531-070 - Dalchonzie - amend grid reference to NN 74045 23027
Page 69 - Index - DJ 001-020 - Dentonholme Goods Yard Junction - amend grid reference to NY 39661 55839
Page 69 - Index - DJ 001-010 - Dentonholme Goods Yard South - amend grid reference to NY 39791 55642
Page 69 - Index - CG 001-050 - Dentonholme North Junction (Goods Yard Junction) - amend grid reference to NY 39623 55939
Page 69 - Index - CG 001-040 - Dentonholme South Junction - amend grid reference to NY 39913 55562
Page 70 - Index - CA 520-020 - Doune East - amend grid reference to NN 72633 01777
Page 70 - Index - CA 520-030 - Doune West - amend grid reference to NN 72409 01838

Page 70 - Index - CA 520-040 - Drumvaich - amend grid reference to NN 67503 04295
 Page 72 - Index - CA 530-110 - Dunning - amend grid reference to NO 00294 16481
 Page 73 - Index - NB 590-080 - Elbowend Junction - amend grid reference to NT 08465 85955, note this is the grid reference for the 1906 box, the grid reference for the 1894 box is NT 08655 86050
 Page 74 - Index - CA 001-030 - Etterby Junction - amend grid reference to NY 38750 57213
 Page 75 - Index - CA 530-130 - Forgandenny - amend grid reference to NO 08737 19500
 Page 76 - Index - CA 530-120 - Forteviot - amend grid reference to NO 04684 17622
 Page 80 - Index - CA 530-080 - Gleneagles - amend grid reference to NN 92916 10558
 Page 83 - Index - CA 530-050 - Greenloaning - amend grid reference to NN 83779 07806
 Page 85 - Index - NB 030-030 - Harker - amend grid reference to NY 38628 61003
 Page 87 - Index - CA 531-030 - Highlandman - amend grid reference to NN 88240 20026
 Page 87 - Index - CA 530-140 - Hilton Junction - amend grid reference to NO 11621 19992
 Page 87 - Index - HR 013-030 - Hopeman - amend grid reference to NU 14366 69606
 Page 88 - Index - CA 534-050 - Innerpefferay - amend grid reference to NN 89331 20228
 Page 93 - Index - CA 530-040 - Kinbuck - amend grid reference to NN 79389 04906
 Page 93 - Index - NB 590-020 - Kincardine Power Station - amend grid reference to NS 92800 88100
 Page 93 - Index - NB 590-030 - Kincardine Station - amend grid reference to NS 92800 87400
 Page 94 - Index - CA 001-040 - Kingmoor PSB - amend grid reference to NY 38273 58171, note this is the grid reference for the 1963 power box, the grid reference for the 1876 box is NY 38318 58132
 Page 95 - Index - HR 010-190 - Kinloss East - amend grid reference to NU 07292 61306
 Page 95 - Index - HR 010-180 - Kinloss - amend grid reference to NU 07502 61351
 Page 95 - Index - HR 010-200 - Kinloss West - amend grid reference to NU 07013 61271
 Page 100 - Index - CA 521-060 - Lochearnhead - add grid reference NN 57578 21185
 Page 100 - Index - CA 531-090 - Lochearnhead - amend grid reference to NN 58781 23813
 Page 101 - Index - NB 590-040 - Longannet - amend grid reference to NS 94900 85500
 Page 103 - Index - CA 534-040 - Madderty - amend grid reference to NN 95542 22393
 Page 105 - Index - CA 534-020 - Methven Junction - amend grid reference to NO 02881 24317
 Page 108 - Index - CA 531-020 - Muthill - amend grid reference to NN 89400 16619
 Page 111 - Index - CA 530-010 - Oban Junction - amend grid reference to NN 78057 01146
 Page 118 - Index - CA 001-050 - Rockcliffe - amend grid reference to NY 37022 61087
 Page 120 - Index - CA 521-030 - St Brides Crossing - amend grid reference to NN 58485 09631
 Page 120 - Index - CA 531-080 - St Fillans - amend grid reference to NN 69871 24401
 Page 127 - Index - CA 521-040 - Strathyre - amend grid reference to NN 56036 17132, note this is the grid reference for the 1890 box, the grid reference for the 1870 box is NN 56014 17099
 Page 131 - Index - CA 531-010 - Tullibardine - amend grid reference to NN 91780 13605
 Page 133 - Index - NB 590-060 - Valleyfield Colliery - amend grid reference to NT 00700 86300
 Page 135 - Index - CA 530-100 - Whitemoor Crossing - amend grid reference to NN 98893 14720

Volume 6 additional corrections 24 Nov 2022:

Page 38 - Index - CA 060-050 - Addiewell Oil Works - amend grid reference to NT 00077 62489
 Page 39 - Index - CA 530-300 - Almond Valley Junction - amend grid reference to NO 10129 25499
 Page 42 - Index - CA 530-020 - Ashfield - amend grid reference to NN 78370 03303
 Page 42 - Index - CA 530-090 - Auchterarder - amend grid reference to NN 95399 12116
 Page 44 - Index - CA 530-270 - Balhousie - amend grid reference to NO 10832 24366
 Page 44 - Index - NB 580-240 - Balmanno - amend grid reference to NO 13906 15299
 Page 45 - Index - CA 536-010 - Bankfoot (1906-1931) - amend grid reference to NO 06996 35136
 Page 45 - Index - CA 540-030 - Barnhill - amend grid reference to NO 12335 22629
 Page 47 - Index - CA 060-180 - Bellside Junction - amend grid reference to NS 80321 58458
 Page 47 - Index - CA 060-160 - Bellside Quarry - amend grid reference to NS 81466 58329
 Page 47 - Index - NB 580-160 - Benarty - amend grid reference to NT 14866 95990
 Page 47 - Index - CA 060-110 - Benhar Junction - amend grid reference to NS 91226 60450
 Page 47 - Index - CA 530-070 - Blackford CA530-070 (1873-1933) - amend grid reference to NN 90088 09245 (1873 box, the 1933 box was at NN 90131 09241)
 Page 48 - Index - NB 580-170 - Blairadam - amend grid reference to NT 13232 97385
 Page 51 - Index - CA 060-150 - Bowhousebog - amend grid reference to NS 85034 59152 (1898 box, the 1873 box was NS 84878 59096)
 Page 52 - Index - NB 580-250 - Bridge of Earn - amend grid reference to NO 13066 18141
 Page 53 - Index - CA 540-150 - Buckingham Junction - amend grid reference to NO 39464 29440

Page 56 - Index - CA 060-210 - Carfin Junction / Holytown Junction - amend grid reference to NS 76659 59282
 Page 56 - Index - CA 060-220 - Carfin Station - amend grid reference to NS 76260 59591
 Page 58 - Index - CA 530-060 - Carsebreck - amend grid reference to NN 86780 08951
 Page 60 - Index - NB 580-030 - Charlestown Junction - amend grid reference to NT 09380 86548
 Page 61 - Index - CA 060-200 - Cleland Junction - amend grid reference to NS 77602 58865
 Page 63 - Index - NB 580-120 - Cowdenbeath New / North - amend grid reference to NT 16557 91768
 Page 63 - Index - NB 580-130 - Cowdenbeath North Jct - amend grid reference to NT 16655 92538
 Page 63 - Index - NB 580-090 - Cowdenbeath South Junction (1890-1957) - amend grid reference to NT 15973 90310 (1890 box, the 1957 box was at NT 16080 90445)
 Page 64 - Index - CA 530-180 - Craigie Bridge Junction - amend grid reference to NO 11328 22670
 Page 65 - Index - NB 580-080 - Crossgates - amend grid reference to NT 14820 89563
 Page 65 - Index - CA 530-080 - Gleneagles - amend grid reference to NN 92916 10558
 Page 70 - Index - CA 530-250 - Dovecotland Junction - amend grid reference to NO 11027 23825
 Page 71 - Index - CA 530-200 - Dundee & Perth Junction / St Leonards Bridge Junction - amend grid reference to NO 11313 22862
 Page 71 - Index - CA 540-160 - Dundee West - amend grid reference to NO 39979 29764
 Page 71 - Index - NB 580-040 - Dunfermline Lower - amend grid reference to NT 09743 87138
 Page 72 - Index - CA 530-110 - Dunning - amend grid reference to NO 00294 16481
 Page 74 - Index - CA 530-160 - Engine Sheds Junction / Edinburgh Road Bridge - amend grid reference to NO 11490 22303
 Page 74 - Index - CA 540-070 - Errol - amend grid reference to NO 25274 24499
 Page 74 - Index - CA 540-130 - Esplanade Junction - amend grid reference to NO 37597 29623
 Page 74 - Index - CA 060-090 - Fauldhouse Goods - amend grid reference to NS 92931 60237
 Page 74 - Index - CA 060-100 - Fauldhouse Station - amend grid reference to NS 92272 60116
 Page 75 - Index - CA 530-130 - Forgandenny - amend grid reference to NO 08737 19500
 Page 76 - Index - CA 530-120 - Forteviot - amend grid reference to NO 04684 17622
 Page 76 - Index - CA 530-150 - Friarton - amend grid reference to NO 11749 21710
 Page 76 - Index - CA 530-145 - Friarton South - amend grid reference to NO 11821 21536
 Page 77 - Index - CA 060-230 - Fullwood Junction - amend grid reference to NS 75552 59992
 Page 79 - Index - CA 530-240 - Glasgow Road Bridge - amend grid reference to NO 11081 23498
 Page 80 - Index - CA 540-050 - Glencarse - amend grid reference to NO 19762 21534
 Page 80 - Index - NB 580-230 - Glenfarg - amend grid reference to NO 13577 10660
 Page 81 - Index - CA 540-080 - Grange - amend grid reference to NO 27182 25517
 Page 83 - Index - CA 530-050 - Greenloaning - amend grid reference to NN 83779 07806
 Page 84 - Index - NB 580-070 - Halbeath - amend grid reference to NT 12671 88791
 Page 85 - Index - CA 060-140 - Hawkwoodburn - amend grid reference to NS 86692 59742
 Page 87 - Index - CA 530-140 - Hilton Junction - amend grid reference to NO 11621 19992
 Page 88 - Index - CA 540-060 - Inchcoonans - amend grid reference to NO 23615 23705
 Page 88 - Index - CA 540-090 - Inchtute Junction - amend grid reference to NO 28637 26435
 Page 88 - Index - CA 541-010 - Inchtute Village (1848-1916) - amend grid reference to NO 27691 28537
 Page 89 - Index - CA 540-110 - Invergowrie - amend grid reference to NO 34951 29886
 Page 89 - Index - NB 580-010 - Inverkeithing North Jct - amend grid reference to NT 12811 84053
 Page 91 - Index - NB 580-150 - Kelty North (1890-1952) - amend grid reference to NT 15194 94994 (1890 box, the 1952 box was at NT 15178 95006)
 Page 91 - Index - NB 580-140 - Kelty South - amend grid reference to NT 15632 94399
 Page 93 - Index - CA 530-040 - Kinbuck - amend grid reference to NN 79389 04906
 Page 94 - Index - CA 540-040 - Kinfauns - amend grid reference to NO 15786 21930
 Page 95 - Index - NB 580-190 - Kinross Junction - amend grid reference to NO 11222 02519
 Page 95 - Index - NB 580-200 - Kinross North - amend grid reference to NO 11122 02900
 Page 100 - Index - CA 060-070 - Levenseat - amend grid reference to NS 94492 60037
 Page 100 - Index - CA 060-030 - Limefield Junction - amend grid reference to NT 03036 63825
 Page 100 - Index - NB 580-180 - Loch Leven - amend grid reference to NO 11850 01363
 Page 101 - Index - CA 540-100 - Longforgan - amend grid reference to NO 31939 28582
 Page 103 - Index - CA 530-310 - Luncarty - amend grid reference to NO 09388 29502
 Page 103 - Index - CA 540-140 - Magdalen Green - amend grid reference to NO 38623 29447
 Page 104 - Index - NB 580-220 - Mawcarse Junction - amend grid reference to NO 15320 06065
 Page 105 - Index - NB 580-210 - Milnathort - amend grid reference to NO 12035 04178
 Page 107 - Index - NB 580-110 - Mossbeath - amend grid reference to NT 16274 90938

Page 107 - Index - NB 580-100 - Mossbeath Colliery Sidings - amend grid reference to NT 16245 90859
 Page 108 - Index - CA 060-080 - Muldron Junction - amend grid reference to NS 93764 59857
 Page 109 - Index - CA 060-020 - Newpark - amend grid reference to NT 05017 64570
 Page 110 - Index - CA 540-120 - Ninewells Junction - amend grid reference to NO 36629 29744
 Page 110 - Index - CA 060-010 - Oakbank CA040-120 & - amend grid reference to NT 08390 66170
 Page 111 - Index - CA 530-010 - Oban Junction / Dunblane North - amend grid reference to NN 78057 01146
 Page 111 - Index - CA 060-190 - Omoa Siding - amend grid reference to NS 79595 58482
 Page 111 - Index - CA 060-170 - Omoa Viaduct - amend grid reference to NS 80620 58426
 Page 111 - Index - CA 540-010 - Orchardbank - amend grid reference to NO 11405 23154
 Page 113 - Index - CA 530-220 - Perth General Station / Down Centre - amend grid reference to NO 11178 23145
 Page 113 - Index - CA 530-290 - Perth Marshalling Yard - amend grid reference to NO 10107 25276
 Page 113 - Index - CA 530-260 - Perth Middle / Balhousie South - amend grid reference to NO 10928 24105
 Page 113 - Index - CA 530-280 - Perth New Yard - amend grid reference to NO 10500 24800
 Page 113 - Index - CA 530-190 - Perth SC - amend grid reference to NO 11311 22772
 Page 113 - Index - CA 530-230 - Perth Up Centre - amend grid reference to NO 11230 23164
 Page 117 - Index - CA 540-025 - Princes Street - amend grid reference to NO 12044 23161
 Page 117 - Index - CA 540-020 - Princes Street West - amend grid reference to NO 11800 23200
 Page 118 - Index - NB 580-020 - Rosyth Halt - amend grid reference to NT 11420 84496
 Page 120 - Index - CA 530-210 - St Leonards Junction [NBR] - amend grid reference to NO 11261 22890
 Page 123 - Index - CA 060-120 - Shotts Iron Works - amend grid reference to NS 88643 60643
 Page 123 - Index - CA 060-130 - Shotts Station - amend grid reference to NS 87315 59789
 Page 125 - Index - CA 530-330 - Stanley Junction - amend grid reference to NO 11234 33740
 Page 127 - Index - CA 530-320 - Strathord Junction - amend grid reference to NO 09302 30998
 Page 131 - Index - NB 580-050 - Touch South - amend grid reference to NT 11275 87897
 Page 131 - Index - NB 580-060 - Townhill Junction - amend grid reference to NT 12001 88568
 Page 134 - Index - CA 060-040 - West Calder - amend grid reference to NT 01894 63358
 Page 135 - Index - CA 530-100 - Whitemoss Crossing - amend grid reference to NN 98893 14720
 Page 136 - Index - CA 060-060 - Woodmuir Junction - amend grid reference to NS 97788 61567
 Page 136 - Index - CA 530-170 - Workshops Junction - amend grid reference to NO 11582 22197

Corrigenda sheet no.12 produced on 24 Nov 2022

This correction sheet updates:

Volume 8: London Transport (paperback) published 12th Jul 2019 and (hardback) published 26th Jul 2019

An errata sheet was issued shortly after publication, see next page

Corrections 12th October 2021:

Page 34 - Index - GC 002-901 - Aylesbury [Met.] - amend grid reference to SP 82048 13306, note this is the grid reference for the 1894 Met box, the grid reference for the c.1908 box (the other side of the Met./GC joint lines) is SP 82048 13313

Page 34 - Index - GC 002-902 - Aylesbury - amend grid reference to SP 81795 13452

Corrections 24 Nov 2022

Page 94 – Section C4: Loughton Branch Junction [GE] to Ongar [GE] amend heading to read:

Line: This section was opened by the Great Eastern Railway or its predecessors. The Central Line was extended from Stratford (Drapers' Field) to a new junction at Leyton and on to Leytonstone w.e.f. 05.05.1947. Ownership of the Leyton - Ongar section was taken over by LPTB from the LNER. Further electrification and extension of LT services took place as follows: 14.12.1947 - Leytonstone to Woodford, 21.11.1948 - Woodford to Loughton, 25.09.1949 - Loughton to Epping and finally 18.11.1957 - Epping to Ongar. The short section from Loughton Branch Jct. to Leyton did not become part of LPTB/LTE but was retained for freight and BR DMU services until 01.06.1970.

Services: From 05.05.1947 until the above electrification dates, passenger services on the remaining part of the line were provided by the LNER and then BR (ER), and freight services continued to be provided by BR (ER) until 1966. Some overnight and early morning trains between Leyton and Epping, mainly for staff, were provided by BR from Stratford and Liverpool Street until 1970. The section between Epping and Ongar remained steam-hauled until November 1957. The shuttle service here became 'rush hour only' from 1982 until 1989 and this section was closed w.e.f. 30.09.1994, to be subsequently taken over by the Epping and Ongar Railway Preservation Society.

Signalling: When transferred from the LNER to LPTB, Sykes Lock and Block was in operation between Leyton and Loughton, Tyers 2-position Block between Loughton and Epping and Train Staff and Ticket (a single staff section) between Epping and Ongar. Broadly in parallel with electrification, Leyton to Epping was progressively resignalled to LT Standards. Epping - North Weald was changed to Non-token working by Direction Lever and Track Circuit Control w.e.f. 14.08.1949 followed by North Weald to Ongar on 25.09.1949 (now two sections due to the new loop at North Weald). The original GE boxes were retained on this section. **Distances:** LT distances measured from zero at Ongar. Milepost mileage is measured from Liverpool Street.

Page 94 – GE 191-010 (1) amend opening date to 1876, add box type 'GE 1/SF/Dn (u)', add frame type 'SF', (2) amend opening date to '00.11.1899', add to note C38: 'Dutton frame removed 14.05.1978, now in Sheringham [NNR], amend turnoff ;Drapers' Field [LT]'

Page 94 – GE 191-020 amend note C40 'demolished same night'

Page 94 – GE 191-025 amend name to Leytonstone Coal Siding G.F., amend opening date to 02.12.1947

Page 94 – GE 191-030 (1) add box type GE 1/SF (u)'

Page 95 – GE 191-040 (1) add box type 'GE 1/SF (u)'

Page 95 – GE 191-043 amend closure date to 01.02.1957

Page 95 – GE 191-045 amend closure date to 01.02.1957

Page 95 – GE 191-060 add (1) opened 1876, closed 00.07.1880, box type GE 1/SF (u) renumber existing as (2), (3). (2) add to note C53 'box moved 105ft South 1905', (3) add to note C54 'formally abolished as a staffed signal box 12.02.1972 and power frame subsequently removed. Box retained as relay room downstairs until 1997 resignalling. From 1997 SER upstairs.

Page 96 – GE 191-070 (1) add box type GE 1/SF (u), (2) alter second frame date to 00.00.1914

Page 96 – GE 191-080 add box type GE7 Wood

Page 96 – GE 191-095 amend closure date to 10.04.1964

Page 96 – GE 191-100 add (1) Loughton Junction 1865 – 1886, renumber existing (2), (3) and (4). Add new note for (1): (MT6 33/13) 'A few alterations are required in the locking of the signals and points at the Loughton Junction'. Block instruments may have been in station office from 1876 when block working BIU until 1886. (2) known as Loughton 'A', renamed Loughton Junction c.1890, renamed Loughton after 'B' box closed. (2) second frame date is date from which Local Control Panels installed in box

Page 96 – GE 191-110 amend renaming note to say renamed Loughton Yard w.e.f. 1890
Page 97 – GE 191-120 (1) amend note CC75 'Hut approved 1885, in use 1886-1887 with start of block working Loughton to Epping.
Page 97 – GE 191-130 amend (1)/(2) close/open date to 1933-1934, (1) amend box type to GE 6, (2) amend box type to 'GE 7 top', add frame date 1933
Page 97 – GE 191-135 amend closure date to 21.12.1969
Page 97 – GE 191-140 (1) amend box type to GE 7 Wood, amend note C81 'Hut ordered 1885, in use 1886-1887 with start of block working from Loughton to Epping.
Page 98 – GE 191-150 add to note C86 'Box remained live with frame fixed for through running until line closure in 1994'.
Page 98 – GE 191-160 mark boxes (1) and (2) as the 1888 box was demolished. (1) amend closure date to 25.09.1949, amend box type to GE 7. (2) box type delete '(same)'
Page 98 – GE 191-163 amend opening date to 25.09.1949, closure date to 01.08.1967, amend note C88 to read '01.08.1967 date derives from TOU date in TC 28/1967, note on North Weald signal box diagram and Wiring Drawings Book. Physically removed 09.10.1968.'
Page 98 – GE 191-170 (1) amend box type to GE 7, add frame extended date of 1949
Page 101 – Section C5: Ilford Carriage Sdgs [GE] to Woodford Junction [GE] amend heading to read:

Line: The line between Ilford Carriage Sidings/Seven Kings West Jct. and Woodford Jct. was opened by the Great Eastern Railway and taken over by LPTB from the LNER after withdrawal of the LNER passenger service in November 1947. It was electrified in sections as follows: 31.05.1948 - Newbury Park to Hainault and 21.11.1948 - Hainault to Woodford Jct.. The line from Ilford to Newbury Park Junction was not electrified and the last passenger train ran over it on 29.11.1947. The section from Seven Kings to Newbury Park was also not electrified, but was retained for freight traffic until 19.03.1956. Both non-electrified sections were removed soon after 29.11.1947/19.03.1956 respectively. Automatic Train Operation (ATO) was introduced between Woodford and Hainault from 05.04.1964.

Signalling: The previous Sykes Lock & Block Working between Newbury Park and Grange Hill was replaced by station to station telephone working (daytimes) and Telephone Block (a single section) at night w.e.f. 14.12.1947. Between Woodford Jct. and Grange Hill Engineer's possession, telephone block and Pilotman working applied at different times in 1948. Standard L.T. Automatic signalling was introduced between Newbury Park and Hainault w.e.f. 31.05.1948 and Woodford Jct. and Hainault w.e.f. 21.11.1948.

Distances: LT distances measured from Ongar via Leytonstone (reverse) and Newbury Park. Milepost mileage is measured from Liverpool Street.

Page 101 – GE 192-010 add frame date 1903
Page 101 – GE 192-020 (1) add frame date 1903, amend (1)/(2) close/open date to 30.11.1947, (2) add frame date 1947.
Page 101 – GE 192-025 amend opening date to 30.11.1947, add frame date 1947
Page 101 – GE 192-030 add frame date 1903, amend closure date to 08.03.1948, add to note C97 closed (with station) 22.05.1916 to 01.07.1919, not in 1919 Appendix. NBP w.e.f. c. 30.11.1947 worked as G.F. by travelling signalman on night time goods trains.
Page 101 – GE 192-033 – add frame date 1948
Page 101 – GE 192-035 add frame date 1945
Page 101 – GE 192-040 add frame date 1903, add to note NBP w.e.f. c. 30.11.1947 worked as G.F. by travelling signalman on night time goods trains.
Page 101 – GE 192-045 add frame date 1948
Page 102 – GE 192-050 (1) amend closure date to 'by 1919', add frame date 1903, add to note C102 probably never staffed after station closed to all traffic 01.10.1909. (2) add frame date 1948.
Page 102 – GE 192-060 (1) add frame date 1903, (2) amend opening date to 29.10.1948, add frame date 1948, add to note C106 'ERI 3081/TC 43 opening of new box Friday 29.10.1948 8am to 5 pm.
Page 102 – GE 192-070 amend closure date to 30.11.1947 (u), add to note C108 'no mention in TC, suggests box closed before LT ownership.
Page 102 – GE 192-080 add to note C109 'Listed under Chigwell in 1904 and 1906 Appendices. On 1915 OS. On 1919 GER System Map as 'Bank Box'. Not in 1919 Appendix. Signalled Down (Westbound) trains only.
Page 155 – GC 002-010 Harrow South (Junction) amend opening date to 00.08.1900
Page 155 – GC 002-020 Harrow Station (1) amend closure date to by 1902 and amend frame size to 19 as at 1899 add (2) open by 1902, closed 01.05.1948, box type Met 1, no details known about first frame, add to note M38 new frame RS Tap 70 levers 1908, renumber (2) as (3)

Page 155 – GC 002-030 Harrow Yard (1) add first frame size 50 with date 'at 1908', amend renaming note to say renamed Harrow North Junction w.e.f. 1908, (3) named Harrow North
 Page 155 – GC 002-040 Pinner (1) add box type SF 5 Wood
 Page 155 – GC 002-050 Northwood (1) add box type SF 5 (u)
 Page 155 – GC 002-100 Rickmansworth Station (2) add box type 'Met 1' extended 1924
 Page 155 – GC 002-110 Chorley Wood & Chenies add box type 'Met 1'
 Page 157 – GC 002-130 Amersham (1) amend first frame MT Tap by 1928
 Page 157 – GC 002-150 Great Missenden amend first frame to MT Tap 5". Add to note M68 'Frame: also shown as RS Tap'
 Page 157 – GC 002-160 Dutchlands add frame details GC Tap 4½" at 1928
 Page 157 – GC 002-170 Wendover replace frame details with single frame MT Tap 5" 30 levers at 1928, add to note M70 'Also shown as RS.'
 Page 157 – GC 002-910 Waddesden Manor amend frame details to MT Tap 5" 32 levers by 1928. Add note frame also shown as SF.
 Page 157 – GC 002-923 Quainton Road Junction add to note M78 Frame: more likely MT Tap 5".
 Page 161 – GC 001-024 Canfield Place amend opening date to 1899, first frame is 4 levers 1899. Add to note M81 'second frame possibly GC type, made by SF.'
 Page 161 – GC 001-030 Willesden delete (1) and note M82
 Page 161 – GC 001-040 Brent South amend opening date to 00.03.1899 and frame size to 20.
 Page 161 – GC 001-045 Brent North Junction as at 1928 frame was MT Tap 5". It may always have been so, although also stated as RS 5½"
 Page 180 – GN 020-080 Finchley & Hendon (3) amend construction to read 'Paxton'
 Page 180 – GN 020-090 Woodside Park (1) amend construction to read '(Balderton) Brick'
 Page 180 – GN 020-100 Totteridge (1) amend construction to read '(Balderton)'
 Page 180 – GN 020-110 High Barnet (1) amend construction to read '(Balderton)'

Errata sheet for Volume 8 Signal Box Register London Transport - Index pages 49 and 64

Box name	Railref code	Section no.	OS grid ref	SRS box diagram	Additional notes
Kennington	LE 018-150	N3	TQ316783		
Woodford	GE 191-070	C3	TQ409917	B377 (c. 1910)	

Section 12 - B: Bakerloo Line pages 76, 77, 78 and 85

B3: Kilburn High Road to Watford Junction

Ref	M	Name	#	Signal Box				Locking Frame				BS	Notes
				Opened	Closed	Type	Construction/Size	Type	Can's	Size	Date		
NW 066-180	2.67	Kilburn No. 2	KB	by 10.07.1922	11.12.1988	Hut	Wd 12' x 8' x 4'	NW (KI)	5½"	8		Y	B21
		Box: reduced to ground frame controlling Emergency Crossover, date unknown, as Kilburn High Road No. 2 Ground Frame											
NW 066-200 »LE001	3.66	Queens Park No. 3	QP	18.02.1921	30.01.1977	LNW 5	BTF	NW Tap	5½"	25		Y	B22
		»Queens Park, see Section B1											
NW 066-205	4.34	Kensal Green Station		00.00.1915 U	04.09.1932	Hut	Wd 12' x 8' x 4'	NW (KI)	5½"	12		Y	B23
NW 066-210	4.61	Willesden Tunnel Mouth		c. 00.06.1912	04.09.1932	LNW		NW Tap	5½"	50		Y	B24
		Box: renamed Scrubbs Lane by 00.04.1928 and after 00.07.1925 (possibly 1927 U)											

Ref	M	Name	#	Signal Box				Locking Frame				BS	Notes
				Opened	Closed	Type	Construction/Size	Type	Can's	Size	Date		
NW 066-215	5.26	Willesden Suburban SCC	WS	10.12.1988	18.07.2005	Pkabin		NX(PP)[-]				N	B25
NW 066-220	5.36	Willesden New Station	WN	c. 00.06.1912	11.12.1988	LNW 5	BTF 32'3½" x 8' x 7'	NW Tap	5½"	52		R	B26
								S=		41	00.00.1976		B27
								+OCS[+]			30.01.1949		B28
»NW062		»Kensal Green Junction [LNWR] in Section Z											
NW 066-230	6.02	Harlesden		10.02.1913	13.06.1932	Hut	Wd 12' x 8' x 4'	NW (KI)	5½"	8		Y	B29
NW 066-235	6.40	Wembley Main Line SCC	WS	09.07.2000	Open 2018							N	B30
NW 066-240	6.75	Stonebridge Park		10.02.1913	13.06.1932	LNW 5	BTF	NW (KI)	5½"	8		Y	B31
»NW067		»Stonebridge Park Depot, see Section B6											
NW 066-245	7.27	[Stonebridge Park] Power House	PH	21.02.1916	30.01.1949	LNW 5	BTF	NW Tap	5½"	15		Y	B32
		Box: ceased to be block post from 23.01.1977, ground frame (NBP) w.e.f. 30.01.1977											
NW 066-250	8.04	Wembley (New Line)	WB	c. 00.06.1912	11.12.1988	Hut	12' x 8' x 4'	NW (KI)	5½"	8		Y	B33
		Box: reduced to ground frame controlling emergency crossover w.e.f. 13.06.1932, renamed Wembley Central Station GF w.e.f. 12.12.1988											
NW 066-260	8.60	North Wembley (New Line)		10.02.1913	13.06.1932	Hut	Wd 12' x 8' x 4'	NW (KI)	5½"	8		Y	B34
NW 066-280	10.15	Kenton		10.02.1913	13.06.1932	Hut	Wd 12' x 8' x 4'	NW (KI)	5½"	8		Y	B35
NW 066-290	11.24	Harrow No. 2	1	c. 00.06.1912	00.00.1923 U	Hut	Wd 12' x 8' x 4'	NW (KI)	5½"	8		Y	B36
			2 HR	c. 00.05.1923	11.12.1988	LNW 5	BTF 16'2½" x 8' x 7'	NW Tap	5½"	20		Y	B37

Ref	M	Name	#	Signal Box				Locking Frame				BS	Notes
				Opened	Closed	Type	Construction/Size	Type	Can's	Size	Date		
NW 066-300	12.38	Headstone Lane		10.02.1913	13.06.1932	Hut	Wd	NW (KI)	5½"	8		Y	B38
NW 066-310	13.17	Hatch End (New Line)	HE	10.02.1913	00.04.1983 U	Hut	Wd 8' x 8' x 3'	NW (KI) U	5½"	8		Y	B39
		Box: originally named Pinner when opened but renamed w.e.f. 01.02.1920											
NW 066-320	14.54	Carpenders Park		10.02.1913	01.01.1933	Hut	Wd	NW (KI)	5½"	8		Y	B40
NW 066-330	15.75	Bushey & Oxhey (New Line)		10.02.1913	01.01.1933	Hut	Wd 8' x 8' x 3'	NW (KI) U	5½"	8		Y	B41
NW 066-340	16.26	Colne Junction	CJ	10.02.1913	19.09.1966	LNW 5	BTF	NW Tap	5½"	20		Y	B42
»NW069		»Croxley Green Junction in Section B4, see Section B5											
NW 066-350	16.50	Watford High Street	1		c. 00.00.1911	LNW			5½"			NBP	
			2 HS	c. 00.06.1912	01.11.1970	LNW		NW Tap	5½"	45		Y	B43
»NW068		»Watford Field Crossing, see Section B4											
NW 066-353		Water Lane		by 00.07.1911	c. 00.06.1912	LNW			5½"				B44
NW 066-357		Loates Lane Crossing	1	by 00.00.1890	00.00.1898 U	LNW			5½"			NBP	
			2	00.12.1898	04.09.1910	LNW			5½"	15		NBP	B45
NW 066-360	17.24	Watford Junction	WJ	06.07.1964	25.12.2014	Power box		(relay)				N	B46
NW 066-370	17.38	Watford Junction No. 4	WF	10.02.1913	08.01.1967	LNW 5	BTF 54'1½" x 8' x 13'	NW Tap	5½"	96		Y	B47
								S=		55			B48

Notes

B37	Frame: No. 2230 Box: appears to be classed as a ground frame after 1930s resignalling. NBP w.e.f. 13.06.1932..												
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B4: High Street to Croxley Green Depot

Ref	M	Name	#	Signal Box				Locking Frame				BS	Notes
				Opened	Closed	Type	Construction/Size	Type	Can's	Size	Date		
from Watford High Street (see NW 066-350, Section B3) - milepost mileage 0.00													
NW 068-005		Watford Field Crossing	1	by 00.00.1890	c. 00.00.1910	LNW						NBP	
			2	03.01.1910	c. 00.06.1912	LNW		NW (KI)	5½"	8		Y	B49
NW 068-010	0.32	Croxley Green Junction		c. 00.06.1912	01.11.1970	LNW 5	32'3½" x 8' x 7'	NW Tap	5½"	50		Y	B50
»NW069		»Colne Junction in Section B3, see Section B5											
NW 068-020	16.66	(Croxley Green Depot)		No Signal Box									B51