

BRITISH RAILWAYS

SOUTHERN REGION

Supplementary Notice
No. 231, 1950.

INSTRUCTIONS TO

STATION MASTERS, INSPECTORS, DRIVERS, MOTORMEN, GUARDS,
SIGNALMEN, CROSSING KEEPERS, PERMANENT WAY STAFF AND
ALL OTHERS CONCERNED

AS TO

A ROYAL SPECIAL TRAIN

CONVEYING

THEIR MAJESTIES

THE KING AND QUEEN

WATERLOO to SHERBORNE

AND

SHERBORNE to WATERLOO

ON

THURSDAY, 1st JUNE, 1950

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**TIME TABLE OF A ROYAL SPECIAL TRAIN
WATERLOO TO SHERBORNE.**

All speed restrictions must be strictly observed. The following are the permanent and temporary speed restrictions in force at the time of going to press. Care must be taken by the Driver and Guard before starting to ascertain if any other restriction has since been made.

DISTANCE FROM WATERLOO			REMARKS, SPEED RESTRICTIONS AND TUNNELS.	
M.	C.	Arr. A.M. ... (Through Line)	Dep. A.M.	
—	—	WATERLOO (<i>Platform 11</i>) ...	10 15	
3	71	Clapham Junction	10 22	40 m.p.h. between Clapham Jct. "A" Box at 3 miles 67 chains and Overbridge No. 17 at 4 miles 15 chains.
9	61	Malden	...	70 m.p.h. between Malden and Surbiton.
13	26	Hampton Court Junction ...	10 33	
24	61	Woking Junction	10 43	
27	79	Brookwood... ..	...	
				Canal Aqueduct Tunnel-Length 48 yards.
33	18	Farnborough	...	
47	63	Basingstoke	...	65 m.p.h. through station.
50	23	Worting Junction	11 10½	
66	29	Andover Junction	...	
				15 m.p.h. between 69 miles 66 chains and 70 miles 36 chains.
72	59	Grateley	...	
78	19	Porton	...	40 m.p.h. between 81 miles 67½ chains and 83 miles 1 chain.
82	48	Tunnel Junction	11 45	
				Fisherton Tunnel-Length 443 yards.
83	56	Salisbury	11 48	10 m.p.h. between Salisbury East and West Boxes.
86	17	Wilton South	...	40 m.p.h. through station.
105	31	Gillingham	...	
				Gillingham Tunnel-Length 742 yards.
			P.M.	
112	15	Templecombe	12 19½	
118	22	Sherborne	12 28	ROYAL TRAIN TO BE BROUGHT TO A STAND CLEAR OF WEST CROSSOVER ROAD POINTS, AND PROPELLED TO THE UP PLATFORM AFTER POINTS HAVE BEEN CLIPPED. (See paragraph (a) on page 4).
—	—	SHERBORNE (<i>Up Platform</i>)	12 31	...

(For notes see page 4).

Thursday, 1st June, 1950—continued.

TIME TABLE OF A ROYAL SPECIAL TRAIN SHERBORNE TO WATERLOO

All speed restrictions must be strictly observed. The following are the permanent and temporary speed restrictions in force at the time of going to press. Care must be taken by the Driver and Guard before starting to ascertain if any other restriction has since been made.

DISTANCE FROM SHER- BORNE.				REMARKS, SPEED RESTRICTIONS AND TUNNELS.	
M.	C.		Arr. P.M.	Dep. P.M.	
		SHERBORNE (<i>Up Platform</i>) ...	...	5 0	
6	7	Templecombe	5	12	
			...		Gillingham Tunnel—Length 742 yards.
12	71	Gillingham	...	...	
21	79	Tisbury	...	...	
					75 m.p.h. between 95 miles 51 chains and 95 miles 13 chains. 75 m.p.h. between 94 miles 5 chains and 93 miles 30 chains.
26	24	Dinton	...	...	
32	5	Wilton South	...	...	40 m.p.h. through Station.
34	46	Salisbury	5	45	10 m.p.h. between Salisbury West and East Boxes.
			...		Fisherton Tunnel—Length 443 yards. 40 m.p.h. between 82 miles 78 chains and 82 m.p.
35	54	Tunnel Junction	...	...	
51	73	Andover Junction	6	6	
67	79	Worting Junction	6 (Through Line)	23	
85	4	Farnborough	...	...	
			...		Canal Aqueduct Tunnel—Length 48 yards.
90	23	Brookwood	...	...	
93	41	Woking Junction	6	48	
104	76	Hampton Court Junction ...	6	58	
106	20	Surbiton	...	...	70 m.p.h. between Surbiton and Malden.
114	31	Clapham Junction	7	8	40 m.p.h. between Overbridge No. 17 at 4 miles 15 chains and Clapham Jct, "A" Box at 3 miles 65 chains.
118	22	WATERLOO (<i>Platform 11</i>) ...	7 15	...	

(For notes see page 4).

Thursday, 1st June, 1950—continued.

NOTES.

Termination of the Royal Train at Sherborne—Measurements.

(a) Down line.

The Down advanced starting signal (No. 17) must be in the "off" position.

The Royal train to be brought to a stand with the buffers of the rear vehicle 60 ft. clear of the down west crossover road (No. 5).

A man with a red hand-signal to be positioned at the point at which the centre of the footplate of the engine is to come to a stand. The train to be propelled to the Up platform after points have been clipped.

Distance from the centre of the footplate of the engine to the buffers of the rear vehicle of the train is 353 ft. 4 ins.

(b) Up line.

A distinctive chalk mark must be made at the exact spot at which the footplate of the engine should be when the Royal Train stops at **Sherborne (Up Platform)** and a man with a red hand signal must stand on the platform side of the engine and **another in the six-foot way** at or opposite the chalk mark to ensure the train being stopped dead at the appointed place.

The distance from the centre of the footplate of the engine to the centre of the door of Pullman Car "**Malaga**," from which Their Majesties will alight at **Sherborne (Up Platform)** is as follows :

158 feet 4 inches.

Termination of the Royal Train at Waterloo—Measurements.

A distinctive chalk mark must be made at the exact spot at which the footplate of the engine should be when the Royal Train stops at **Waterloo**, and a man with a red hand signal must stand on the platform side of the engine and **another in the six-foot way** at, or opposite the chalk mark to ensure the train being stopped dead at the appointed place.

The distance from the centre of the footplate of the engine to the centre of the rear door of Pullman Car "**Malaga**," from which Their Majesties will alight at **Waterloo**, is as follows :

218 feet 0 inches.

Enginemen and Guard of Down and Up Royal Trains.

Engine Driver : J. Swain.

Fireman : G. Louch.

Guard : S. Wright.

Inspector.

Inspector Walton will travel with the Royal Trains and must enter in his report the number of persons (other than the Railway Officers) who travel in each direction.

Standby Engines.

Standby Engines to be provided at **Woking, Basingstoke, Salisbury and Yeovil Jct.** from 10.0 a.m. to 1.0 p.m. and from 4.30 p.m. to 7.15 p.m.

Linemen.

Track and Signal Linemen to be available throughout the route until after the passing of the Royal Trains.

Running of the Royal Train to be advised.

The Station Masters at Waterloo, Surbiton, Woking, Basingstoke, Andover Jct. Salisbury, Templecombe and Sherborne, must advise the Divisional Superintendent by telephone (CONTROL) immediately and state the exact time at which the Royal Special Train left, passed or arrived, as the case may be. The Station Master at the entraining station must also advise the detraining station immediately, stating the exact time at which the Royal Special Train left. Divisional Control to transmit this information to Superintendent of Operation, Waterloo, by telephone (CONTROL) immediately after receipt of each message.

Signal Boxes.

All intermediate Signal Boxes on the Line of Route to be open for the signalling of the Royal train. **London West and Western Divisional Superintendents** to arrange.

Thursday, 1st June, 1950—continued.

FORMATION OF ROYAL TRAIN :—

LEAVING WATERLOO

ENGINE No. 35019 (Merchant Navy Class)		} GANGWAYS CONNECTED
Corr. Third Brake (Brake Leading)		
Corr. Compo.		
PULLMAN CAR "MALAGA" (Kitchen Trailing)		
Corr. Third Corr. Third Brake (Brake Trailing)		

LEAVING SHERBORNE

ENGINE No. 35019 (Merchant Navy Class)		} GANGWAYS CONNECTED
Corr. Third Brake (Brake Leading)		
Corr. Third		
PULLMAN CAR "MALAGA" (Kitchen Leading)		
Corr. Compo Corr. Third Brake (Brake Trailing)		

EMPTY TRAIN WORKING.

	arr. a.m.	dep. a.m.
STEWARTS LANE JUNCTION	...	7 ⁺ 50
Clapham Yard	8 ⁺ 0	8 ⁺ 41
Clapham Junction	T	
Vauxhall	8 ⁺	47
WATERLOO (Platform 11)	8 ⁺ 50	...

Form 10.15 a.m. to Sherborne.

Formed of 5.0 p.m. Sherborne.		arr. p.m.	dep. p.m.
WATERLOO	L		7 ⁺ 35
Queens Road	7		40L
West London Sidings	7 ⁺ 43		...
Clapham Junction	...		8 ⁺ 20
STEWARTS LANE	8 ⁺ 30		...

Inspector Holmes will travel with the empty train from Stewarts Lane to Waterloo.

Formed of 10.15 a.m. Waterloo		arr. p.m.	dep. p.m.
Sherborne (Up Platform)	...		12 ⁺ 50
Yeovil Junction	12 ⁺ 57	A	

A—Engine to turn.

From Berth		arr. p.m.	dep. p.m.
Yeovil Junction	...		4 ⁺ 27
Sherborne	4 ⁺ 34		...

Form 5.0 p.m. to Waterloo

LIGHT ENGINE WORKING.

	arr. a.m.	dep. a.m.
NINE ELMS MOTIVE POWER DEPOT	...	9 ⁺ 15
Loco. Junction	9 ⁺ 20	9T33
WATERLOO	9 ⁺ 38	...

Work 10.15 a.m. to Sherborne.

General Instructions to Station Masters, Inspectors, Drivers, Motormen, Guards, Signalmen, Crossing Keepers, Permanent Way staff, and others concerned in the working of Royal special trains.

1. **Engine head signals.**—The engine, or where more than one is used, the leading engine, of the Royal special train must carry four head lamps or white discs by day, viz.: one at the foot of the chimney, one at each end of the buffer beam and one in the centre of the buffer beam. After sunset, and during fog or falling snow, four white lights must be carried in the same positions.

2. **Tail lamps.**—The Royal special train will carry two tail lamps on the rear of the last vehicle, but the provisions of Block Regulation 19 need not be carried out unless *both* lamps are missing or *both* lights are out.

3. **Telegraphic or telephonic communication with Royal special train.**—(a) Competent telegraph or telephone men will accompany the Royal special train with the necessary instruments and appliances by which communication can be at once established at any place in case of need. The call signal for the Royal special train in any case of emergency must be "R.X." for telegraph instruments and the call signal for telephonic communication must be twelve short rings given thus:—6 pause 6. Telegraph messages sent from or to the train, unless it is necessary to prefix them "D.M.," must be prefixed "R.L." and take precedence of all other messages, except those bearing the prefix "D.M."

(b) Special attention must be given to the telegraph and telephone instruments during the time the Royal special train is running.

4. **Block signalling of Royal special train.**—(A.) **The following mode of signalling will apply between boxes where block apparatus is provided:**—(a) The Royal special train must be signalled on the Block Telegraph by a special "Is line clear?" signal of 12 beats on the bell given thus:—4 pause 4 pause 4.

(b) Permission must not be given for the Royal special train to approach from the signal box in the rear until the "Train out of section" signal has been received from the signal box in advance for the previous train or light engine passing over the line upon which the Royal special train will run or where intermediate block signals worked from the signal box in rear are provided, the line upon which the Royal special train will run is clear to the intermediate block home signal and the overlap track circuit in advance of that signal is also clear. The Royal special train must not be allowed to proceed towards an intermediate block home signal, worked from the signal box in rear, until the "Train out of section" signal has been received from the signal box in advance for the previous train.

Unless instructions to the contrary are issued, Signalmen at signal boxes less than half-a-mile from the signal box in advance must not give permission for the Royal special train to approach from the signal box in the rear until permission has been obtained for it to proceed to the signal box in advance.

An intermediate block home signal worked from the signal box in advance must not be lowered for the Royal special train until the "Train out of section" signal has been received from the signal box in advance for the previous train passing over the line upon which the Royal special train will run, or if the signal box in advance is less than half-a-mile from the signal box controlling the intermediate block home signal, permission has been obtained from such signal box for the Royal special train to proceed.

(c) The "Train out of section" signal for the Royal special train must not be given until the train has proceeded at least a quarter-of-a-mile beyond the home signal, and has passed the starting signal, where provided, and is continuing its journey, unless there are facing points which are set for another line, or the train has been shunted clear of the main line.

(d) The above instructions apply during fog or falling snow as well as in clear weather, except that where intermediate block signals of semaphore type are provided, the Royal special train must not, during fog or falling snow, be allowed to proceed towards the intermediate block home signal until permission has been obtained for it to proceed to the signal box in advance, unless Fogsignalmen are on duty at the intermediate block distant and home signals, when the Royal special train may be allowed to proceed towards the intermediate block home signal, provided the "Train out of section" signal has been received from the signal box in advance for the previous train.

(B.) The following mode of signalling will apply between boxes where block apparatus is not provided.—(a) The previous train or light engine passing over the line upon which the Royal special train will run must be signalled under the Regulations applicable to normal working and after it has passed clear of the track circuit controlling the leading signal worked from the signal box concerned the Signaller thereat must give the "Train out of section" signal.

(b) Block working by train bell as described in Regulation 3, clause (c), of the Regulations for train signalling on double lines where block apparatus is not provided must then be instituted and the Royal special train block signalled in accordance with this Regulation. Unless instructions to the contrary are issued, Signallers at signal boxes less than half-a-mile from the signal box in advance must not give permission for the Royal special train to approach from the signal box in the rear until permission has been obtained for it to proceed to the signal box in advance.

(c) A special "Description of train" signal of 12 beats on the bell must be given thus:—
4 pause 4 pause 4.

(d) After the Royal special train has passed, a lever collar must be placed on the lever of the signal controlling the entrance to the section ahead, and this lever collar must not be removed until the "Train out of section" signal has been received for the Royal special train.

(e) The "Train out of section" signal must not be given for the Royal special train until it has passed the track circuit controlling the leading signal worked from the signal box concerned, unless there are facing points which are set for another line, or the train has been shunted clear of the main line.

(f) After receipt of the "Train out of section" signal for the Royal special train, the signalling of trains under the Regulations applicable to normal working may be resumed.

(g) The above instructions apply during fog or falling snow as well as in clear weather.

5. Trains running upon, crossing, or fouling the line on which the Royal special train runs.—
Except where instructions to the contrary are issued—

(a) A train or light engine running in advance of the Royal special train on the same line of rails must not be allowed to leave or pass any place at which it can be shunted unless there is time for the train or light engine to arrive at the next place and be shunted 10 minutes before the Royal special train is expected to pass the signal box in the rear, or, in the case of a train or light engine not continuing on the same line of rails as the Royal special train, unless such train or light engine can pass the junction at which it will leave the line upon which the Royal special train will run 10 minutes before the Royal special train is expected to pass the signal box in the rear.

(b) At signal boxes where the "Section clear but station or junction blocked" signal (Warning arrangement) is authorised, it must not be used for any train or light engine which will run upon or across the line on which the Royal special train will run for 30 minutes before such train will pass or arrive.

(c) A train, light engine, or vehicle must not be allowed to cross, or foul, the line upon which the Royal special train will run for 10 minutes before the Royal special train is expected to pass the signal box in the rear.

(d) A train or light engine that cannot be allowed to have precedence of the Royal special train must not be allowed to approach a junction from a conflicting direction until after the Royal special train has passed, so as to avoid any train or light engine standing at the junction home signal during the passing of the Royal special train.

(e) Except at a single line crossing station as provided for in clause (h) a train or light engine must not be run on to a diverging line, nor must a train or light engine be allowed to stand on a platform, bay, or other converging line, for the Royal special train to pass, unless there are catch points, or other points set for another line, to prevent the line upon which the Royal special train will run being fouled.

(f) Should advice be received that the Royal special train is running out of course, the above-mentioned instructions as to trains not being allowed to precede it or cross the line upon which it will run must be carried out according to the time it is expected to pass.

(g) Permission must not be given for a train or light engine following the Royal special train to approach on the same line of rails, or on a converging line at a junction, until the "Train out of section" signal has been received for the Royal special train from the signal box in advance, unless there are facing points which are set for another line.

(h) On a single line, should it be necessary for a train to cross the Royal special train, such train must arrive at the crossing place and be clear of the line on which the Royal special train will run at least 10 minutes before the Royal special train is due to pass the signal box in rear and the Royal special train must not be accepted until the other train has arrived in the loop line clear of the single line. The Signaller must verbally inform the Driver of the circumstances and instruct him not to allow the engine to move. The Station Master will be responsible for seeing that the train is clear of the loop line over which the Royal special train will pass and that the hand brake in each van on the train is hard on and properly secured. Where possible the train must be shunted to a siding clear of the running lines at least 10 minutes before the Royal special train is due to pass the signal box in rear.

6. Movements in the facing direction over points not provided with facing point locks and bars.—Should it be necessary for the Royal special train to pass in the facing direction over points which are not provided with facing point locks and bars, or with facing point locks and track circuits in lieu of bars, such points must be secured by clips before the movement is made. As an additional safeguard a plug must be inserted between the stock rail and the open switch after the clip has been adjusted to the closed switch. This instruction will not apply to points on single lines fitted with a facing point bolt controlled by the token for the section.

7. Shunting Operations.—Except where instructions to the contrary are issued.—(a) Shunting operations on any lines or sidings next adjoining the line on which the Royal special train will run must be suspended for 10 minutes before the train is expected to pass the signal box in the rear and until it has passed.

(b) At the starting point of the Royal special train, shunting operations on any lines or sidings next adjoining the line on which the Royal special train is to start or will run must be suspended for 10 minutes before the train is expected to start and until it has passed.

8. Trains travelling on adjoining lines.—(a) All trains—other than passenger trains, empty carriage trains, and light engines—running in the same or opposite direction on any line next adjoining that on which the Royal special train will run, must be brought to a stand at the last block post 15 minutes before the Royal special train is due, and so remain until it has passed.

(b) Passenger trains, empty carriage trains and light engines travelling in the same or opposite direction to the Royal special train may be allowed to proceed, but if travelling in the same direction as the Royal special train must run at such speed as will avoid running alongside the Royal special train for a longer period than is absolutely necessary.

(c) Ordinary mixed trains and mixed troop trains must be dealt with as "goods and mineral trains."

9. Guards to examine the loads of trains brought to a stand.—Guards of all trains brought to a stand upon the running lines or sidings adjoining the line upon which the Royal special train has to travel will be held responsible for carefully examining the loading of their trains directly they come to a stand, to see that nothing is projecting or out of order. Station Masters, or Signallers in the case of outlying signal boxes, must instruct the Guards of freight trains stopped at their station or signal box to carry out this instruction.

10. **Trains conveying loads out of gauge.**—Trains conveying loads out of gauge must be shunted clear of lines or sidings next adjoining the line on which the Royal special train will run not less than 30 minutes before the Royal special train is due to pass.

11. **Inspection and closing of stations and yards.**—(a) Station Masters at stations where there is not a separate goods staff, and Goods Agents at stations where the goods yard is under the control of the Agent, must go round the sidings adjacent to the line upon which the Royal special train will run, and satisfy themselves, at least 10 minutes before it is expected to pass the signal box in the rear, that everything is well clear and is so kept until the Royal special train has passed. They must also see that all approach road gates (except those which Passengers may have to pass through), and gates leading to goods yards and sidings, are closed and locked before the Royal special train is expected to pass. Station Masters must personally see that all entrances to the stations are watched.

(b) Station Masters and Goods Agents must act in concert for the purpose of carrying out the foregoing arrangements.

(c) At intermediate sidings where an Agent is not employed, the man in charge will be responsible for taking the necessary precautions as above directed.

12. **Horses.**—Care must be taken that any horses, with or without vehicles, which may be within station limits are under strict control during the approach and passing of the Royal special train, and they must not be allowed to work on or near the lines adjoining that upon which the train will run while the train is approaching and passing.

13. **Barrows, crane jibs, mail bag apparatus, &c.**—(a) Special care must be taken to see that all barrows are securely fastened, crane jibs well clear, no mail bag apparatus projecting and that any other matter requiring particular care has been fully attended to.

(b) Barrows or other similar vehicles must not be taken across the line on which the Royal special train will run within 10 minutes of the time at which the Royal special train is expected to pass.

14. **Fogsignalmen.**—Whenever there is any likelihood of fog or falling snow, the Fogsignalmen must be at their posts on the line upon which the Royal special train will run 30 minutes before the Royal special train is due, and they must remain there until after it has passed, but they will not be required to carry out the fogsignalling regulations except during fog or falling snow.

15. **Road level crossings and intermediate sidings without signal box or where signal box is closed.**—(a) All public road, occupation, bridle, and foot path level crossings, and all intermediate sidings where there is not a signal box, or the signal box is closed, must be specially guarded to prevent trespassing.

(b) At all level crossings where Crossing Keepers are stationed, the Crossing Keepers in charge must be on duty, and at all level crossings which are in the charge of Gatewomen, a competent man must be employed 30 minutes before the Royal special train is due to pass and remain until 10 minutes after it has passed.

(c) At all level crossings where a Crossing Keeper is not regularly employed, and at intermediate sidings at which there is not a signal box or man in charge, or the signal box is closed, Permanent Way staff provided with the necessary hand signals and detonators must be placed in charge 30 minutes before the Royal special train is due to pass, and they must satisfy themselves that there is no obstruction, and they must remain at their posts 10 minutes after the Royal special train has passed.

(d) Nothing must be allowed to cross the line at any public level crossing for 15 minutes before the Royal special train is expected to pass and until it has passed, and at any occupation level crossing for 30 minutes before the Royal special train is due to pass and until it has passed.

(e) The District Permanent-way Inspectors will be held responsible for providing the extra men required in connection with all level crossings.

16. **Tunnels.**—(a) Where tunnels exist, arrangements must be made for the lines through the tunnels to be inspected by a competent man or men, provided with hand signals and detonators, immediately prior to the running of the Royal special train, to see that the line on which such train will run is in proper condition and that nothing has fallen on to the line. After this examination no goods train must be allowed to pass through the tunnel until the Royal special train has passed.

(b) A competent man, provided with the necessary hand signals, must be placed at each end of each tunnel through which the Royal special train will run, at least one hour before it is due to pass, so as to prevent any unauthorised person being upon the railway in or near the tunnel, and he must remain until the train has passed.

(c) Another competent man must also, if practicable, be stationed on the top of the tunnel at each ventilating shaft at least one hour before the Royal special train is due to pass, and remain until recalled by the man stationed at the end of the tunnel from which the Royal special train has emerged.

(d) The District Permanent-way Inspectors will be held responsible for providing all the men required in connection with tunnels.

17. **Permanent and temporary restrictions of speed.**—All permanent and temporary restrictions of speed must be observed.

18. **Suspension of Engineering Works.**—All engineering work near to or on the line upon which the Royal special train will run, whether in the hands of a Contractor or of the Railway staff, must be stopped 30 minutes before the Royal special train is due to pass and until it has passed.

19. **Observance of Instructions.**—(a) All concerned must carefully read and act upon the Instructions contained herein; they must not, under any circumstances, give information to anyone not affected by the Royal special train arrangements.

(b) EXCEPT AS OTHERWISE PROVIDED BY THESE INSTRUCTIONS IT MUST BE UNDERSTOOD BY ALL CONCERNED THAT THE GENERAL RULES AND REGULATIONS, THE INSTRUCTIONS CONTAINED IN THE APPENDICES TO THE WORKING TIME TABLES, AND ALL OTHER RULES, NOTICES AND INSTRUCTIONS IN FORCE, MUST BE STRICTLY OBSERVED.

20. **Station Masters.**—Station Masters at all stations on the route of the Royal special train must be on duty, and watch the passage of the train. They must satisfy themselves that the whole of their staff concerned thoroughly understand these instructions.

21. **Altered shunting arrangements if Royal special train not to time.**—In the event of the Royal special train being advised as running late, the various Station Masters must arrange the shuntings accordingly.

22. **Distribution of this notice.**—A copy of this notice must be supplied, as soon as possible after receipt, to every Inspector, Driver, Motorman, Guard, Signaller, and to all other men who may be concerned, and their signatures for it must be taken.

23. **Acknowledgment of this notice.**—Receipt to be acknowledged on the form sent herewith by next train without fail.

S. W. SMART,

Superintendent of Operation.

WATERLOO STATION,

23rd May, 1950

(S.T. 1500).