BOROUGH MARKET JUNCTION
PREFIX "D"
446 YDS
D4/5A
D4B
D5/12B
D12/14A
D14B
327 YDS.
D23/29
OL 15
D25
D33
OL 9
OL 27
L339 YDS.
D35
No. 1 ROAD
No. 2 ROAD
No. 3 ROAD
No. 4 ROAD
No. 5 ROAD
No. 6 ROAD
294. 293.
292.
290.
289. 288.
285
286
243
237
242
BOROUGH MARKET JUNC.
OL 18
OL 121
OL 134
246
245
238
141. 114
116
110
112
111
117
124
98
97
94
120
92
91
28
27
26
41
25
22
21
20
17
34
35
13
9
31
92 91R
28 27.26R
22 21 20R
13R
40 ELEC. REL. (SWITCH)
= TRAIN READY TO START PLUNGERS.
= OFF INDICATORS.

C = POINTS CLIPPED & PADLOCKED
IN POSITION SHOWN, F.P.L. FIXED IN

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| F | S | S | – | – | – | – | F | 35 | – | – | F | 35<br>135R | – | – |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 |
| F | F | F | F | F | 527 | 527 | F | F | F | F | F | F | F | 527 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 |
| 129 | – | F | F | 195 | – | 195 | F | 204<br>291 | F | 527 | F | F | F | F |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 |
| F | – | – | – | – | F | F | F | F | F | F | F | – | – | F |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 |
| 279 | 277 | F | S | F | – | 118 | 118 | – | – | 527 | 341<br>388<br>435 | F | 900 | 1946 |

WESTINGHOUSE "STYLE K" FRAME WITH MECHANICAL LOCKING.

CLOSING SWITCH:- NIL.

MAGAZINE TRAIN DESCRIBERS & EMERGENCY BLOCK BELLS TO BOROUGH MARKET JN.

NORTH KENT EAST JN. & BRICKLAYERS ARMS JN.

EMERGENCY REPLACEMENT SWITCHES PROVIDED FOR SIGNALS A1. A2. A3.

SIGNALS WORKING AUTOMATICALLY WHEN LEVER REVERSED:- 262. 295. 299. 300. 306B. 307. 310. 311.

ALL DISTANCES IN YARDS FROM CENTRE OF SIGNAL BOX.

OL.= OVERLAPS OF 200YDS. UNLESS OTHERWISE STATED.

3 – ILLUMINATED DIAGRAMS.

1100 YDS
1271 YDS
1541 YDS
A 22
307
A 24
A 26
OL 150
OL 150
OL 100
No. 1 DOWN
No. 2 DOWN
OUT OF USE
OUT OF USE
6
13
14
LN
OL 100
C
301
OL 122
274
OO
26
No 3 DOWN
300
OL 150
22/23
No. 2 UP
PL
OL 100
32
QM
OL 191
A803
No. 1 UP
QL
159
166
OL 205
273
47
OL 100
158
SS
262
A801
SR
DOWN MAIN
OL 150
83
A6A
TT
166
UP MAIN
OL 252
102
A5
OUT OF
A8
A1
A14
DOWN SOUTH LONDON
UP SOUTH LONDON
OL 276
A13
A12
A3
A9
OLLED WHEN
AHEAD AT RED
900 YDS.
1541 YDS
CONTROLLED BY 47T (QL OR QM OR SS OR TT W PTS 166 REV)
CONTROLLED BY 102T (LEVER 166 NOR OR A6A)
* TT &
INDICAT

| | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 |
| 338<br>413 | 425 | 245<br>321 | 339<br>413 | 195 | F | F | F | — | 527 | 195 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 |
| 77 | 195 | 77 | 3 | F | F | 30L<br>30R | — | F | F | 1<br>62<br>113 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 |
| F | — | F | — | — | F | — | — | F | — | F |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 |
| 17 | F | F | S | 17<br>89 | 94 | 118 | 13 | 1L<br>90R | F | — |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 |
| 1100 | 1541 | F | 2201 | 2305<br>2383<br>2460<br>(REL) | F | 527 | 1100 | F | 670<br>759 | 118 | 527 |

GROUPED TRACK INDICATIONS FROM NORTH KENT EAST JCT.
TO LONDON BRIDGE

CONSTITUENT TRACKS OF A GROUP OR GROUPS SHOWN THUS:-

—[K59]—

| GROUP | INDICATED AS |
|---|---|
| | |
| [K29.K28 (K27 W K66)] | K27/28/29 |
| [K58 (K59 K34 WHEN K32 USED)] | TA3 |
| | |
| [(K26 W (K27))(K25 W (K26))] | TA2 |
| [(K26 W K27)(K25 W (K25))] OR | TA1 |
| [(K6 W (K24))] | |
| [K31.K32 (K27 W (K66))] | K27/31/32 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 3-73 | /37 STAGE 9 2-1-73 PART 2 | /37 STAGE 6 10-10-72 | /37 STAGE 2. 25-5-72. | C/47714 11-3-71 K.I.P. | DRAWN BY EM. | LONDON BRIDGE. |
| -73 | /37 STAGE A10 23-1-73 | /37 STAGE 7 7-11-72 | /37 STAGE 3. 31-3-72 | /37. STAGE A1. 23-2-72. | TRACED BY | PREFIX "E" |
| 4-73 | /37 STAGE 10 29-1-73 | /37 STAGE 8 13-12-72 | /37 STAGE 5. 21-8-72 | /37 PART STAGE 1 13-3-72. | CHECKED BY | |
| 5-73 | /37 STAGE 11 14-2-73 | /37 STAGE 9 PART 1 19-12-72 | /37 STAGE 4 7-9-72 | /37 PART STAGE 1. ALSO REINSTATE 119 POINTS. 1-5-72. | AMD1. 270 PTS MOVED PART/34. 2/8/66 | |
| | | | | | C25100/215. 18/6/68. | |
| | | | | | 136 | |

BRITISH RLYS. (Southern Region)
SOUTHERN HOUSE, CROYDON.

Signal & Telecommunications Engineering Dept.

RS. 20/6 DATE 5 MAY 1975

No. 1383

39" x 20"