

LENGTHS OF SIDINGS AND REVERSING BERTHS

This document shows the site, location and maximum length of sidings and reversing berths on the LU network. This information is normally used by access planning staff, when planning the movement of engineer's trains or test trains. It can also be used by service control staff when the unplanned movement of an abnormal length train is required, for example, in the event of needing to couple two trains together for one to push-out the other.

This information is available for staff to make sure that, before any train movements commence, the length of the train formation will not interfere with the normal operation of the signalling equipment for the sidings and reversing berths concerned.


The lengths of berths in this document are obtained from the signal scale plans and are based on the signalling system. Lengths are rounded down. For traditionally signalled railways the berth is calculated from the position of blockjoints and trainstops. Berths on the Central line have been calculated from signal to signal.

At the time of publication, August 2010, it is not known how berths will be calculated for the Jubilee and Victoria lines. When we are aware of the criteria, we will update this publication.

The tables below show the location with the corresponding signal scale plan number, revision number and date of revision.

Train lengths are usually calculated from the extremities of the train. This means the overall length of the train might be longer than a berthing length but the train still might be able to fit.

The criteria for directions, i.e. NB, SB, WB, EB, etc at terminal stations are based on the traction current feeding arrangements.

Changes in this issue are indicated by a  next to the entry concerned.

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Metropolitan line

Site	Location	Maximum length (metres)	Signal Scale Plan		
			Number	Revision	Revised
Aldgate	OR platform 1	105.5	D28	AR	28/05/2010
	Bay platform 2	126			
	Bay platform 3	136.7			
	IR platform 4	104			
Liverpool Street	OR platform 1 between signals OD4 and A249	101	CW8	AL	09/09/2007
	OR platform 1 between signal OD 4 and limit of shunt sign	131.2			
	IR between signal OD11 and limit of shunt sign	160.3			
Moorgate	OR platform 1	144	CW6/7	BC	07/06/2010
	Bay platform 3	134.1			
	Bay platform 4	135.6			
	IR between signals OE41 and A234A/R234B	112			
	IR between signal OE41 and limit of shunt sign	143.2			
Farringdon	OR Platform 1 between signal OH37 and limit of shunt sign	149	CW6/7	BC	07/06/2010
	Siding no. 23	98			
	Siding no. 24	95			
	Siding no. 25	96			
	IR between signal OH38 and limit of shunt sign	149			
	IR between signals OH38 and A218	322			
King's Cross	IR platform 1	144	CW5	BJ	21/12/2006
	OR between signal OJ19A and limit of shunt sign	143.3			
	OR between signals OJ19A and A209	125			

Metropolitan line (*continued*)

Site	Location	Maximum length (metres)	Signal Scale Plan		
			Number	Revision	Revised
Baker Street (Met)	Bay platform 1	138.8*	M25	S	11/03/2010
	NB platform 2	142.7*			
	Bay platform 4	132.3*			
Baker Street (H&C)	OR platform 6 between signals MB18 and MB28	118.6	CW4	W	05/05/2010
	IR between signals MB33 and MB23	137			
Edgware Road	OR platform 1	104.2	CW3	10	10/05/2010
	OR platform 2	101.7			
	IR platform 3	106.6			
	OR between signal OP8 and limit of shunt sign	131			
	OR between signals OP8 and A143	119			
	IR between signal OP32 and limit of shunt sign	131			
	Road no. 25 (out of commission)	-			
Road no. 26 (out of commission)	-				
Hammersmith	EB platform 1	96	HC1	AF	10/01/2007
	WB platform 2	96			
	WB platform 3	96			
	Siding no. 24	93			

*Works associated with the introduction of the new S8 stock took place at Baker Street during June and July 2010. These works involved installing new train arrestors and moving signals and as a consequence could impact on berthing lengths. Details of these changes were published in Traffic Circulars 24 to 30, although they did not mention if blockjoints and trainstops have been moved, or whether the new train arrestors have increased or decreased a berth length. Platform 3 is no longer available for reversing south to north. A revised signal scale plan has not yet been provided at the time of publication. A stock will still be able to use the berths at Baker Street so we know that as a minimum, trains of 132 metres can reverse south to north at Baker Street.

This table will be updated as soon as we have access to a new signal scale plan.

Metropolitan line (continued)

Site	Location	Maximum length (metres)	Signal Scale Plan		
			Number	Revision	Revised
Swiss Cottage (disused)	SB line between signals ML10 & ML4	149	M24	F	20/11/2007
<i>Between Finchley Road and Wembley Park</i>	<i>Refer to Jubilee Line</i>				
Harrow-on-the-Hill	Centre siding	132	M17	CF	27/11/2006
	NB main platform 1	166			
	NB main between signal JB98 and limit of shunt sign	153			
	SB main platform 2	167			
	NB fast platform 3	168			
	NB local platform 4	152			
	SB local platform 5	147			
SB fast platform 6	154				
Rayners Lane	EB platform 2	133	U6	J	21/12/2009
	WB platform 1	133			
	Centre siding	135			
Ruislip siding	Siding	165	U3	V	1/06/1994
	EB line beyond signal MU9A	146			

Metropolitan line (continued)

Site	Location	Maximum length (metres)	Signal Scale Plan		
			Number	Revision	Revised
Uxbridge	WB platform 1	137	U1	N	7/01/2010
	WB platforms 2 and 3	137			
	EB platform 4	137			
	Road no. 27	138			
	Road no. 28	138			
	Road no. 29	139			
	Road no. 30	139			
	Road no. 31	144			
	Road no. 32	134			
	Road no. 33	138			
	Road no. 34	138			
	Road no. 35	133			
	Road no. 36	134			
	Road no. 37	134			
	Road no. 38	132			
Northwood	NB local platform 1	143	M15/1	Q	12/08/2009
	Road no. 21	177			
	SB local (beyond signal JF7)	866			
	SB local (between signal JF7 and limit of shunt sign)	131			
Watford	NB platform 1	156	WL1	AE	26/05/2010
	SB platform 2	154			
	Road 21	157			
	Road 24 (between signal JP119 and JP125)	226			
	Road 24 (between signal JP106 and fixed red lights)	160			

Metropolitan line (continued)

Site	Location	Maximum length (metres)	Signal Scale Plan		
			Number	Revision	Revised
Rickmansworth	NB platform 1	141	M13	BB	12/02/2010
	SB platform 2	141			
	Siding 21	137			
	Siding 22	137			
	Siding 23	303			
	Siding 31	145			
	Siding 32	145			
	Siding 33	144			
	Siding 34	144			
	Siding 35	144			
	Road 25	122			
Chalfont & Latimer	NB platform 1	177	M9	AJ	10/07/2006
	SB platform 2	185			
	Bay platform 3	74			
	NB line between signals JT24 and JT77	783			
	NB line between signal JT24 and limit of shunt sign	153			
Amersham	NB platform 1	167.6	M7/2	AC	23/06/2009
	NB platform 2	134			
	SB platform 3	167			
	Road no. 31	135			
	Road no. 32	135			
	Road no. 34	418			
	NB line beyond platform 1	152			
	NB line between signal JW15 to limit of shunt sign	149			