



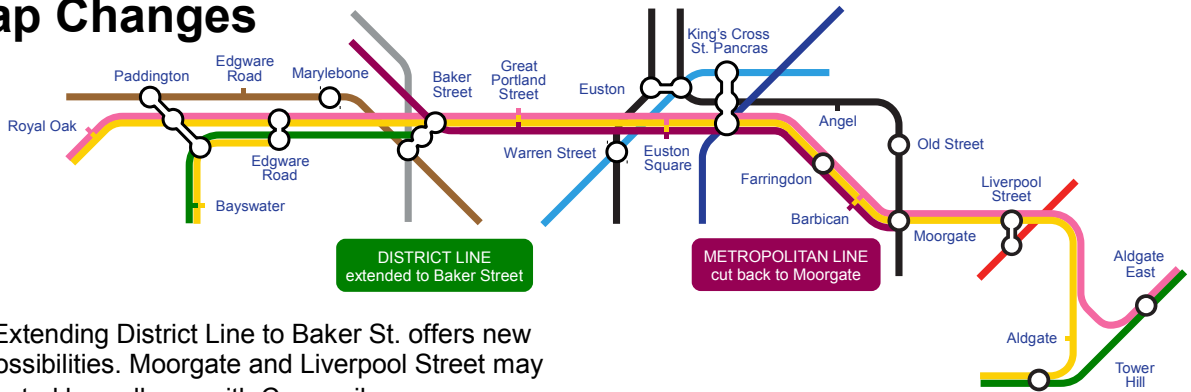
Circle Line North Alterations

A proposal to use abandoned former Thameslink infrastructure and selected junction and station changes to improve capacity and performance for a group of lines using sub surface lines.

Summary

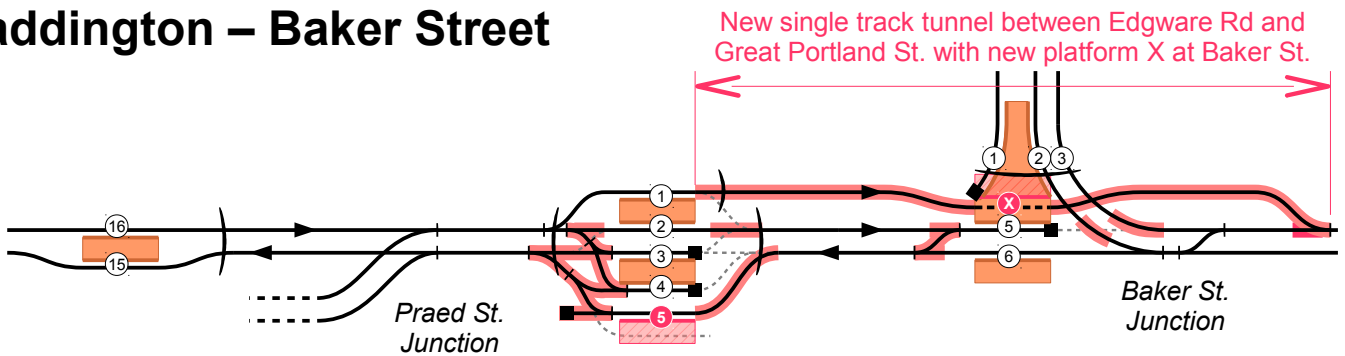
To improve performance on the Circle line and associated services it may not be necessary to completely grade separate all junctions en route. The scheme detailed below concentrates on solving the Baker Street Junction conflict, creating a new higher capacity Metropolitan terminus at Moorgate and improving Circle turn-back capability at Edgware Road.

Line Map Changes



Connectivity: Extending District Line to Baker St. offers new interchange possibilities. Moorgate and Liverpool Street may become connected by walkway with Crossrail

Paddington – Baker Street



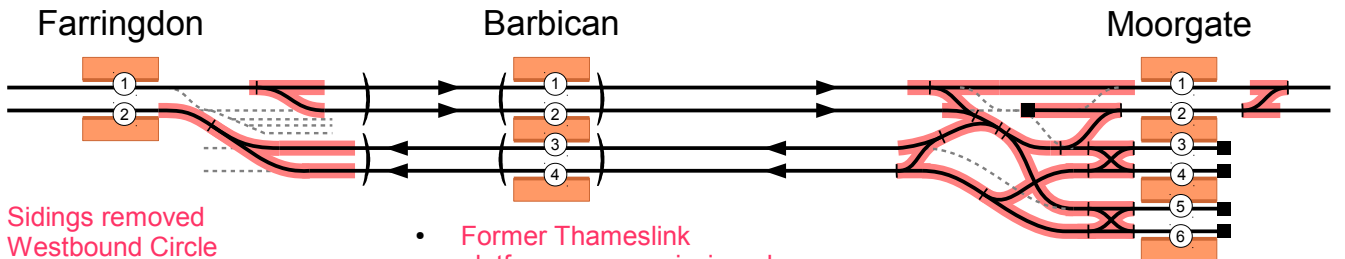
Paddington

Edgware Road

Baker Street

- Sidings removed
- New platform for Westbound
- Circle terminators use platforms 3/4
- District Wimbledon terminators use platform 5
- Baker St. Junction conflicts removed

Farringdon - Moorgate



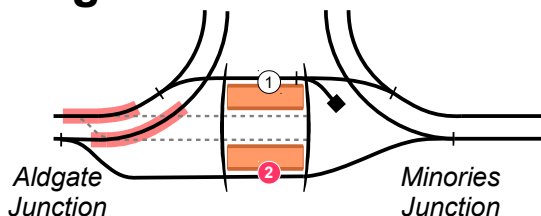
Farringdon

Barbican

Moorgate

- Sidings removed
- Westbound Circle connected to former Thameslink tunnel
- Former Thameslink platforms recommissioned
- Directions changed as shown
- New west throat junction
- All 4 terminal platforms available for terminating Metropolitan trains

Aldgate



- Old platforms 2 & 3 removed
- Platform 4 renamed 2

circlenorth.pdf, 09/03/2012, rev.04

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