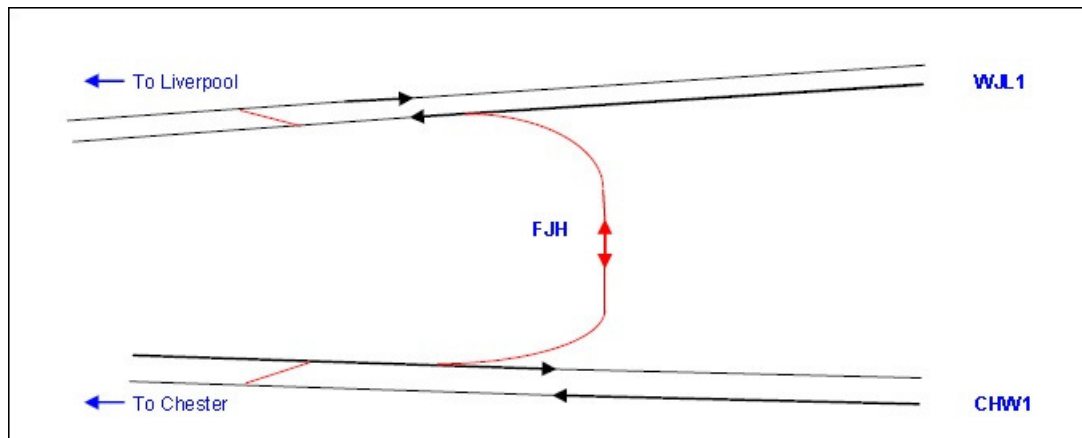


Halton Curve Scheme

The single option design for the Halton Curve scheme is in the process of being agreed by rail industry stakeholders and this is due to be concluded in the coming weeks.

The simple sketch layout and outline summary below describe the track and signalling design that has been proposed.



In summary, the scheme shall:

- Provide a new crossover and renewed turnout (40mph) at the Halton end (Control from MROC Wavertree workstation)
- Provide a new crossover (25mph) at the Frodsham end (Control from Frodsham Junction SB);
- Provide a new relay based interlocking and re-signalling of existing Frodsham control area with LED colour light signals and train detection provided by track circuits;
- Revise signalling arrangements at Frodsham/Halton/MROC to accommodate the bi-directional signalling using TCB;
- Retain the existing method of Absolute Block Working from Frodsham to Helsby Junction and Norton Signal Boxes;
- Replace the existing mechanical lever frame at Frodsham and replace with an Independent Function Switch (IFS) panel; and
- Install OLE overrun protection from Halton Junction.