CTRL SECTION 2: DESIGN INTERFACE REQUIREMENTS REVIEW

Independent review of the CTRL Section 2 Interface Design Requirements

DEG Signal Ltd was commissioned to review the interface between cab signalling and conventional lineside signalling by Rail Link Engineering review panel.

CTRL Section 2 overview

Section 2 of the CTRL is a new section of line, 39.4 km in length. The extension is from the existing CTRL section 1 at Singlewell to London St Pancras. The route includes a 2.5 km tunnel diving under the Thames near Dartford, and a 19 km tunnel, emerging over the East Coast Main Line near St Pancras.

There are new stations at Ebbsfleet and Stratford International, with a new depot at Temple Mills to the north of Stratford. Subsequent to the completion of CTRL2 all Eurostar trains will run to St Pancras International instead of Waterloo International.

TVM430, SSI, RRI and WESTCAD

The interface areas reviewed included:

- Ebbsfleet Junction.
- Ripple Lane, Dagenham
- Temple Mills Depot, Stratford
- Silo Curve, St Pancras.
- North London Line, St Pancras.
- East Coast Main Line, St Pancras.
- Midland Main Line, St Pancras.

The CTRL uses TVM430 Cab Signalling, the Network Rail lines are signalled with Route Relay Interlocking [RRI] and Solid State Interlocking [SSI].

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