

LNE / EM Track Renewals

Success Stories – Period 4



High Output – New Campaign

In week 14 HOBC started work on the ECML four track section between Skelton Bridge and Thirsk. This new area has its own complications in that we are working on the middle two roads on the four track section with trains running on both outer roads past the worksite. This has meant that not only do we need line blockages to set up the HOBC, we also need them for accessing/egressing staff, erecting the safety speed and OLE works.

From the commencement of this Campaign we have utilised the ZKL 3000, a new type of Track Circuit Operating Device (TCOD) for taking line blockages.



Before works commenced the signallers at York IECC were shown and briefed on the equipment and a number of planned line blockages were taken using the ZKL 3000 as a trial. Excellent feedback was received from all parties.

We are currently taking around 14 line blockages per night, over half of which are using the ZKL 3000 as additional protection.

ameyCOLAS and the NR Track team are supporting the manufacturers of ZKL3000 in progressing product approval for a remote controlled version of the TCOD.

Plain Line Track Renewals – North

The Doncaster Babcock renewals team took the opportunity of a relatively quiet period to re-plan, at short notice, track renewals work at West Sleekburn and Kirk Sandall – Markham. West Sleekburn on the Blyth & Tyne route was a shortfall from last year due to the extreme, unseasonal weather experienced in November and Kirk Sandall – Markham on the South Yorkshire Joint Line had been deferred from previous workbanks due to issues gaining access.

Excellent support from the local Maintenance team and NDS ensured that the 678 yards of full rail, sleeper, ballast renewal at West Sleekburn was successfully completed removing a long standing Condition of Track TSR of 5 mph.

Kirk Sandal – Markham saw the successful completion of 1473 yards of full rail, steel sleeper, ballast renewal in a single weekend despite the complications of it being on a single line. This also removed a long standing Condition of Track TSR of 5 mph.

Kirk Sandal before renewal



Kirk Sandal after renewal



Plain Line Track Renewals - South

The Langley work item on the Down Slow just South of Stevenage on the East Coast Main Line was delivered in 16 hour possessions over 4 weekends. Each possession saw only 8 hours with all lines blocked and 3 hours with the immediately adjacent Up Fast line open to traffic. Work of this nature would have been planned in 30 hour, 2 line blocks prior to 2011/12, causing significant disruption.

The item unfortunately suffered plant failures on two of the weekends and overran as a result.

It proved a success however from two perspectives:

- The Babcock Peterborough team has demonstrated their capability to manage efficient complete renewal delivery (category 11) successfully within a 16 hour adjacent line open environment on a main line.
- If plant fails in a short possession then we're potentially straight into an overrun situation. We now realise a more robust detailed contingency plan jointly produced with Route Operations is needed to minimise disruption should an overrun occur. This worked effectively at Langley in the latter weeks of the work item.

Lessons learned reviews will be completed for both Langley and also the recent Harlington site on the MML as we refine 16 hour methods ahead of our challenging 2012/13 programme where 16 hour access becomes the norm.

Babcock renewal on the Up Slow at Langley



ameyCOLAS operated MOBC at Langley



S&C Renewals

3 units were renewed as planned at Worksop East S&C in Week 15, using two Babcock Kirow 250 cranes. Core works at Burton Leicester Junction were also completed in the period.

Kirow 250 relaying S&C at Worksop



The finished job – Worksop East S&C



Track Enhancements Update

The tender returns for the Track elements of the Enhancements funded GNGE project have been received and are currently going through the tender evaluation process.

Charity Cycle Ride raises £13,000

On 15th July, 23 riders from Network Rail Track, LNE Route Control, Babcock and ameyCOLAS completed a 102 mile charity cycle ride from Doncaster to Skegness via Boston.

Departing Doncaster at 8:15, all 23 riders made it safely to Skegness by 18:30.

The riders raised £6,500 for Cancer Research UK, with Network Rail, Babcock and ameyCOLAS generously matching this to give an overall £13,000 total.



Our thanks go to all who took part, our excellent support crew, Network Rail, Babcock, ameyCOLAS and Hydrex for providing vehicles and also to everyone who sponsored us.