



Neath Swing Bridge

Project Case Study

The main project was the removal and reinstatement of the P-Way to allow the main contractor to carry out waterproofing works on Neath Swing Bridge. KGJ Price Rail also carried out additional civils works including piling, king post ballast retention, Vac Ex and various engineering duties on behalf of Centregreat

Key KGJ Price Deliverables:

- Permanent Way
- Civils Works
- CRT & Track Monitoring
- Track CRE

Location:

Neath Swing Bridge
P-Way Works
ELR: SDI 1
Client:
Centregreat Rail

Dates:

Start March 2022
Complete September 2022

Contract Value:

£ 300,000

KGJ Price Scope of Works:

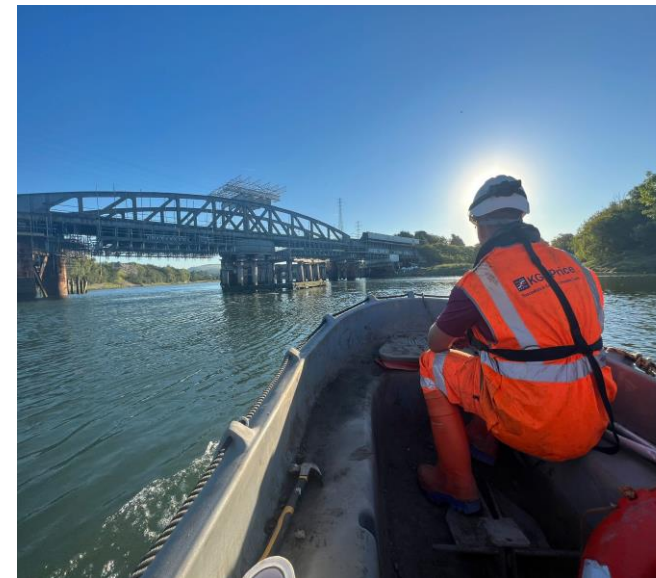
KGJ Price were contracted to provide all aspects of Permanent Way services to Centregreat Rail to remove the track, ballast and re-instate the track during a series of 54 hour possessions in summer 2022.

Additional works included:

Installation of 8m of Kingpost Piles & Ballast Retention, installation of new handrail and various signage, Vac Ex & ballast reinstatement of multiple bridge spans to allow structural repairs and painting, Track Hand-back, CRT, Track Monitoring & Track CRE Duties throughout.

Core Elements & Scope:

- 4 x 54 Hour Core Weekends
- 70m of Track Removed per weekend
- Loose Relay method
- Guard Rail Removal, Reinstall & fettling with spike fast
- 2 x Engineering Trains (1 per weekend)
- 12 Welds Installed
- Spot Resleepering of 60 rotten hardwood timbers
- Approx. 200m of tamping carried out per line
- All Track and spoil removed in less than 8 hours and handed over to Civils on schedule
- Full Installation scope completed and right time hand-back despite 4 hour late arrival of the engineering train on the first week
- Comprehensive dilapidation survey carried out to note down pre-existing issues with the track and report and recommendations for rectification
- Installation of 8m of Piling and King Post Ballast Retention
- Associated handrail & various signage installation
- Track CRE
- Track Monitoring & CRT Management



Early Contractor involvement:

KGJ developed a detailed plan involving input into train planning, tampers times and worksite / possession creation at the correct timescales to ensure the resources were secured for the works.

Efficiencies:

As well as the P-Way works KGJ undertook some civils elements of the works including King post Piling through our framework partner. We provided the safety Critical staff for the core works as well as engineering support for the wider project.

CRT Management

Due to abnormally low CRT W values that were Inherent with the existing layout / track KGJ worked with the PC and NR to create a bespoke CRT Management solution to ensure the most efficient and pragmatic approach. This Involved using in house remote CRT monitoring equipment, supplementary inspections at key times to manage the risk in the most effective manor

Track Monitoring:

Access to track for post Installation track monitoring was an issue; so KGJ came up with an innovative solution using a boat, scaffolding and fencing to access the site safely and not require line blocks for the track monitoring.

Material Supply:

Network Rail and the Principle Contractor were unable to source some of the more obscure components required for the works so KGJ through their supply chain secured them on short notice being delivered to site on the first shift.

Adaptability:

KGJ had multi skilled ops on site, KGJ provided Points Ops, Train Loaders and other safety critical alongside our main works as the PC couldn't secure. Once during the core works the oncoming Engineering Supervisor broke down on his way to site which could have caused severe delays to the worksite, however one of our site manager on shift who was an ES was; after a full brief and already having local knowledge was able to take ES duties until the planned ES arrived at site.

