



Regents Canal

Project Case Study

The project was a multi-disciplinary project to demolish a brick arch bridge over Regents Canal on the approach to Euston Station and replace with a new steel structure. KGJ Price Rail were responsible for P-Way Track off / Track on, S&T removals and reconnection and points heating renewals.

Location:
Regents Canal (Camden)
ELR: LEC1

Dates:
Start July 2022
Complete Mar 2023

Client:
Story Contracting Limited

Contract Value:
£ 850,000

Key KGJ Price Deliverables:

- Supply Crossover
- Permanent Way Install
- S&T Disconnections and reconnections
- Points heating Disconnections and reconnections
- CRT & Track Monitoring
- Signalling, Points Heating and P-Way CRE duties

KGJ Price Scope of Works:

KGJ Price were contracted to provide all aspects of Permanent Way services to Story Contracting to remove 2076A/B crossover which was directly on top of the bridge to be replaced and supply and install a full new CV 9 ¼ modular crossover and associated plain line, ballast and then re-instate the track fully tamped & stressed at the end of a 5 day blockade during WK39 December 2022

Additional works (One Stop Shop):

S&T Disconnections and reconnection of all signalling equipment affected by the demolition of the old Bridge. Installation of new Points heating equipment to the new 2076A/B points. CRE Duties for Signalling, Points heating and Track.

Core Elements & Scope:

- 200T of Ballast Installed Utilising Trimble 3D Dozer
- 400T of Top Ballast Installed
- 84m on Line E and 54m on Approach Line removed
- 650T Road Crane & 2 x Superbugs used to install new panels
- Supply, Build Up & Installation of a CVs 9 ¼ Concrete Modular Crossover
- 6 x Plain Line Panels built off the critical path
- 36 Welds Installed, 4 of which were stress welds & 2 were behind check rails
- 2 x Level 3 S&C Stressing Pulls
- Approx. 600m of tamping carried out over 2 lines including up to 150mm lifts and 75mm slues to achieve the remodelled alignment, including 5 x S&C Units
- Full Installation scope completed inc fully welded and stressed on the core possession and handed back at linespeed
- Bespoke Track Monitoring Solution Provided
- Comprehensive delap survey carried out to note down pre-existing issues
- Ancillary Civils inc Troughing, Sign Removal / Reinstatement, S&T Signal & SPT Removal / Reinstatement
- Design, Removal, Supply & Fit of Points Heating including Upgrade Works
- S&T Removal, Reinstatement, Testing & Commissioning inc FED Design and associated S&T upgrade works
- Supply of Track CRE (Construction)
- Supply of E&P Design CRE & Construction CRE



KGJ Price Technical Capability:

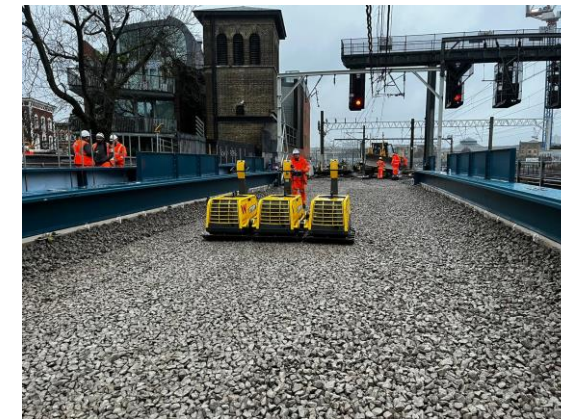
KGJP provided the PWay Project Management, Supervision and Engineering specialist support throughout using our in house staff. KGJ also utilise the most modern technologies such as Trimble Total Stations, 3D Dozing, Tablets, Intelligent Wackers & Hytorq / Losomat Torque Guns.

Efficiencies:

KGJ Price Rail fitted the new Points heating equipment & drilled all bonding at Beeston, where the S&C was made to save time during the core works. This meant less people on site while trying to ballast up, meaning less disciplines on site at the backend of the core works. KGJ also supplied and managed P-Way, S&T and E&P thus ensuring a 'one stop shop' for our client.

Innovation:

Due to the unavailability of Kirow cranes or PEM LEM's. KGJ Price came up with an innovative solution to use a 650ton road crane and 2 x Super bugs to lift the modular crossover into final position. KGJ's methodology also allowed a good proportion of the P-Way works to be carried out 'off the critical path' which meant more time for the civils works, it was also planned in such a way that the sequence of works could be shuffled around to fit in with where the civils works were at within the program.



Technical Quality:

The CVS 9 ¼ modular was inspected by our in house Track CRE & S&C Expert who has over 20 years experience of delivering S&C Renewals. During the works the bottom ballast and panels were installed to a high tolerance using progressive assurance techniques and procedures which meant only one pass of the tamper was required which aided with keeping the program on track. It was noted by our client that the quality of our paperwork was excellent and by far the quickest roundup and submission of handback paperwork they have ever had.

Programme:

Due to issues with the Civils install of the bridge the works had to be reprogrammed. KGJP were on hand to provide detailed re-programming for the Pway works as well as integrating OHL, S&T and Civils – a truly one stop shop! We were also able to provide additional resource at short notice

Adaptability:

Due to overrunning Civils works and the need to hand adjacent lines back. KGJ Price adapted their ballast install methodology to allow the possession to be shorten back and minimise train delay minutes.

Feedback