ATKINS

Relocatable Equipment Buildings

The Challenge

Atkins won the contract with Network Rail for the replacement of the signalling on the Newport line and then turned to Unipart Rail for 15 fully fitted Relocatable Equipment Buildings (REBs) and 130 Location Cases for the contract.

The Solution

Unipart Rail's Crewe and York Service Centres used Atkins' designs to develop a manufacturing phased delivery schedule which spanned eight months, and was scheduled from February to September.

The equipment was designed to control both Solid State Interlocking (SSI) Signalling and Points mechanisms and was to be manufactured and 3A tested, minimising the installation time trackside. This meant Atkins had minimum commissioning to integrate the equipment with the signalling system.

One of the most significant challenges that Unipart Rail were to face was the transportation of the REBs because their weight and bulk causes a major logistical challenge. The transportation needs to be undertaken with great care and caution because each REB is between 7.2m and 12m and has to be lifted onto the vehicle by a crane.

The most demanding part of the transportation process is often encountered at the delivery site, with the actual siting of the REBs.

The positioning of the REBs often means that they have to be craned into place over roads, buildings and next to busy railway lines. This requires massive co-ordination of different services and authorities to ensure a smooth and efficient siting.

The Result

All REBs and Location cases were successfully manufactured, kitted, transported on time and in harmony with the other activities taking place at the Newport site.

The Off-site Factory Service

Possessions are complicated. And costly….especially if a project over-runs.

That's why you want as much equipment as possible to be ready to install at exactly the time you need it.

And the more simplification you can introduce, the better.

Which is where our 'offsite factory' concept helps you do what you do – better. Our approach means that as much system wiring, pre-assembly and testing as possible is completed before it leaves our site.

This reduces the complexity track-side and shortens the commissioning times.

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