

# Unipart Rail's continued support for Atkins at Rugby and Nuneaton

● When Atkins was awarded the Network Rail contract to design, install, test and commission for the Rugby and Nuneaton (RuN) resignalling project, it was essential to Atkins that it chose a supplier who would support the company in effectively delivering the programme on time and to cost.

Following the success achieved on Port Talbot and Basingstoke, Atkins did not hesitate in once again engaging in a working relationship with Unipart Rail and integrating the company into its project team.

Unipart Rail was awarded the contract for the procurement, build and Mod 3A testing of all SSI location cases and axle counter REBs and, by adapting the tools and techniques developed on previous projects, Unipart Rail was able to demonstrate the many facets that make up its 'project value added'.

Working closely with the project and design teams to create detailed project planning, enabled Unipart Rail to deliver on time a range of materials for the project including:

- 27 fully-fitted Relocatable Equipment Buildings (REBs), all racking, wiring and equipment being installed at the Unipart Rail York facility.
- 200 signalling location cases, all racking, wiring and equipment being installed at the Unipart Rail Crewe facility.

■ All associated signalling equipment to be procured and managed through Unipart Rail's third party logistics contract team.

## Supply management

Phil Hickey, Senior Project Manager - Unipart Rail, has worked closely with Atkins' management and technical team in planning the supply of the materials and has undertaken a full risk assessment to identify and remove constraints within the programme. Phil is looking forward to building on the partnership, working on Newport and Cardiff to reduce the lifecycle of a project from design through to commissioning by improving efficiency of the process and reducing the overall cost of development. This enables the Atkins team working with Unipart Rail to implement solutions and take preventative actions to keep to the project on its critical path.

## Manufacturing expertise and phased delivery

The Location Cases and REBs are manufactured at the Unipart Rail facilities in Crewe and York, specialising in delivering the completed units to the project in a phased programme to fit with the installation works. As the location cases and REBs are supplied fully equipped and 3A tested, the installations

can be efficiently completed in an ever-decreasing timescale through flexible working to meet with project requirements.

## Filament free

As in an earlier project with Atkins working in Port Talbot, this project was designed to utilise LED technology across the whole of the signalling installation, making it virtually filament free. The main colour light signals, LED banner repeater signal, stencil and theatre indicators are all designed and manufactured by Dorman in Southport, and all products have full Network Rail acceptance. Utilising Dorman's proven LED technology, signal modules offer a constant light output throughout their life, irrespective of voltage fluctuations and temperature change. Using optical arrangement the possibility of phantom aspects is greatly reduced.

Unipart Rail has substantial expertise in the supply of this equipment, having a portfolio of expertise including:

- TPWS.
- Signalling.
- AWS.
- Axle counter equipment.

The project is part of Network Rail's broader programme of re-signalling works, which will help to improve the performance, safety and cost efficiency of the railway infrastructure. ●

# UNIPART RAIL

# ATKINS

## Dorman launches a range of LED PRIs

● LED Preliminary Route Indicators (PRIs) have been introduced by Network Rail to provide drivers with advance information of their trains routing at the junction being approached.

The PRI provides advance information in the format of an arrow to the driver that confirms the position that is illuminated on the junction route indicator, situated at the junction controlling signal.

The LED-formed arrows on the PRI are set in the exact same angles and positions of the arms on junction route indicators from position 1 to 6 with an additional upward pointing arrow at position '0' advising that there is no diverging junction set.

The PRI displays are contained within housings already used for standard (theatre) indicators and banner signals already in the Dorman LED signalling range. Electrical connections are to the same standards as these items as are the power supply arrangements. ●

