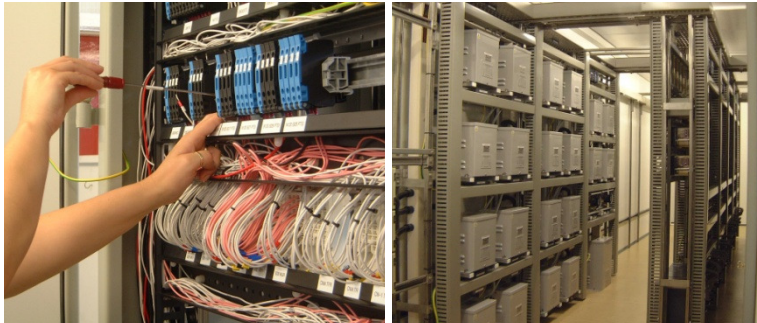




Relocatable Equipment Buildings



Unipart Rail was perfected the process of delivering Relocatable Equipment Buildings, fully wired and kitted to the trackside ready for installation.

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.

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.

ATKINS

■ Industry Sector

UK Infrastructure.

■ Issue

Atkins requires 15 fully fitted Relocatable Equipment Buildings (REBs) and 130 Location Cases, the REBs pose a major logistical and operational challenge.

■ Solution

Unipart Rail developed a manufacturing phased delivery schedule and overcame the logistical challenge through the co-ordination with different services and authorities to ensure a safe and smooth delivery and trackside installation.

■ Benefits

Unipart Rail's specially designed equipment minimises trackside installation time and the carefully co-ordinated logistics process ensures a safe environment for all workers.

■ Next Steps

Unipart Rail will be using this process to successfully deliver on future contracts.

Other Contracts

Unipart Rail Service Centres have recently won other contracts that require the use of the logistics processes developed for the Atkins' contract.

- Unipart Rail is going to be undertaking the servicing of relays from the Ashford signalling system.
- Unipart Rail will also be supplying fully wired and kitted REBs for the Hitachi train depot, where there is a 9.6m 'shunters cabin' to control the local relay-based signalling system.



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