

RAIL Special



RAIL LIVE **2024** 19-20 June

PORTERBROOK'S LONG MARSTON RAIL INNOVATION CENTRE

The best of the UK's largest outdoor rail show



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Welcome

As the new editor of *RAIL*, the magazine brand behind Rail Live 2024, it's my privilege to welcome you all to the biggest and best edition of the show ever.

This year's event couldn't come at a more crucial time for the rail industry, with a General Election just a fortnight away.

It meant last-minute changes to our programme in the Policy & Leadership Theatre, as MPs reshuffled their diaries for the campaign trail and civil servants managed their diaries under purdah.

Now we have a great programme lined up for you, and I look forward to seeing you there.

Representatives from Ukrainian Railways will be appearing for a fascinating session

(conflict-permitting).

Another first for this year is a new Engineering Theatre, covering issues from track access to climate change.

This is your guide to everything at Rail Live 2024, with details of exhibitors and where to find them, plus the many other highlights of the show from rolling stock to robot dogs.

Rail Live, taking place during an election campaign, is where the future takes shape. It's the industry's largest outdoor exhibition, so fingers crossed that the weather stays finer for these two days at Porterbrook's Long Marston Rail Innovation Centre than it has for election announcements outside 10 Downing Street.

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Rail Live: the home of u

Rail Live Policy & Leadership Theatre

What will the future bring for the railway? There's no better place to find out and be part of the discussion than Rail Live's Policy & Leadership theatre.

DAY ONE: WEDNESDAY JUNE 19

Recruitment and retention

Young Rail Professionals CEO Bonnie Price and NSAR Chief Executive Neil Robertson join others in discussing how the railway can attract a younger and more diverse workforce.

Creating a sustainable railway

Sustainability is rising up the agenda as the railway seeks to address environmental concerns but, with cost under constant

scrutiny and near-miss reports on the rise, is there a trade-off for going green?

Join us for this insightful discussion on the realities of creating a greener, more sustainable railway.

Safety on the railway

Learnings from PRIMA and the latest innovations that will improve safety on the railway will be among the topics in this session, featuring Rail Safety and Standards Board Chief Operating Officer Johnny Schute.

Financing the future

Challenges and opportunities for both the public and private sectors - and how to exploit land value capture, with E-Rail Director George Hazel.

DAY TWO: Thursday June 20

Playing politics with the railway

ASLEF General Secretary Mick Whelan makes his debut at Rail Live to offer his views on rail reform and the investment required to secure a long-term and successful future for the railway.



Unrivalled policy debate

Accelerating the freight shift to rail

This session considers modal shift, long-distance freight and last mile solutions, as well as barriers to rail freight and the advantages of urban consolidation centres.

A railway in crisis?

Our panel, including West Coast Partnership Development MD Shamit Gaiger and Railway Industry Association Chief Executive Darren Caplan, consider rail's opportunities - and a 'roadmap' for change.



JACK BOSKETT/RAIL.

NEW for 2024: the Engineering Theatre

For the first time, Rail Live is hosting a dedicated engineering theatre. Running across both days and hosted by prominent engineer and RAIL contributor Gareth Dennis, the theatre will explore key industry issues with a range of high-profile speakers and panel discussions.

DAY ONE:

Retaining what we've learned from HS2

Join High Speed 2 Ltd's Phase 1 Engineering Director Giles Thomas as he considers lessons from the spectacular engineering innovation taking place on HS2 - the UK's first inter-city main line to be created in over a century.

How do suppliers get ahead of the railway's needs?

Today's engineering challenges are significant - yet how do suppliers address the railway's evolving demands? One of those key suppliers, Pandrol, explains.

Unlocking freight's potential

Freight can be all too easily bumped into second place, yet it's critical. On a passenger-focused railway, how do we do more to unlock its potential?

DAY TWO:

Solving the track access equation

Britain's railways are full, with not enough access for today's planned services, let alone future growth. Speakers from Story Plant and Murphy & Sons discuss what can be done.

Real-world uses of machine learning

Forget the bluster that surrounds it... Artificial Intelligence is already improving Network Rail's inspection facilities. How can it be harnessed in the real world?

Rebuilding in Ukraine

Right now, the railway in Ukraine is re-learning the importance of a strategic system - all while under bombardment.

Britain's rail industry has been in the forefront of offering support, including through the supply of equipment.

Now, in collaboration with Rail Partners, Rail Live is pleased to host a presentation explaining a situation that few have faced in recent decades.

There follows a discussion on how railways can operate during conflict and how to rebuild them, with a chance for your questions.

Future signalling: progress and prospects

Digital command and control will be essential if Britain is to have a chance of keeping up with the rate of signalling renewal needed. However, delivering it is immensely complex - as this panel discussion will explore.

With thanks to our 2024 supporting organisations



Rail Live 2024: the ho

Porterbrook's Long Marston Rail Innovation Centre

Rolling stock owning company Porterbrook took over the management of LMRIC in June 2021.

Formerly known as the Quinton Rail Technology Centre (QRTC), the 135-acre site in Warwickshire includes a two-mile-long circular test track and almost 12 miles of sidings for secure train storage. It is linked to the national network via a two-mile branch line to Honeybourne.

Since taking over the site, Porterbrook has invested more than £10 million to upgrade LMRIC – including hard surfacing the roads, refurbishing buildings, and providing improved signage.

On a part of the site not open to Rail Live visitors, more than £3m has been invested in a three-road, fully-pitted shed that can accommodate a six-car set, with 460 metres of new rail.

In the future, the intention is to also upgrade the test track to higher-speed running with electrification and European Train Control System (ETCS) Level 2.

Prior to its current use, the site was purchased by the Ministry of Defence in 1940 as a centre for military operations and as a central engineers' depot. It was sold to St Modwen in 2004.

The branch line to Honeybourne is the surviving stub of a through route to Stratford-upon-Avon (itself part of the Great Western Railway's main line between Birmingham and Cheltenham) that was closed following a derailment in 1976.

It is currently the subject of a reopening campaign that has received development funding from the Government's Restoring your Railway scheme.

ome of rail innovation



Rolling stock and other highlights...

Tri-mode motive power

Rail Live is to display one of the new Class 93 tri-mode locomotives being built by Stadler for Rail Operations Group (ROG).

ROG has placed an order for ten of the Bo-Bo locomotives, each of which can run using 25kV AC overhead lines or away from the catenary using a mixture of diesel and battery power.

When drawing power from the wires, the 110mph Class 93 can produce 5,400hp. On non-electrified lines it can utilise both its 1,200hp Caterpillar C32 diesel engine and the 540hp supplied by its two traction battery packs.

Ordered under a framework agreement signed in 2021, the Class 93s are Stadler's first tri-mode locomotives. The first was formally delivered to ROG in July last year.

Advantages of the Class 93 over the older



STADLER

Class 66 diesel that has become a UK 'standard' include lower weight and operating costs, and higher speed.

The locomotive to be displayed at Rail Live appears courtesy of ROG. It will be presented by Stadler.

The Class 93 is not the only rolling stock to be on display. Network Rail is bringing a Class 153 Infrastructure Monitoring Train, while Porterbrook will show off its hydrogen-powered HydroFLEX.

New Business Lounge

Innovations for the 2024 show include the creation of a Business Lounge, allowing meetings to take place in a dedicated venue at the heart of the event for the first time.

The Business Lounge is being sponsored by Dura Composites, which in May won the King's Award for Enterprise.

The company will also display its lightweight modular Dura Platform, which features low-embodied carbon and is fully recyclable at the end of its use. It will also bring examples of its composite canopy daggerboards, which use CNC technology to produce replicas of historic designs.

BTP firearms display

Officers from the British Transport Police Armed Policing Unit deploy across the rail network to disrupt and deter both terrorist and criminal activity.

The team returns to this year's Rail Live to showcase a selection of equipment - including firearms, less lethal devices, and door entry apparatus.

Officers will be available to discuss the role Armed Policing plays in enhancing station security, and to demonstrate their search and detainment expertise.

Railway Children

Railway Children has been announced as the official charity partner for this year's Rail Live.

The charity, which supports vulnerable children in the UK, India and East Africa, will seek to raise awareness of both its UK work and how individuals and businesses can support its aims.

RAIL LIVE - HOW TO GET THERE...

For the first time, Rail Live 2024 will have a direct park-and-ride service from the *Crowne Plaza Hotel* in Stratford-upon-Avon. There is also improved parking - and direct coach connections from both Warwick Parkway and Honeybourne stations.

Starting from 0800 and expected to offer a 15-minute ride, the coaches will serve a new access point into the show adjacent to the Network Rail Village. You can print your badge at home or on-site.

You can still access Rail Live by road, with parking in the visitor car park as in previous years. A new traffic management system has been put in place for 2024, with additional staff, 750 extra parking spaces, and two show entrances available for those coming by car.

TRUE EXPOSURE.

Generating safe environments that accommodate humans for being human.



Why?

To create a world where there is zero harm to people at work.



How?

Success is generated through partnering and open collaboration. Learning is undertaken with people and harnesses their experience to solve problems.



Who?

We partner organisations across all safety-critical industries who aspire to more than a tick box solution.



What?

We specialise in Non-Technical Skills, Learning-Focused Investigations, Coaching for Performance and Safety-Critical Leadership.

Our approach includes:

- Learning interventions & workshops from the Boardroom to the Classroom.
- Sticky Learning facilitation by our expert facilitators.
- Non-Technical Skills, Human Factors, Human Performance, Learning Reviews, Culture, Leadership & Coaching.
- Communication workshops focused on NTS that support safety critical communications.
- Pre-trauma workshops focused on the NTS and preventative measures required to develop trauma resilience, management and recovery.

Our Partners' results includes:

- Reduction in adverse occurrence of 50-64% for our closest partners.
- Net Promoter Score of 93+ achieved by our expert facilitators using Sticky Learning.
- Reduced staff turnover, disciplinarys and absenteeism.
- Increased dialogue between front-line and management, focused on co-creating safety.
- Increased reporting and identification of slim safety margin before the adverse event occurs.

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Training to create great and safe workplaces

PPWD Consulting

PPPWD specialises in the design and delivery of diverse human factors training. From non-technical skills, communications and trauma workshops through investigations and learning reviews to fair culture, well-being and leadership programmes.

Our expert facilitators create learning from the boardroom to the frontline that sticks long after the classroom. PPWD's Compassionate Safety approach generates safe environments that accommodate humans for being human.

Our approach aligns personal and organisational mindsets, beliefs and values. In doing so, workplaces are created where people thrive and flourish; here colleagues demonstrate their best self.

Through the development of self-awareness and awareness of others, the physical, psychological and emotional factors become equal safety priorities and result in colleagues who possess a clarity of vision, are calm, understanding and agile in action. Colleagues who are sensitive to the hazards and risks of their environment, and confident to be safety leaders for themselves, others and the organisation.

Southeastern Project

'Why didn't I know this 20 years ago?' - A powerful quote from a train drivers' union rep on a pilot Non-Technical Skills (NTS) course in 2015.

The NTS courses were highly facilitated sessions employing adult learning methods

framed around the Rail Safety and Standards Board's (RSSB) seven categories and 26 skills. The courses provided those in safety-critical roles with an understanding of the limitations of their senses, memory and processing abilities, and how this impact effective decision making and safer actions.

Linked with wellbeing, mindfulness, and the impacts of pressure, stress, sleep and fatigue, and one arms safety-critical staff to effectively manage challenges. An individual with improved wellbeing is more likely to be a safe being.

Project success brought passenger, engineering, commercial and HR areas into the project. Resulting in all SE employees having a role as safety leaders and generating a fair culture.

Investigations were replaced with Learning Reviews with a focus on prevention of recurrence, work-as-done and 'what had gone wrong'. These replaced rule breaches, causes and 'who had gone wrong'. Pre-accident reviews and group learning reviews stress tested the system in a proactive manner.

Monthly Operational Learning Reviews (OLR) were key to the success of the project and gave people a chance to work together on issues. Chaired by the Head of Drivers, train service managers worked together to maintain a steady state focused on the long-term strategy and being able to respond to adverse events by looking at 'what went wrong', rather than 'who went wrong'.

A project milestone has been the launch of a Fair Culture Charter last year, applicable to all SE employees as a set of binding principles.

Results

- 64% reduction in operational adverse events
- ROI of 1.4 in year one and 4.7 in year two
- Reduction in staff turnover, disciplinarys and absenteeism
- Increase in dialogue between frontline and management focused on the co-creation of safety
- Increase in reporting and identification of eroded safety margins before the adverse event occurs
- Exceptional Net Promoter Score of 93+ out of 100
- Course Critique Average - 9.5/10

'At Southeastern, our journey towards embedding a fair culture has been supported by PPWD at every step. From early conception to the launch of our Fair Culture Charter we have worked collaboratively with Paul Davison. While acting as consultants, PPWD have immersed themselves into our organisation and are effectively seen as an extension to our team of safety professionals and have helped to guide us in the right direction, checking in along the way and supporting the development of our culture change programme.'

Steve Lewis - Head of Safety and Environment - SE

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- info@ppwd-consulting.co.uk



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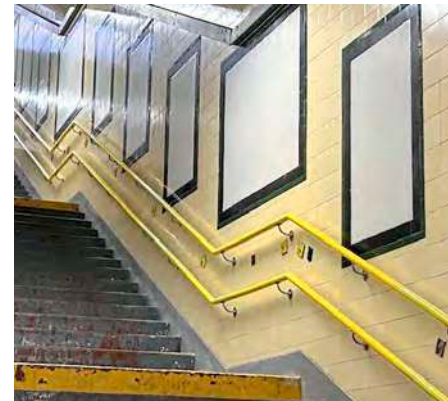
The original 'warm to the touch' handrail

Bespoke Project Installations

Stargard handrail is the ideal DDA handrail and has been installed in more than 50 railway stations.

It is 42mm outside diameter, galvanized steel tube sleeved after fabrication with 4mm (4,000 microns) thick PVC which is available in a range of colours. (Powder coating is around 110 microns thick).

This has obvious advantages in that it has a constant smooth surface, resists knocks and bumps, will not chip or 'not cold to the touch', and the colour is consistent throughout the 4mm thickness.



These benefits all help to reduce ongoing maintenance costs. (Stargard is the original 'warm to the touch' handrail). Because Stargard is fabricated before sleeving, it does not have numerous joints.

PVC sleeved handrail has improved benefits for sight-impaired people in that it can have a contrasting colour at the top and bottom of a staircase or change in levels, as well as tactile 'buttons' under the PVC which means they cannot be removed.

It is important that steps, landings, ramps, and changes in levels have the correct illumination. LED lighting, when included in the design of the handrail, can direct the light to where it is needed most, on the treads.

It is possible that including lights within the handrail may reduce the need for some overhead lighting.

If the same handrail is used throughout a structure, then different colours of handrail can be used for different areas.

Contact

Steve Thompson

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■ **Phone:** 01623 634589

■ **Website:** www.handrailsuk.co.uk

Goole: A great place to live, work and do business

Invest Goole

With its Rail Village, Humber Freeport – Goole Tax site, strategic location and excellent transport links, it's hardly surprising that Goole is an investment hotspot.

A huge amount of public sector investment has taken place to develop the infrastructure needed to support businesses to locate in the town, including the creation of the Goole 36 Enterprise Zone. This has helped to bring a wealth of employment and supply chain opportunities to Goole, creating a compelling proposition for further investment.

Goole Rail Village is a series of separate but complementary projects, with Siemens Mobility's new £200 million manufacturing, service and warehousing facility at its heart. Another key element is RaisE (Rail Accelerator and Innovation Solutions Hub for Enterprise), which offers flexible office, workshop, meeting and conference space. With lettable workspace available on monthly terms, it's the ideal base for businesses from the rail sector or associated supply chains.

At the forefront of the UK's Energy Estuary and the Humber's drive to become the first net zero industrial region by 2040, Goole is also within easy commuting distance of more than



3.4 million people of working age.

The Invest Goole team offers a range of services for inward investors, start-ups and established businesses, tailored to their individual needs. Whether you need information about available land and property, connections to local supply chains, financial assistance, help with workforce recruitment and training, skills advice or relocation

support, contact the Invest Goole team today for an informal chat about your requirements.

Contact

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■ www.investgoole.co.uk

Transforming the safety and efficiency of track navigation with Fault Navigator

Machines With Vision

It is imperative that track engineers can navigate to potential track faults to ensure smooth operational running of the rail network. If the reported fault position has a significant positional error or is attributed to the wrong track, this can be time consuming and open to mistakes or worse still, the fault may not be found.

To tackle this challenge, Machines With Vision has created Fault Navigator (a pocket version of the RailLoc system) specifically designed for track worker navigation. Using a standard mobile phone, it allows a user to quickly navigate with centimetre accuracy to a defect found by a measurement train, even in areas where GNSS is denied or degraded.

Fault Navigator radically improves the speed and accuracy of the identification of faults, enabling track workers to spend less time on track so that the railway can be reopened as soon as possible.

At this year's *Rail Live*, the Machines With Vision team will be providing an interactive Fault Navigator app demonstration, providing delegates with a sense of what it is truly like to use their technology on the track. Get up close



with the engaging display to experience how Fault Navigator is transforming the safety and efficiency of track navigation for the rail industry, today and for the future.

To take part in this interactive demonstration and hear more about Machines With Vision's work in detail, visit the team in Zone M on stand M246.

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Contact

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Rail industry design practice

enGauged

EnGauged is a privately owned small to medium-sized enterprise (SME) design practice based in Crewe, covering the whole of the UK with an increasing portfolio of projects with Tier-1 clients.

Our primary focus is the rail industry with our core discipline being civil and structural engineering and we have the capability to deliver multi-discipline projects through our supply chain partners. We design projects from feasibility through to construction technical support and have significant experience in design for a wide variety of infrastructure.

We are passionate about meeting our clients' needs. Therefore, early collaboration is a priority for us to make sure we fully understand our clients' requirements. We understand the needs of the operational railway and so are able to design solutions to suit the constraints of the industry. Furthermore, we believe in honesty and integrity in delivery and have an eye to add value.

We have valuable experience in managing successful relationships between clients, designers, contractors, the maintainer, the operator and other stakeholders involved in delivering projects.



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Find out more about Hilti innovations for the rail industry at www.hilti.to/rail



Railway industry contractors

K.G.J Price

K.G.J Price (Railway Contractors) Ltd was established in 1983, primarily serving the coal and steel industries of South Wales.

The company has since progressed to an organisation that installs, maintains and repairs railway tracks throughout the UK and overseas, utilising competent staff certificated to current Network Rail requirements and client specific regulations.

The company provides design, manufacture, install, maintain and renew permanent way infrastructure throughout the UK and Ireland.

Its clients span a number of sectors including industrial, mainline, heritage, and narrow-gauge railways.



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- Senior Production Manager – Adam McGurk – AdamMcGurk@Kgiprice.co.uk

Multi-purpose outdoor communications cabinets

IP Enclosures

IP Enclosures UK specialist outdoor communications cabinet range offers robust protection for data networking infrastructure, available for fast delivery.

Designed to withstand harsh outdoor conditions, our certified IP66 Field Cabinets feature rust-resistant galvanised steel with a powder coating in light grey, with custom colour options available upon request.

For coastal areas prone to higher corrosion, marine-grade aluminium options are also available.

Suitable to cater to various projects, IP Enclosures Field Cabinets feature 19" rack rails for communications gear, with optional mounting plates for distribution boards and DIN-mounted equipment, making it a versatile solution for multi-disciplinary applications. A diverse range of accessories are available including heavy-duty sliding shelves, rack-mounted DIN rails, and cable organizers.

To regulate temperature effectively, cooling and heating accessories such as air conditioning units, heat exchangers, and filter fans/vents are offered. Additionally, secure locking mechanisms and access control options are available to integrate seamlessly with existing cabinet setups, ensuring maximum security for your equipment.



Located in Bromsgrove, our cabinets are stocked for quick delivery at competitive prices, facilitating prompt deployment of critical infrastructure. With our comprehensive range of features and accessories, coupled with quick availability and competitive pricing, our outdoor communications cabinets offer a reliable solution for protecting your networking infrastructure in demanding outdoor environments.

A one-stop shop solution for data networking, CCTV and Customer Information Display solutions, it delivers real time cost

savings and flexibility across a range of projects without expensive custom designs. Explore IP Enclosures Solutions at www.ipenclosures.co.uk. From off-the-shelf to custom designed enclosures with accessories, we're committed to ensuring your project is a success.

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CONCRETE CANVAS[®]

A photograph of a construction site where workers are installing Concrete Canvas. Three workers in orange high-visibility suits and hard hats are visible. One worker in the foreground is kneeling and smoothing a large, curved sheet of the material. Another worker stands nearby, and a third is partially visible on the left. The material is being unrolled from a large roll on the right. The background shows a dirt construction area with some equipment and safety barriers.

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Concrete Canvas

Concrete Canvas manufactures flexible cement-filled fabric products; its unique materials combine the flexibility of fabric with concrete's durability.

Upon hydration, they harden to form a robust, lower-carbon, waterproof surface suitable for multiple applications. CC products simplify construction processes by offering rapid deployment and minimal labour requirements.

Its versatility extends to erosion control, channel lining, weed suppression and slope protection, providing durable solutions in challenging environments.

Concrete Canvas has revolutionised the industry, replacing conventional concrete solutions with its efficient, flexible, and long-lasting properties. Our products are indispensable in civil engineering, infrastructure development, concrete remediation and environmental protection projects.

Our material offers numerous advantages compared to traditional hard armour alternatives commonly used in the rail sector. Firstly, in its pre-hydrated state, our material exhibits exceptional flexibility akin to geotextiles.

Using CC allows effortless installation in channels, slopes, or as weed suppression barriers, closely conforming to ground contours and tolerating minor undulations.

Consequently, precise excavation or grading is optional, enabling direct installation onto the substrate. Secondly, our material boasts rapid installation speeds, often achieving rates

of more than 200 m² per hour - up to 10 times faster than conventional concrete solution. This accelerated installation process translates to quicker equipment off-hiring and reduced line possession time in the rail sector, significantly lowering overall scheme costs.

We are deeply committed to continuous innovation and refining our materials to meet our clients' ever-evolving needs, ensuring their projects' success.

This commitment is evident in the relentless efforts of our exceptional R&D team, which is constantly enhancing our cementitious formulations. Our world-class Technical Department plays a crucial role in creating and advancing ASTM international standards for material classification.

Our team is driven by a deep passion for our mission and will continue to develop a comprehensive range of materials, guaranteeing optimal performance for our esteemed customers.

At Concrete Canvas, sustainability is not just a value, it's a commitment that permeates every aspect of our operations.

We take pride in our efforts to reduce environmental impact, including significant investments, such as over £1m in solar panels, to maximise the use of renewable energy.

Our R&D team's unwavering commitment has led to the development of the CC T-Series, launched in 2022, after five years of meticulous work.

This innovative formulation has significantly reduced our material's embodied carbon characteristics from 55% to 63% compared to ST4 poured concrete in channel lining

CONCRETE CANVAS®

applications, marking a substantial step towards environmental responsibility.

Concrete Canvas has been active in the rail sector since 2009, servicing over 700 rail projects throughout the UK. The breadth of our contributions makes it challenging to spotlight specific installations. For instance, our material fortified a crest drain alongside a landslip repair at Farnley Haugh.

Moreover, numerous projects have utilised our product for weed suppression, significantly reducing maintenance needs in these areas.

Currently, we're conducting trials with Network Rail depots, exploring the efficacy of our material in combating Japanese Knotweed.

Over the years, we have collaborated with various companies, tailoring our services to suit each project's specific needs. For instance, we recently provided materials for a scheme involving multiple agencies, where our product played a crucial role in an Environment Agency flood alleviation initiative.

Given the project's location, obtaining approval from National Highways and Network Rail was essential. We presented a comprehensive portfolio of case studies and testimonials, demonstrating our successful track record, enabling us to secure project approval and ensure its progression with our materials at the forefront.

Climate change poses the foremost challenge to the rail sector and all spheres of society. Addressing the challenge of climate change directly will be imperative in the upcoming years.

The escalating frequency and intensity of rainfall underscore the need to manage heightened flows within drainage networks effectively. Whereas flooding incidents were once infrequent, they now occur with alarming regularity.

Concrete Canvas has diligently enhanced our material to withstand increased flow rates by prioritising abrasion resistance and scour protection in open channels.

We are actively developing new technical drawings, incorporating baffling details to mitigate water flow within rail drainage systems before discharge.

Contact

Concrete Canvas Ltd

■ 0345 680 1908

■ info@concretecanvas.com

■ www.concretecanvas.com



Severfield: Meeting rail industry project demands

Severfield

For decades, Severfield has been building for the future. Today, with multiple sites across the UK and Europe, we have an annual capacity to produce around 150,000 tonnes of fabricated steelwork and provide structural steelwork to a range of sectors, including transport infrastructure, stadia, leisure, commercial and more.

We are widely known for our iconic structures shaping the skylines across the UK and Europe as well as for our work in rail piles and OLE. We are built on a foundation of outstanding customer service across all the sectors we operate in; we're responsive, dependable, and flexible to meet diverse needs and project demands in the rail industry.

Our rail manufacturing base has more than 20 acres of storage which allows us to stock large quantities of raw materials for the manufacture of OLE piles and structures.

We have already shown our capabilities with our work on rail, foot, and road bridges, railway stations and car parks and viaducts, and have been involved in projects such as HS2 and the Transpennine Route Upgrade. Now, our reputation in the industry continues to grow, particularly in light of our acquisition of former steel fabrication company, DAM Structures, in 2021.

We have vast industry knowledge and expertise in all types of steelwork manufacturing and fabrication. This includes bridges, access for all, gantries, temporary/propping steel, plunge columns/piles, overhead line equipment structures, crane grillages, façade retention and structural steelwork. No project is too large or too small.

We can produce a one-off bespoke solution and/or high-quantity batch production. Taking on board clients' requirements, we can offer early contractor engagement, connection design, full design and build solutions, fabrication drawings, development of



construction methodology, and full manufacture, including site works, paint, and final installation.

We have the capability to install foundations and structures for OLE, signal structures, bridges, and any other type of structure.

Net Zero 2050

We are driven by the highest standards when it comes to Environmental, Social and Governance (ESG). We have set targets of achieving net zero across all scopes by 2050, including the procurement of net zero steel in line with SteelZero by this date.

We are one of the first 10 companies in the UK construction and engineering sector to have all three of our targets fully verified by the SBTi.

Sustainability plays a vital role in the way in which we do business, from our design process all the way through to sourcing of materials, transport, installation and overarching ESG principles. We place immense

value in the furthering of future-forward sustainability policies across the board.

We have seen steady growth since our inception in 1978, becoming internationally synonymous with quality, innovation, and unrivalled expertise within the steel construction industry.

To back up our expertise, we have all the industry accreditations, CE Marking up to Exc Class 4, ISO 9001, 14001, 45001, BES 6001, RISQS, Constructionline Gold Member, Fit 4 Nuclear, Highways Sector Approval and many more.

In the future, we will further accelerate our progress by providing the pathway to success in transport infrastructure.

Contact

- info@severfield.com or enquiries.nuclear@severfield.com
- +44(0) 1204 699999




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LEVEL LINE®



kestrel

THERMOPLASTICS LIMITED



Product Highlights

- Specifically designed and formulated to adhere to RRAPs.
- Simple and fast to use. No specialist equipment necessary.
- Quick return to service.
- All weather primer application.

- Available in all colours.
- Ideal for self delivery.
- High level of durability and reflectivity.
- No waste.



Kestrel Multi-Polymer Lining System

LEVEL LINE is Kestrel's PATENTED multi-polymer lining technology system, that uses an all-weather 2 component primer in conjunction with a multi-polymer hot applied tape.

Kestrel Level Line is specifically designed for demarcation onto RRAPs (Road Rail Access Points). These blocks are extremely hard and flexible. The line marking is quick and easy to apply and complies with the requirements as specified in the Railway Safety Principles and Guidance, part 2, section E, Guidance on Level Crossings.

Kestrel Level Line also complies with road marking standard BE EN 1436 and is manufactured under an integrated management system incorporating:

BS EN ISO9001	Quality
BS EN	Environmental
BS EN ISO 45001	Occupational health and safety
RISQS	Accredited



KESTREL

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Kilrea, Co. Derry,
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BT51 5TE

+44 (0) 28 2954 0906
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With a range of products that cover excavation support, structural support, lifting and safety sectors, MGF are a one-stop-shop when it comes to safety across Rail Jobs.

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It is lighter than alternative steel or aluminium systems, reducing carbon emissions associated with transportation and installation.

For more information, come and speak to a member of our team at stand F10.



enquiries@mgf.co.uk



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www.mgf.co.uk



Looking for more insights into our Rail team? Check out the latest episode of our Podcast, **BuildBeyond: How MGF Navigates the World of Construction** on Spotify.



WHERE EXPERTISE MEETS DEDICATION: DISCOVER OUR DESIGN & ENGINEERING SOLUTIONS TAILORED TO YOUR PROJECT.

pbh rail group
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Why Choose Us

Our highly experienced Survey, Rail, Electrification and Track Engineering teams are committed to partnering with our clients, delivering exceptional solutions promptly and consistently, ensuring engineering excellence every time.



Contact

■ 01904 655 666
 ■ info@pbhrail.com



A MULTITUDE OF DISCIPLINES COVERED

Over the past 20 years our team has grown and we have expanded into various sectors within the rail industry, allowing us to cover the complete project lifecycle from planning to implementation.



PLANNING



SURVEY



P-WAY
DESIGN



OLE



TRACK
ENGINEERING

4RS

Smarter
environmental
and materials
solutions

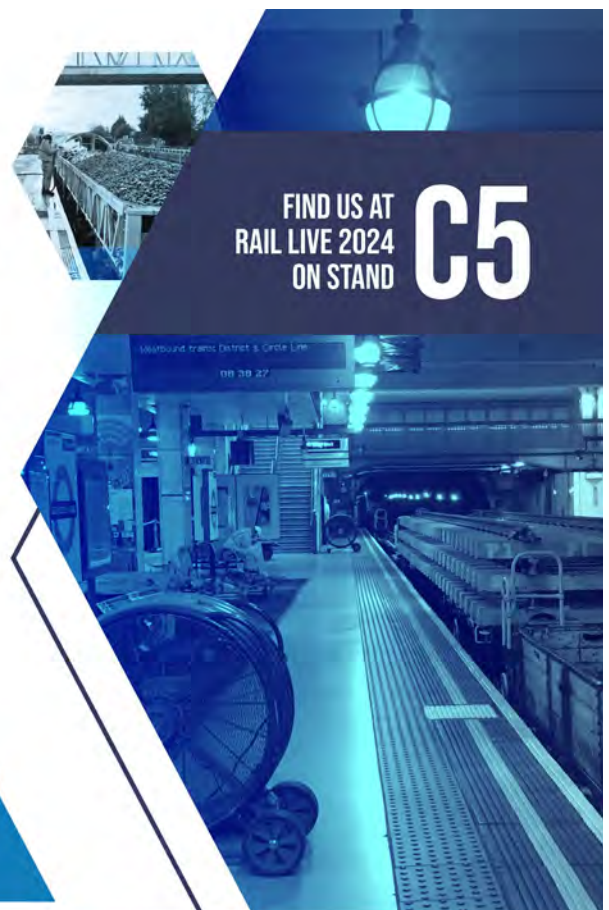
Proudly serving the rail industry for over 25 years.

With a wealth of scientific, environmental and technical expertise, we offer comprehensive solutions to enhance safety and compliance including but not limited to:

- ✓ Airborne dust reduction (including silica dust mitigation)
- ✓ Diesel emission reduction and control
- ✓ Subsurface and tunnel ventilation
- ✓ Ballast sampling and testing (including for asbestos)
- ✓ Comprehensive sampling and analysis of asbestos, water, sludge, oil and other hazardous substances
- ✓ Metallurgy/failure analysis
- ✓ Materials testing including slip resistance of flooring
- ✓ Concrete testing

SOME OF THE CLIENTS WE WORK WITH INCLUDE

• HIGH SPEED 2 (HS2) • NETWORK RAIL • INTEGRATED TRACK TEAM (ITT) • SIEMENS
 • SMARTTRAX RAIL • CROSSRAIL • LAING O'ROURKE • COSTAIN • BALFOUR BEATTY
 • INVENSYS RAIL • EUROTUNNEL • THAMESLINK • TFL



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RAIL LIVE 2024
ON STAND

C5

The map illustrates the layout of the 2012 London Olympic Games venues, categorized into 11 zones (A through K). The zones are color-coded and labeled with their respective zone letters. The venues are distributed across the Olympic Park and surrounding areas, with some venues located within the park and others outside. The map also shows the locations of the Olympic Village, the Olympic Stadium, and the Olympic Aquatics Centre. The map is oriented with North at the top.

Zone A (Blue): Includes venues such as the Aquatics Centre, the Velodrome, and the Cycling Centre.

Zone B (Orange): Includes the London Velodrome and the London Cycling Centre.

Zone C (Green): Includes the London Aquatics Centre and the London Velodrome.

Zone D (Yellow): Includes the London Aquatics Centre and the London Velodrome.

Zone E (Purple): Includes the London Aquatics Centre and the London Velodrome.

Zone F (Dark Blue): Includes the London Aquatics Centre and the London Velodrome.

Zone G (Light Blue): Includes the London Aquatics Centre and the London Velodrome.

Zone H (Pink): Includes the London Aquatics Centre and the London Velodrome.

Zone I (Red): Includes the London Aquatics Centre and the London Velodrome.

Zone J (Dark Red): Includes the London Aquatics Centre and the London Velodrome.

Zone K (Magenta): Includes the London Aquatics Centre and the London Velodrome.

Zone L (Red): Includes the London Aquatics Centre and the London Velodrome.

Zone M (Orange): Includes the London Aquatics Centre and the London Velodrome.

Zone N (Blue): Includes the London Aquatics Centre and the London Velodrome.

Zone O (Green): Includes the London Aquatics Centre and the London Velodrome.

Zone P (Yellow): Includes the London Aquatics Centre and the London Velodrome.

Zone Q (Purple): Includes the London Aquatics Centre and the London Velodrome.

Zone R (Dark Blue): Includes the London Aquatics Centre and the London Velodrome.

Zone S (Blue): Includes the London Aquatics Centre and the London Velodrome.

Zone T (Green): Includes the London Aquatics Centre and the London Velodrome.

Zone U (Yellow): Includes the London Aquatics Centre and the London Velodrome.

Zone V (Purple): Includes the London Aquatics Centre and the London Velodrome.

Zone W (Blue): Includes the London Aquatics Centre and the London Velodrome.

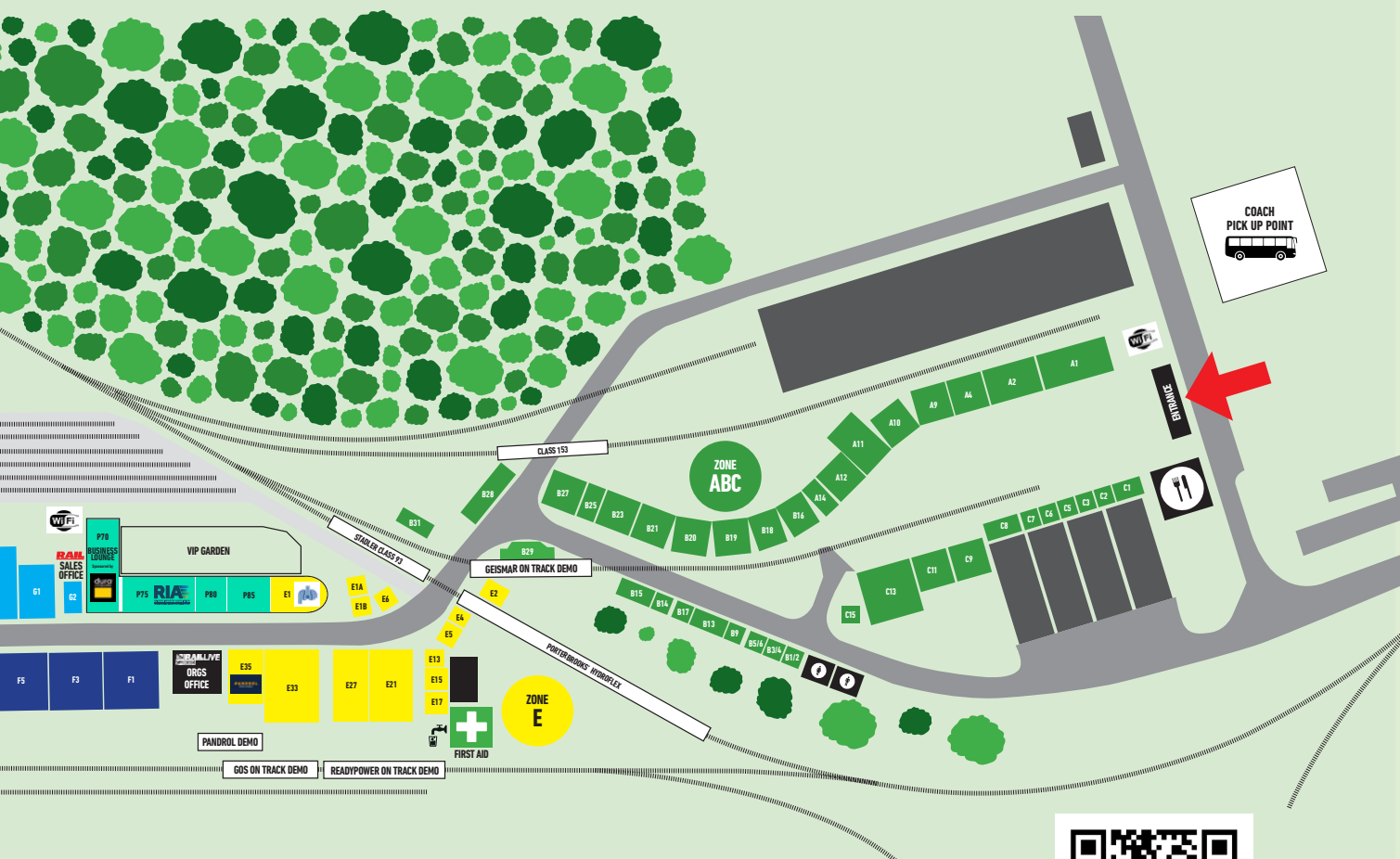
Zone X (Green): Includes the London Aquatics Centre and the London Velodrome.

Zone Y (Yellow): Includes the London Aquatics Centre and the London Velodrome.

Zone Z (Purple): Includes the London Aquatics Centre and the London Velodrome.

Live 2024

RAIL LIVE 2024



For an A-Z list of exhibitors, visit:
<https://www.raillive.org.uk/exhibitors>



Security services for UK infrastructure

Black Diamond Security

Black Diamond Security (BDS) specialises in providing security solutions to the rail and broader UK infrastructure, offering an 'Integrated Security Solution'.

Its services include manned guarding, mobile patrol services/key-holding, dog handling, surveillance/investigations (covert/overt), security consultancy/risk assessment/security planning, technology solutions (self-sufficient rapid deployment CCTV), intruder and access control, rapid deployment cameras, and perimeter detection and access control.

BDS is excited to participate in *Rail Live* once again, showcasing its latest products such as the Security Eye and Eco-Rapid Deployment Camera.

The Eco-Tower RDC is completely self-sufficient with solar generation, running for 10 days without external input, and offering high-speed 4G network connection. It features four PIR sensors (for a bespoke range of detection), four static cameras (bespoke specification), remote control via App, zero carbon emissions, live audible challenge, and 24/7 call-out facility for total peace of mind.

The Security Eye boasts up to six months of battery life with solar top-up, providing 360-degree detection up to 30 meters, supporting additional sensors, and featuring an active siren and strobe light for visual deterrence. It can be controlled via an App and was designed in-house by Black Diamond Security's R&D and technical engineering team and again has 24/7 call-out.



Free initial site assessment

A member of the BDS team will visit your project/site and carry out a complete risk assessment encompassing all aspects of the site to ensure a total security solution while remaining commercially viable. This is free of charge and with no obligation.

Deployment

Upon 'quote acceptance' and receipt of a purchase order, BDS can be on-site, in most instances within 24 hours or less. Our engineers will liaise with your site contact to ensure everything is set up exactly as agreed and fully tested and only when you are fully satisfied with the install and the operation of the BDS Client App will the system go live within our 24/7 National Control Centre (NCC).

24/7 support

Our in-house, 24/7 National Control Centre is now your 'one point of contact' and always available to support your project/site with any queries you may have. In addition, a dedicated account manager will be on hand to liaise with yourself and our control team ensuring minimal distraction from your day-to-day workload.

24/7 National Control Centre

At the heart of our business is our 24/7 National Control Centre. BDS is one of few UK companies that supply a total end-to-end security solution fully in-house from manned guarding and technology solutions through to our National Control Centre, without any reliance upon third party suppliers, hence no further additional tiers and associated costs are added to any aspect of our services, allowing us full control over all aspects of the business.

BDS only monitor on behalf of our own customers, we do not offer third party monitoring to other providers as this dilutes the attention to detail that we believe is essential in ensuring first class service delivery.

It means we can also focus attention on providing more essential services for our customers such as 'lone worker' monitoring and 24/7 helpdesk facilities.

Combining a management team with over 100 years' experience, industry leading technology and task specific trained and experienced personnel, BDS works closely with companies looking for a 'total security solution, fully bespoke to their requirements, allowing them the ability to continue seamlessly with their core business.

Our in-depth service capability enables us to provide single or cross-service integrated security solutions to our business partners, providing them with the most economic and financially viable security packages available, all within one carefully managed account.

BDS are members of the SIA (Security Industry Authority) – ACS (Approved Contractor Scheme). In addition, we hold 'ISO 9001:2015', 'ISO 14001:2015', 'ISO 45001:2018' as well as being 'RISQS' (Railway Industry Supplier Qualification Scheme) accredited. BDS also hold Safecontractor, Constructionline Gold and CHAS certification, assuring our customers of our quality systems.

Contact

- 0800-804-8112
- sales@blackdiamondsecurity.co.uk
- www.blackdiamondsecurity.co.uk



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HAYLEY RAIL

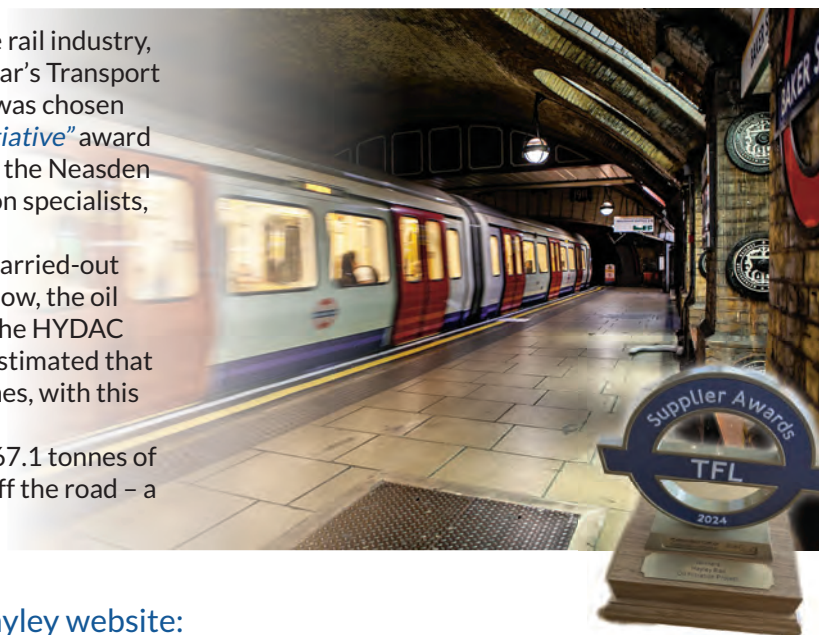
Hayley Rail and HYDAC Secure TfL Supplier Award with Gearbox Oil Filtration Success



Hayley Rail, the proven supply chain partner to the rail industry, were presented with a prestigious award at this year's Transport for London Zero Harm Conference. The company was chosen to receive the *"Outstanding Carbon Reduction Initiative"* award thanks to a hugely successful project conducted at the Neasden Depot in conjunction with oil sampling and filtration specialists, HYDAC.

Previously, Shell Spirax gearbox oil drains were carried-out at 10,000km intervals and sent for safe disposal. Now, the oil is sampled, and if approved, taken for filtration at the HYDAC laboratory, before being shipped back to site. It's estimated that this recycling process can be repeated up to 30 times, with this process being fully certified by Shell.

It has been calculated that this project will save 67.1 tonnes of CO₂e per year, the equivalent of taking 134 cars off the road – a real success!



Take a look at the full case study on the Hayley website:

<https://www.hayley-group.co.uk/2023/02/21/gearbox-oil-filtration-project/>



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Your trusted temporary works partner

Mabey Hire

At Mabey Hire, we are a trusted temporary works partner to the rail industry. Our expertise covers groundworks equipment, propping & jacking, formwork & falsework, temporary access & bridging and structural & environmental monitoring. We're committed to product innovation, regularly improving and expanding our product portfolio, including lightweight shoring equipment. Our dedicated engineering team uses the latest digital technology and BIM modelling to ensure a design is constructible in the 3D environment before you reach site. What's more, with 16 depots around the country, you can be sure that our expertise isn't too far away.

Lightweight Shoring Equipment

- Modular Aluminium Panel Box (MAP Box)
- Aluminium Trench Shield
- Vertishore
- Aluminium Walers

Our comprehensive range of lightweight shoring equipment provides the ideal solution for smaller, short term shoring applications in restricted areas. Its lightweight nature allows for quick

movement on site and lower transport costs.

It also means it can be handled either by hand or with smaller excavators, making it ideal for minor construction works, UTX's, CESS work, data cabling, signal boxes and utility maintenance.

This range is ideal for shoring applications where lifting capacity is limited on site, as well as providing a temporary shoring solution that's flexible, cost effective and safe. Our lightweight shoring solutions include lightweight trench and manhole boxes weighing just 900kg, through to aluminium waler systems.


mabeyhire

Temporary works. Trusted solutions.

As part of the range, we can also provide a modular shoring solution. MAP Box is lightweight at just 6-18kg per individual components, making it flexible, quick and easy to install. It provides the ideal solution for shallow shoring applications in self-supporting ground, especially when installing or working around utility pipes.

We can guide you through every stage of temporary works, we also offer monitoring equipment ideal for keeping "boots off ballast". Remote monitoring of track, tunnel and slope stability provides a preventative approach, helping to reduce accidents and emergencies throughout the rail industry.

Contact

Fred Sammut, BDM for Rail and HS

■ fsammut@mabeyhire.co.uk

■ 07918 402129

Jermayne Pryce, Sales Manager – HS2

■ jpryce@mabeyhire.co.uk

■ 07836 355592



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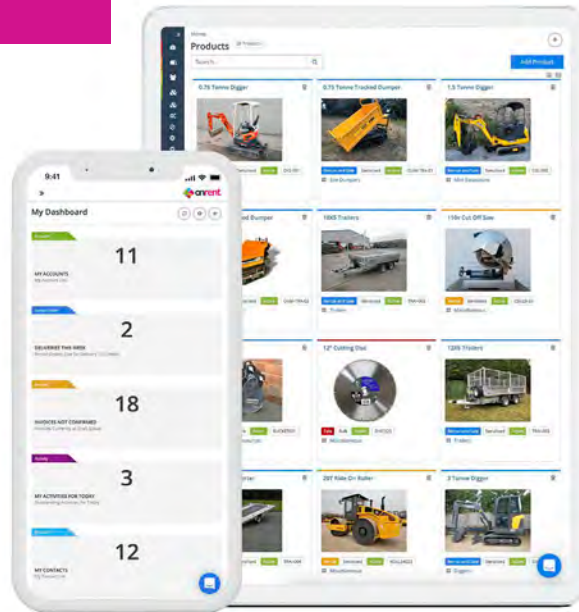

Kerridge Commercial Systems (KCS) provides customised ERP and business management solutions, along with a range of services and support, to companies in the wholesale, distribution, and rental sectors worldwide.

The inspHire software suite, managed by the KCS Rental team, is utilised by 25,000+ users globally.

inspHire's expertly crafted software solutions streamline your daily operational tasks, from rental and sales to service, purchasing, and invoicing. Our solutions offer comprehensive visibility across your business, leading to significant efficiency improvements and data insights.

Trusted by some of the most respected names in the industry, inspHire's wide range of solutions help thousands of equipment rental businesses of all sizes across the globe digitise their hire processes, increase utilisation and improve their bottom line.

What makes us different? inspHire enables you to seamlessly enhance your day-to-day operations with its out-of-the-box, complimentary layered applications.



These include telematic integrations, an online customer portal and powerful business analytics, inspHire also offers a specialised mobile app that removes the need for paper processes and administrative burdens.

Through a digital transformation with inspHire, you gain a 360-degree view of business performance, enabling you to drive strategic business decisions.

In an industry where health and safety is critical, you can stay ahead in maintaining,



servicing, and inspecting your assets with a specialised workshop module, ensuring they are always safe and compliant.

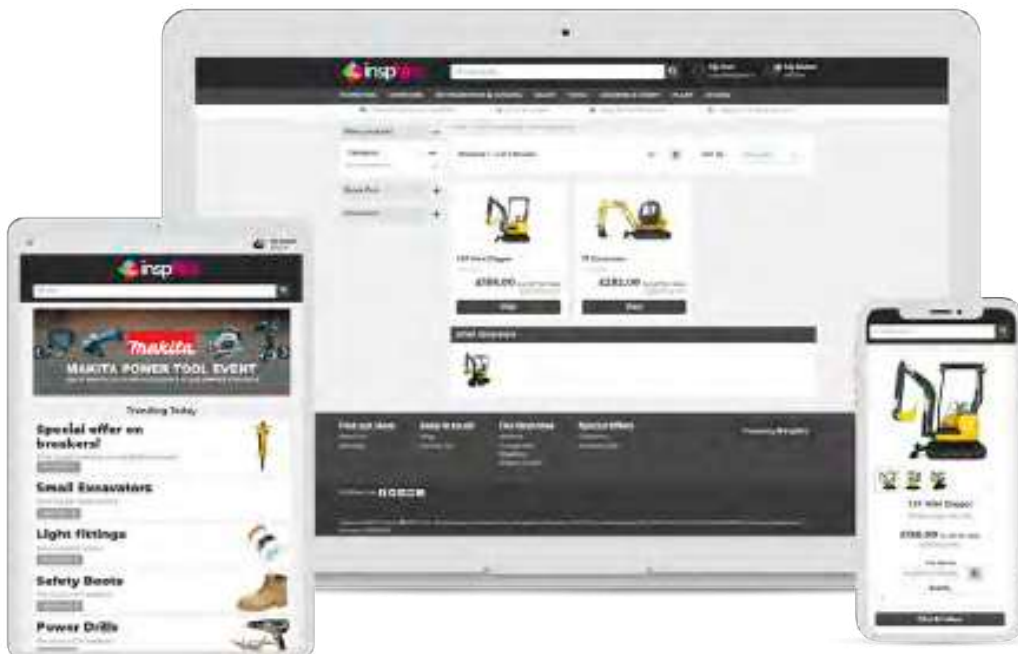
inspHire's rental software solutions are designed to have a digital-first approach. From streamlining your equipment's location with what3words integration to carbon emission tracking at your fingertips.

inspHire also promotes sustainable choices with intelligent categorisation, prioritising low-emission equipment when planning assets. With inspHire you're not just optimising your operations; you're aligning your business with the crucial goal of achieving net zero.

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■ 0115 979 3377



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FUNCTION**



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Rugged mobile computing

Juniper Systems

Juniper Systems provides ultra rugged mobile computing solutions that help workers thrive. Our products are designed for challenging environments where a consumer tablet would fail or where workflow needs to jump from ancient pen and paper to digital data entry. The rail industry presents extreme work environments, the workdays are long and require the ability to perform office work out in the field. Juniper Systems' products are built to help you accomplish it all!

The Mesa Rugged Tablet Family is built to work in bright sunshine and on rainy days and will stand up to extreme hot and cold temperatures. Our 10-inch Mesa Pro tablet is



the first IP68-rated tablet with active cooling. Both our 7-inch and 10-inch tablets have robust seals that protect from debris and dust ingress which is a common issue in rail yards. For different environmental conditions, we have created several touch screen profiles so workers can navigate the screen while wearing gloves, using a stylus, or with water droplets on the screen. Workers can also extend battery life with easy hot-swapping batteries without having to power down your device or interrupt your workflow.

Our mission at Juniper Systems is to eliminate the disruptions to the workday

and deliver a workhorse computer that users can have complete confidence and trust in to complete their tasks each day. Whether you are running Windows or Android operating systems, our solutions allow you to perform the same functions you would in the office, anywhere in any environment.

Contact

- junipersys.com
- Office: +44 (0) 1527 870773
- rugged@junipersys.com

Track bed drainage solution

Demco

Demco manufacture and supply the TerraRange drainage pipe system, fully Network Rail PAD approved for high-load, shallow installation within the active track zone. The TerraRange includes: TerraDrain™, a perforated collector pipe, TerraLine™, a carrier drain, and TerraFilter™, a filter screen.

Highlights:

TerraDrain™ and TerraLine™ are heavy-duty perforated pipes for track bed drainage that can be installed shallower than twin wall and other solid wall SDR26 & SDR33 pipes, reducing overall installation costs.

- Demco's integral 'O' Ring PushFit joint system allows for a rapid installation.
- TerraDrain™ has high-load resistance.
- No additional tamping is needed during the installation process giving an added cost saving.
- UK manufacturer with quick response times.

It uses 100% recycled material (up to 450mm size) and has a 60 years+ lifecycle. Network Rail is planning to spend £2.8 billion over the next 5-year control period to protect the rail network from the effects of extreme weather,



and drainage pipework is a critical part of this investment.

Demco's TerraDrain™ and TerraLine™ have been used widely across the Rail Network to enhance the drainage network within the active areas of the track zone for nearly 20 years.

Demco have manufactured and delivered their high-quality products to the numerous schemes within the network including the Crewe Hub upgrade, Blackwell Barnt Green flood prevention scheme, Beaulieu Park New Station and Align HS2



Chalfont Lane Drainage works.

Demco's track drainage pipe system is proven to withstand high loads, up to 82 tonnes for freight traffic and can be installed at shallow depths, as little as 300mm. Together with the unique joint system, installers can utilise rail possessions most effectively. Manufactured in the UK, Demco can provide a rapid manufacture and delivery service for time sensitive drainage projects across the rail network.

The TerraRange products have had Network Rail's Certificate of Acceptance since 2005, and comply with Network Rail NR/L3/ CIV/005 and London Underground M3360 A2 drainage specifications.

Contact

- David Bland**
- David.bland@mgs.co.uk
- 07793 444957
- www.demco.co.uk

Rail plant supplies from a trusted partner

Land Recovery Ltd

Land Recovery Ltd is a long-established multifaceted family business operating in the aggregates, recycling, earthworks, civils, rail, and plant hire industries. It has facilities throughout the UK with a head office at Chemical Lane, Stoke-on-Trent, and a regional office in Carlisle.

In addition, it also operates three port locations at Lowestoft, Ellesmere Port and Hull, as well as a material handling facility in Dewsbury West Yorkshire, all of which are rail connected allowing it to move product from east to west and north to south seamlessly using its fleet of rail wagons.

Plant:

Land Recovery Ltd has more than 2,000 items of plant which is growing; its diverse range of Civils, Quarrying and On-track-plant is overseen by a vastly experienced team with highly skilled operatives. The company operates throughout the UK and prides itself on our reactive capabilities to supply leading equipment/material at short notice aided by Land Recovery Logistics and its extensive fleet of wagons and low-loaders.



Rail plant

- RRVs (various)
- Trailers
- Laser controlled Dozers (GPS & 3D compatible)
- Vacuum Excavators
- Personnel carriers
- MEPWS
- Truck mounted MEWPS
- Beaver Tamper
- Ballast Under Cutter
- Various specialist attachments

Civils plant

- Excavators

- Dozers

- Dumpers

- Road Sweepers

Quarrying plant

- Crushers

- Screeners

- Loading shovels

- Material handlers



Training:

For all your construction and rail plant related training, mentoring and assessments, from our own dedicated trainer/assessors.

We deliver a wide range of OTP and Civils plant training to the industry standards laid down in each sector that we are accredited to.

In addition, it can support your workforce in the often missed and overlooked courses, that range from Manual Handling, Fire Warden, Face Fit Testing, Abrasive Wheels and associated small plant & equipment.

Aggregates/Recycling:

The core of its business is aggregate recycling and aggregate supply, the company believes in producing a high-quality recycled product using bespoke wash plants, therefore extending the product lifecycle of what would traditionally have been a waste product.

It accepts a large spread of waste classifications in Haz and Non-Haz to its Stoke-on-Trent facility.

This approach puts sustainability to the forefront of everything it does, while helping the end user reduce their impact on the environment using a sustainable recycled product.

It supplies the full 6 Series of aggregate, as well as legato blocks (various sizes) and railway ballast which is sourced from Network Rail approved primary suppliers both in the UK and Europe.

Products:

- 6A, 6B, 6C, 6D, 6G, 6H, 6I, 6J, 6K, 6L, 6M, 6N, 6P, 6Q, & 6S
- MOT TYPE 1
- Sand

- Topsoil
- Legato Blocks
- Track Ballast (NR Approved)

Land Recovery's product is moved around the country via its fleet of road and rail wagons and shipped from Europe into its three port locations previously mentioned.

Rail and construction activities

Under the group service offering, Land Recovery Rail came into inception through a gap in the market for a full turnkey solution.

The division undertakes construction to include:

- Station infrastructure builds / refurbishments / modifications
- Specialist concreting works
- Ancillary civil engineering: walkways, troughing, bases
- Level crossing refurbishments
- Drainage & UTX construction
- Specialist foundations (all types)
- Earthworks

All this as well as in-house POS and rail plant supply. The division is currently operating under the Network Rail COOMS catalogue to enable plant and attachment supply, with the ability of providing additional bespoke package arrangements to the wider rail industry.

With a breath of knowledge and versatility to adapt to reactive and planned activities throughout the rail infrastructure, Land Recovery Rail can assist from early on-site surveys to completion stages.

Head Office

Chemical Lane, Copp Lane, Tunstall,
 Stoke-on-Trent ST6 4NU

■ 01270 884288

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As a specialist drainage and ancillary civils business, our experience means we have an in-depth understanding of your unique challenges.

Equipped with the latest technology, through our national team of experts, we assist in the rehabilitation of existing assets including UV lining of culverts, drains, sewers and under track crossings.

We have developed a range of specialist skills within drainage and minor civils that deliver effective drainage solutions. It has never been so important for Network Rail to be able to access these skills to deliver on their CP7 objectives and network safety.

We pride ourselves on providing a service that delivers value for money. Replacing an asset is an expensive option and so, at OnSite Rail, we always seek to provide innovative rehabilitative or renewal solutions that extend the life and resilience of the asset where possible, while being cost-aware.

Supported by its leadership, OnSite Rail's culture is to encourage its people and supply partners to offer their valued opinion and put forward improvements in how the team works and how they can solve problems and deliver better drainage solutions.

Innovation is a major part of the



strategy, and OnSite Rail constantly seeks to drive operational and cost efficiencies through working smarter, improving and streamlining how it delivers works, without compromising safety.

It continually works with its supply chain and manufacturing partners to drive innovation using:

- improved technology
- efficient processes and lean methodologies
- partnership working

Our team at OnSite Rail are fully committed to partnership working, with principles based on our culture and values. Our business and relationships are built on our people, skills, experience and passion to make things better.

Head of Rail, James Sargeant, says: "We challenge ourselves and our working partners



Rail Services

to generate more value out of our activities by value engineering and innovation.

"CP7 will be a challenging phase for Network Rail and its suppliers, and there will be a need for 'value' to be optimised. We believe that working closely with a range of specialist industry partners with complementary skills will support the achievement of greater drainage asset performance and resilience.

"As a specialist drainage and water management business, we have the capabilities to meet expected demand through CP7 and support Network Rail's strategic ambition."

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■ davidcreasey@onsite.co.uk

James Sargeant
Head of Rail

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■ james@sargeant@onsite.co.uk

■ www.onsite.co.uk

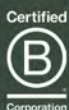


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- Structures and earthworks enabling works
- Electric vehicle (EV) charge point installation



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SCAN FOR
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Market specialists for on- and off-track railway drainage solutions

Super Rod

On-Line On-Track proactively maintains and reactively supports drainage issues across the rail network. With over 35 years' experience, On-Line On-Track has developed and innovated on-track plant for vactor removal, high pressure water jetting culverts and catchpit drainage, as well as additional capabilities of CCTV drain survey inspections and remote access high pressure water jetting. Our dedicated drainage team has successfully solved drainage issues across the UK with standardised and flexible solutions.

These provide reliable and attractive cost saving solutions for the effective running of the railway. Achieving a positive result from planning to implementation is the driving force behind our team. Working together with our clients we can provide a cost-effective solution to prevent faults from happening.

On-Line On-Track Solutions

- Independent working of OTP drainage machines for efficient quick fix result
- Rapid access to track with turntable capabilities
- Remote drainage clearing capabilities
- Dedicated project management team for reliable cost-effective planning
- Effective transport solutions for a greener environment
- Environmental waste disposal solutions

On-Line On-Track Services

- CCTV drain survey
- Robotic Cutting
- Site Planning
- Topological Surveys
- Full POS provision
- Safety Critical Staff

On-Line On-Track Your Trusted Partner for Railway Drainage Solutions:

On-Line On-Track stands as a market specialist in both on and off-track railway drainage solutions throughout the UK. With over 35 years of dedicated experience, On-Line On-Track has established itself as a leader in proactively maintaining and reactively supporting drainage systems across the rail network.

Expertise and Innovation: Drawing on decades of experience, On-Line On-Track has developed and innovated cutting-edge on-track plant technologies tailored specifically for railway drainage. From vactor removal to high-pressure water jetting for culverts and catchpit drainage, the company's solutions are designed to meet the unique challenges of railway infrastructure.

Comprehensive Capabilities: In addition to its advanced equipment, On-Line On-Track offers a range of supplementary services to ensure thorough and effective drainage maintenance. These include CCTV drain survey inspections and remote access high-pressure water jetting, providing clients with comprehensive solutions for identifying and addressing drainage issues.

Flexible Solutions, Reliable Results: On-Line On-Track understands the importance of flexibility in meeting the diverse needs of its clients. Whether it's a standardised solution or a customised approach, the company's dedicated drainage team delivers reliable and cost-saving results that contribute to the efficient operation of the railway network.

Client-Centric Approach: Collaboration is at the core of On-Line On-Track's philosophy. By working closely with clients from planning to implementation, the company ensures that



every project achieves a positive outcome. This collaborative approach not only fosters strong partnerships but also enables On-Line On-Track to provide cost-effective solutions that prevent faults and minimise disruptions.

Continued Growth and Expansion: On-Line On-Track remains committed to staying at the forefront of railway drainage solutions.

In May 2024, the company expanded its fleet with the addition of two new Unimog machines equipped with high-pressure water jetting and vactor attachments.

These state-of-the-art machines are available for hire across the UK, further enhancing On-Line On-Track's capacity to deliver preventive and reactive track drainage solutions.

Choose On-Line On-Track: For railway operators and infrastructure managers seeking reliable, efficient, and cost-effective drainage solutions, On-Line On-Track is the trusted partner of choice. With its unmatched expertise, innovative technology, and client-centric approach, On-Line On-Track is dedicated to ensuring the smooth and uninterrupted operation of the UK's rail network.

Contact

Rob Corbett

- info@onlineontrack.co.uk
- 07870880335



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Suite of rail-based safety solutions

Portaramp

PitProtect is specifically designed to remove the risk of falls into unprotected rail pits within maintenance depots.

Many maintenance pits remain unprotected, and while demarcation barriers are occasionally deployed, these do not physically prevent a fall, as it is possible for an employee to fall through these barriers into the exposed pit areas.

Portaramp has installed one of these systems for a major train operator in the UK, and crucially the PitProtect does not need to be removed when trains are entered into the maintenance depot, as our product is installed inbetween the rail tracks and remains in place while the train is being worked on.

Each bar can be adjusted to suit variances in the width of the rail pit & the PitProtect is installed in 2m sections, which are retracted when access to the underside of the train is required.

Not only is Portaramp able to provide rail ramps and inspection pit protection, it can also supply and install a fully customisable guardrail, perfect for trackside installation projects, while also providing suitable fall protection and physical safety barriers installed within maintenance depots and on station platforms.

Our modular guardrails can be easily



configured and installed precisely to your needs, while exceeding world class safety standards, including BS, EN and OSHA compliance.

We also offer Train to Train Evacuation Bridges, Step-Overs, Modular Building Reg Compliant Ramp Systems and further rail-based safety solutions all of which are demonstrated on our stand this year.

Contact

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 (General Manager, Portaramp)

■ sales@portaramp.co.uk

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We find safety in listening.

We find safety in listening

CIRAS

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If you feel you can't use internal reporting channels, or have tried being heard without success, you can contact CIRAS.

We listen carefully and impartially to your safety and wellbeing concerns. We send our report to the company, so the right people can investigate and act to reduce risk.

Then we keep you updated on the company's response. We guarantee to protect your identity at all times.

We're not here to replace speaking to your supervisor or manager, or using company



Our story

CIRAS started in 1996 to allow railway workers to report health and safety concerns in complete confidence. Thanks to the tireless work of the industry, railway health and safety has improved significantly since then. CIRAS itself has grown, becoming a community of around 2,000 members from across the whole transport sector.

Today, we work closely with our members, supplementing their own systems, sharing best practice and working together to build a culture of listening – so that everyone gets home safe and well.

reporting systems. Our members understand that even the best systems can't cover every eventuality – because where people are concerned, things aren't always straightforward.

We are a safety net, listening to the voices our members might miss, and connecting our members to information that might otherwise stay hidden.

Remember: we don't take concerns where there is an imminent risk of harm. Use more immediate ways to report instead, so the issue can be dealt with quickly.

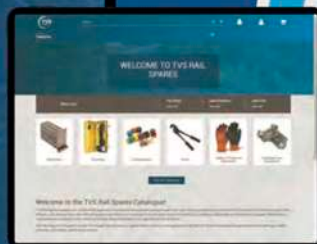
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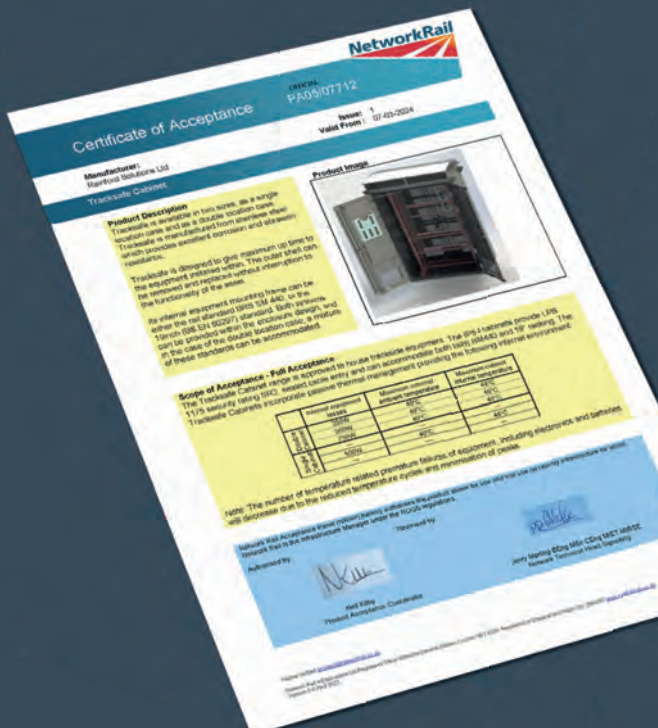


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SWiX

Smart Component Technologies (SCT)

SWiX from Smart Component Technologies is an end-to-end IIoT condition monitoring solution designed to protect critical rail assets.

It enables Infrastructure Managers to remotely assess the condition of their most critical assets outside of engineering hours without having to conduct site visits.

SWiX's IIoT remote monitoring technology allows track maintenance engineers to take action before a situation becomes hazardous. It offers a solution to long-standing problems around Switches and Crossings (S&Cs) and tamping optimisation.

Using SWiX enables rail asset owners to predict failures and conduct preventative maintenance and is a step-change in the cost efficiency and reliability of critical assets such as S&Cs that account for 20-30% of infrastructure related delays.

During CP5, S&C failures on Network Rail infrastructure caused 24M delay minutes and amassed £364M in delay minute costs. SWiX features sensor nodes placed at critical areas of the switch to dynamically characterise the switch component health and substructure condition as rolling stock passes the site.

Data captured by the SWiX device is transferred to SCT's Smart Cloud where it is analysed and processed to generate key metrics. Early insight of the data enables Infrastructure Managers to pre-empt potential failures and conduct preventative maintenance intervention to mitigate risk and significantly reduce costs.

Tamping and ballast renewals are highly disruptive and expensive activities, costing up to £5M/km. The limited opportunities to conduct maintenance interventions mean it must be carried out at the optimal time.

SWiX's historic, real-time and predictive asset monitoring capabilities help Infrastructure Managers identify the optimal time to carry out maintenance interventions. Post-tamping, SWiX delivers detailed data to validate successful tamping operations.



The solution combines historic and real-time asset health data to predict track quality. It gives Infrastructure Managers foresight of any impending issues, so they can plan preventative maintenance in advance. By pinpointing the asset where a problem is occurring, SWiX removes the need for lengthy visual investigation that could require line closure.

SWiX is in use on many of Network Rail's routes. On one route, the SCT solution has delivered a number of financial, operational and safety benefits, including:

■ **Extended asset life.** As SWiX successfully detects voids and determines bearer movements, it enabled tamping and void-removal interventions to be carried out.

■ **Enhanced safety.** Remote monitoring has reduced the need for visual track inspections, which also reduces the cost of both manpower and mechanical void meters. Time and effort can focus on areas where SWiX has detected faults.

■ **Lower maintenance costs.** SWiX enabled a 15-20% reduction in overall maintenance costs.

■ **Fewer stoppages and delays.** SWiX has helped improve the customer experience and prevent Network Rail being penalised by train operators. Cost savings of between £1-£4million on average can be attributed to SWiX identification of 'rough rides'.

A Track Maintenance Engineer on the West Coast South Route, told us: "It became apparent at a very early stage that SWiX was helping us to identify and understand faults so these could be actioned. For example, on one occasion, we were able to prevent closure after rapidly determining that our issue was due to a loose bolt and not voiding or substructure condition."

In addition to SWiX, SCT has developed Smart Washer, an end-to-end remote clamp force monitor to predict and prevent bolt and joint failures.

SWiX and Smart Washer are part of SCT's Smart Ecosystem. This total software solution ensures Infrastructure Managers have the data they need to make key operational and safety decisions – 24/7, 365 days a year. Actionable data can be viewed in the field during maintenance activities, as well as remotely in a control room environment.

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Explore's new venture into Rail Plant Hire sector complements our already comprehensive offering of Road Haulage, Plant, Small Tools, and Survey equipment hire, allowing us to offer tailored solutions to Network Rail's infrastructure needs.

With a commitment to excellence and safety, we aim to provide efficient and reliable equipment, contributing to the enhancement and sustainability of rail networks across the region.

With a steadfast commitment to safety and efficiency, our customers can rely on the quality

of our RRVs and attachments to undertake any track maintenance, renewals, OLE and structures or construction work. Supported by our experienced rail team and support services our RRVs are designed to meet the demands of any project both large or small.

Featuring the lowest emissions of any machines currently in the industry, Explore's state-of-the-art haulage business is set to revolutionise environmental accountability by providing detailed emissions data for all 200+ lorries in our fleet. This integrated approach reflects our commitment to sustainability, offering eco-conscious solutions without compromising efficiency or reliability.

At Explore Plant and Transport Solutions, we're proud to contribute to the enhanced efficiency of railway operations through our expertise in controlled plant moves, a hallmark of our haulage-based business model.

Explore's unique advantage is found in the synergy between our Rail and civil plant hire division, boasting a growing fleet of greener all hybrid and all electric machines as well as our proficiency in efficient logistics.

Explore's integrated approach ensures cost-effective operations, setting our Rail

Division apart from the competition as a premier supplier in the rail industry, offering a comprehensive solution unmatched by any other provider.

Explore Plant and Transport Solutions is excited to introduce our new fleet of road rail plant, carefully selected from the industry's top supply chain to ensure unrivalled reliability and cutting-edge technology.

While not necessarily unique in the market, our commitment to excellence means we've chosen machines that represent the pinnacle of reliability and innovation. With these state-of-the-art additions, we're poised to deliver optimal performance, efficiency, and safety across all railway projects we undertake, setting a new standard for excellence in the industry.

Testimonial:

"At Explore, our management team brings a wealth of expertise to the table, collectively boasting over 160 years of invaluable experience in the railway industry. With a proven track record of successfully delivering numerous major projects on the network over the past two decades, our team stands as a beacon of excellence and reliability.

"Their depth of knowledge and hands-on experience ensure that every project we undertake is executed with precision, efficiency, and an unwavering commitment to quality. With such a seasoned leadership at the helm, our clients can trust in Explore Plant & Transport to deliver unparalleled results, time and time again."

Steve Smith, Head of Operations – Rail,
Explore Plant and Transport Solutions

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The Type A Trolley offers options with standard or electrically insulated wheels, as well as an aluminum or wooden deck.

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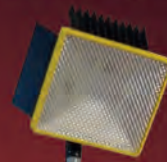
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LED Floodlight:

Detachable telescopic floodlight

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 - Low 10,000 Lumens 17 Hours
- Recharge time 10 Hours



CAT/PAD No. 0111/111249

SAMLITE HL600F The Next Generation



Now 3600 Lumens with
4.5 hours run time

3 Brightness Settings available
for upto 11 hours if needed

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- Low 1500 Lumens 11 Hours

CAT/PAD No. 0111/103710

Head Torches come with
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SAMLITE HL1300W Total Visibility 180-Degree Light Now 2800 Lumens with 7.5 hours run time

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- Middle 2800 Lumens 9+ Hours
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