

Welcome to the Spring 2019 edition of our Newsletter.

Over the Christmas and New Year period we completed a lot of work on high profile projects across the country and again I would like to thank all those who worked hard leading up to and through the works on planning and delivery.

The first few months of 2019 have seen a very busy period tendering works and we expect this to increase in the coming months as Network Rails' Control Period 5 ended in late March and Control Period 6 commenced in April. A number of our key clients have successfully been awarded CP6 Frameworks and we look to continue our strong relationship with them whilst also building new relationships with other clients.

The largest project we have delivered to date is now coming to an end at WAML. Our OLE, Civils and P-Way teams have delivered excellent work on this project over the past two years with a 'One Company' multidiscipline approach. The success on WAML then paved the way for the award of Barking Riverside which will, once completed in 2021, surpass WAML as the largest project undertaken by Pod-Trak. In this edition of the Newsletter we have a feature on WAML which will give everyone a flavour of the work carried out there.

In mid-March the UK celebrated National Apprentice Week and it is great to see how well all our Apprentices nationally are doing. It is important that we plan for the future and it is encouraging to see new people coming into the business with long term goals to remain at Pod-Trak and share in our success. Over the next six months we will be introducing further Apprentices into the business across all Divisions.

It is great to see that since the launch of our App that the number of Close Calls and Good calls has increased significantly. If any of these submissions can prevent anyone from getting injured then it is worth it. I would ask that you all continue to make use of the App as we develop it further in the coming months.

Thank you and enjoy the Spring 2019 edition.

Paul O'Donnell

Founder and Managing Director
Pod-Trak



Operations & Project Progress



Stephen Given
Operations Director



Adam Stanbury
Operations Director



Paul Johnson

OLE Contracts Manager

Railway Electrification - OLE

In this month's newsletter you will see a Case Study on the WAML Project which is now all but complete. It has been a challenging project but well done to all involved in the successful delivery.



Work has also been completed at Bounds Green Depot with the installation of the control panel for the conductor beam. Furrer and Frey were nominated for an award at the Rail Business Awards in February with Pod-Trak for the system installed at Bounds Green. Unfortunately, it did not win the award, but it was great to see Pod-Trak win an award with Heathrow Airport (HEX).

Work continues at TGW following a very busy Christmas period and we have another blockade over Easter with a lot of work to deliver. The teams have worked well on this project with additional plant and resource secured for the coming months. At Langley & Taplow on the Great Western we have started work for Murphy to assist them on their AFA Projects. The scope involves reprofiling the OLE to allow for the installation of new footbridges.

On light rail we continue our maintenance on the Metrolink in Manchester and have responded to an OLE failure on the Midland Metro in Birmingham. The international team have completed several minor jobs in Dublin on the LUAS with further works planned throughout 2019. Following a long tender period work has finally commenced at Barking Riverside. The project will run for two years and we will be delivering a multidiscipline scope with the P-Way division. This will be a challenging and prestigious project for Pod-Trak and we look forward to being a part of it.

“

Work continues at TGW following a very busy Christmas period and we have another blockade over Easter with a lot of work to deliver”



Gary Toth

ETE/ETM Contracts Manager

Railway Electrification – ETE

ETE have been supporting various electrification projects across the South including extensive conductor rail renewals, negative bonding works, DC cable renewals, re-routing and diversion projects.



Following our P-Way divisions cable management sleeper installations, we have recently upgraded Wraysbury Sub-Station's negative return cables and advance plates where all cables were installed, tested and handed back on time and without incident.

The ETE team have been supporting Conductor Rail Renewals within the Southern region. Various sites such as Newhaven were successfully delivered and handed back, snag free. Between Brighton and Three Bridges 37 x 600ft conductor rail lengths were successfully recovered, renewed, section proved and handed back.

I would like to take this opportunity to congratulate Jack Stevens on his ability and attitude towards his work resulting in his promotion to ETE Supervisor. Well done Jack! And finally, our new MMA7 in house welding teams have now undertaken conductor rail welding on site with great feedback from the seasoned welders. Great to see self-delivery delivering it's best!

“

All cables were installed, tested and handed back on time and without incident”

Operations & Project Progress



Stephen Given
Operations Director



Adam Stanbury
Operations Director



Steve Bispham
Contracts Manager

Civil Engineering North

The Northwest Electrification Project is now coming to an end with only minor works left to complete. This has been a great opportunity to work with Murphy and as a result we have been awarded a drainage project at the NEC Birmingham. Further works are being tendered at present and we hope to continue our strong relationship with them going forward.



As a result of continued good performance on NEWP 3 with VolkerRail we have been awarded further works with a significant amount of boundary fencing planned for the coming months. A special mention goes to Stuart Ralston and Florin Pandacuic who have both been commended by VolkerRail Director, Stuart Birch for raising one of the top 5 close calls of the month.

We are back working on the Metrolink for both Thales and MPT to undertake lineside remedial civils and installation of trough routes. Due to the tight possessions the site teams are under pressure to achieve the targeted works, all of which have been met or exceeded in the past few weeks which is very positive. Client feedback has been very positive with the possibility of additional packages of work being awarded.

Good progress is being made surveying the 125km of route throughout the MerseyRail network and we are in discussion with AD Comms to secure the delivery works required over the next 2 years.

I would like to thank all our team for their continued hard work and commitment.

“
Good progress is being made surveying the 125km of route throughout the MerseyRail network”



Cathal O'Sullivan
Contracts Manager

Civil Engineering South

Works commenced in early January on the Amersham SER project on behalf of our client SSE. To date all substructure piling works have been completed with super structure works ongoing in preparation for the steel staging to accommodate the landing of the SER Room in May of this year.



Works are also progressing on the Pedestrian/Livestock Bridge scheme at Felixstowe with all 30 Foundations installed successfully in preparation for the Bridge installation. Pod-Trak utilised a 1,000 tonne mobile crane to lift the pre-cast concrete units into place together with a 110 Tonne crawler crane to install some of the more easily accessible units. All key milestone dates for the main bridge installation have been achieved successfully and without incident.

Our Angerstein signal renewals scheme works are ongoing and we are in the process of delivering new signalling routes through 5 platforms on behalf of our client Balfour Beatty in preparation for commissioning in Easter 2019.

The successful delivery of all of the above has led to the award of the civils element of the Hither Green Signal Renewals which will involve the delivery of Civils related signaling works throughout the project.

“
All key milestone dates for the main bridge installation have been achieved successfully and without incident”

Operations & Project Progress



Stephen Given
Operations Director



Adam Stanbury
Operations Director



Tom Fitzgerald
P-Way Contracts Manager

P-Way

During a very busy Christmas period up at Felixstowe the team completed the milestone installation of 2no. Crossovers, 1no. Turnout and approximately 450m of plain track to an extremely high standard, to programme, and all without incident. I would like to thank the team for once again giving up their time over the festive period to complete the blockade.

All contracted works at WAML have now been completed and the final commissioning took place in week 52. Again, this has been a fantastic project to be involved in, working together with our Civils and OLE teams on a truly collaborative project the “one team” approach has been key to the successful delivery.

The Barking Riverside Extension project is now underway. This is high profile multi-disciplined project Pod-Trak will be delivering with Volker Fitzpatrick and their JV partner Morgan Sindall. The first of many possessions is planned for Week 2 and over the next two years the team will be completing the installation of over 6km of new track and 11 S&C units. In addition, we have also been awarded a new TfL DLR track renewals project, and a Euro Balise project at Heathrow through Alstom.



“

I would like to thank the team for once again giving up their time over the festive period to complete the blockade at Felixstowe



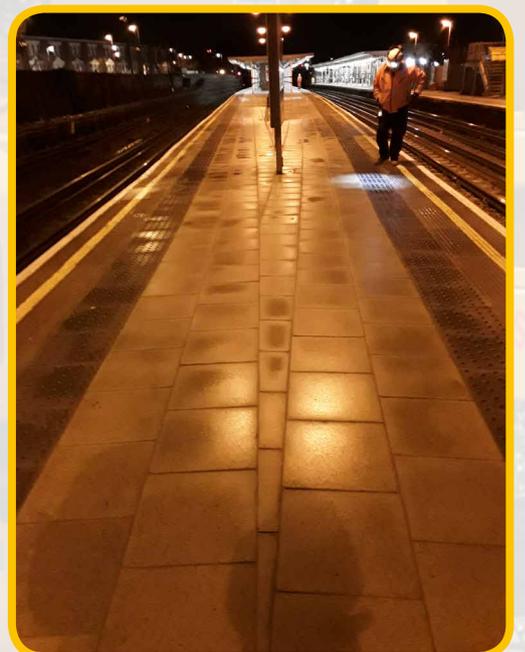
Aaron Miles
Infrastructure Projects
Contracts Manager

Infrastructure Projects

Infrastructure Projects recent focus has been on the completion of existing projects and the development of future business.

We have returned a robust Pod-Trak / Firstco consortium PQQ for a large communications upgrade project at Kings Cross station and in addition to this we have created a strong relationship with the Mace aviation team.

Leytonstone platform resurfacing is now a few weeks away from completion and is really starting to take shape. Some fantastic work and some even better lessons learned for projects of a similar nature moving forward.



“

We hope to see a number of minor works projects start to feed into the business”

Operations & Project Progress



Stephen Given
Operations Director



Adam Stanbury
Operations Director



Simon Cofield
Head of Plant

Heavy Plant

In the last newsletter we reported on the purchase of two Komatsu PC128 RRV's. The upgrade of these machines is progressing well and is being undertaken by Rexquote in Taunton.

When complete the machines will be certified for 7 years on the infrastructure and will be capable of lifting in both Rail and Road mode. The machines will be delivered back to Pod-Trak in May 2019 and will be used by the P-Way team at Barking Riverside.

To provide continued support to our projects we have invested in several new attachments including a Ballast Brush. This will reduce the need to cross hire plant and assist with overall reliability.

Our plant reliability rating on Network Rails PPS systems is currently at 99.66% which is an excellent rating and a great reflection on the level of maintenance carried out by our team of fitters.

Planned use of the Halo lighting system for our RRV excavators has been put on hold due to issues with product acceptance by Network Rail. Once this is in place all machines will be kitted out accordingly.

We have recently passed our RISQS audit for OTP and POS which was an excellent result so a big thank you to everyone involved.

“
Our plant reliability rating on Network Rails PPS systems is currently at 99.66% which is an excellent rating”



Liam Sheridan
Transport Manager

Plant and Transport

With the recent introduction of the Ultra Low Emission Zone (ULEZ) in London we are continuing to invest in new Euro 6 Engine vehicles which are replacing the older Euro 5 Engine vehicles. This also ties in with our FORS Silver accreditation where we are committed to helping reduce fuel consumption and vehicle emissions across our entire fleet.



We have also started to roll out our new combined vehicle tracking and dash camera system. This enhanced safety equipment system is there to help protect our drivers against incidents which may occur whilst driving for Pod-Trak and to help improve driving standards overall.

On the subject of security, we must remain vigilant to the current threats of terrorism. As we all know, the use of vehicles to cause serious harm to people and buildings is on the rise. Working within in the rail sector, Railway and Tube Stations are a prime target for such acts, so we ask all of you to always be aware of your surroundings, not to leave keys in vehicles and to report any suspicious behaviour to your line manager straight away, no matter how minor you think it might be.

The FORS Van Smart training has continued into 2019. This is a Transport for London (TfL) backed driver training programme which aims to reduce work related road risks, improve safety and create long-term behavioural change in the transport sector.

Van Smart is delivered in two sections – a classroom theory module followed by a practical cycling module, where van drivers get out on the roads on a bike to experience a cyclist's view of the road.

Drive Safely!

“
We are committed to helping reduce fuel consumption and vehicles emissions”

Operations & Project Progress



Stephen Given
Operations Director



Adam Stanbury
Operations Director



Brian Gildea
Contracts Manager

Pod-Trak Infrastructure Ireland

We have now been operationally trading for 6 months. Our Longford Centerparcs project is nearing completion and we are currently fully cabled and 75% terminated park wide.

It has been challenging due to construction delays and technical supplier issues throughout the project but we remain on target to be fully tested by the end of April and handed over before the contractual deadline.

A big thank you to both Ian Melly who has managed the day to day workings on the project and Gary Finnerty from SSE who has been a massive help!

Our Dart maintenance and renewal tender has been submitted and we will hear in the next quarter if successful. A big thank you to the OLE guys – Martin Simpkin and Steve Paget and special thanks to Drew Hudson for pulling the commercial presentation together.

We are currently looking at Windfarm and District Heating opportunities in a bid to grow the business towards the renewable energy sector. I hope to have more good news on this in the next quarter.



“
It has been challenging due to construction delays and technical supplier issues throughout the project”



WAML feature

West Anglia Main Line Capacity Improvement (WAML)

Pod-Trak were contracted by **Volker Fitzpatrick**, on behalf of **Network Rail** on the **West Anglia Main Line Capacity Improvement Project (WAML)**. **Pod-Trak** mobilised onto the site in **October 2017** and **successfully completed all contracted works on time, facilitating the opening of the railway to programme in May 2019**.

WAML is a rail improvement scheme aimed at increasing train and passenger capacity to a new housing development at Meridian Water, on the edge of Haringey, London. The WAML project includes 5.5km of new rail infrastructure adjacent to the operational Lea Valley lines. The route includes a new rail junction at Lea Bridge, capacity improvement at Tottenham Hale station and new stations at Northumberland Park and Meridian Water. Pod-Trak were contracted to undertake the multidisciplinary package of track formation earthworks, bridge structural civils, Permanent Way (PWay), and Overhead Line Equipment (OLE). With this broad and significant scope of work, Pod-Trak provided the project management, construction management, planning, CRE, engineering, supervision, safety critical, and production teams.

Pod-Trak undertook the earthwork formation and track drainage along the route of WAML. Excavations along the length of the route were dug to design levels, filled, and then compacted with a base course of type 1 material. After this, a layer of ballast (13,000T in total) was laid and compacted to level in readiness for track panel installation. To prove the works, plate stiffness testing was completed at 50m intervals to assure the structural integrity of the formation layers. The majority of earthwork muck away and bottom ballast deliveries were undertaken by train during weekend possession and isolation, digging directly into the train, and unloading directly into the new formation. This highly efficient earthworks methodology has minimised project cost and reduced the risk of working Adjacent Line Open (ALO). All plant including excavators, dumpers and rollers required for the earthworks and formation, were supplied by Pod-Trak from its fleet of civils plant.

Structural Civils

Pod-Trak completed all structural civil works associated with three under bridges along the route, including concrete piling, reinforced concrete abutments, sheet piling, reinforced concrete retaining structures, bridge abutments, wing walls and formation transitions. Our works interfaced with the general public, and the River Lea. With these sensitive environmental interfaces, pedestrian management and potential watercourse pollution required specific and detailed consideration. Pedestrians were managed through segregation of the worksite, and temporary works were designed and implemented as a primary measure to prevent watercourse pollution. All Pod-Trak's structural work on the project is now successfully complete, with all plant supplied by Pod-Trak from its fleet of civils plant.

Pod-Trak constructed all 5.5km of new track on the new WAML route, including a new junction layout at Lea Bridge, and 15km of existing line tamping to a new optimised track geometry. The majority of new track was constructed in panels and plated to form a route, to facilitate all remaining PWay and OLE construction activities. All major PWay materials, including track panels, were delivered under possession by train and unloaded by a Kirow crane directly into their final position on the completed track formation. Top ballast was again delivered by train and unloaded by RRV in readiness for tamping operations. With the plated track tamped to final line and level, it was then re-railed with Continuously Welded Rail and stressed to complete the plain line element of the PWay works.

Project Title

West Anglia Main Line Capacity Improvement (WAML)

Project Duration

August 2017 – January 2019

Customer

Volker Fitzpatrick Ltd (Principle Contractor)

Scope

Earthworks, Structural Civils, Permanent Way, Overhead Line.

Scope Value

£11M



WAML feature

To link the new route to the main line, a new junction was installed at Lea Bridge. To enable the new junction, a 300m plain line renewal before installing new modular S&C panels. The S&C panels were also delivered by train and offloaded into position by a Kirow Crane. The S&C and renewal sites were subject to Critical Rail Temperature (CRT) management to Pod-Trak's CRT Plan.

Overall the PWay works were completed over 20 main line possessions, and 30 weeks of ALO working. All PWay plant was supplied from Pod-Trak's Road Rail fleet, and all Kirow Cranes supplied through Pod-Trak. Pod Trak undertook all OLE related works on the project, including reconfiguration of existing, and installation of new equipment, all of which are split into 3 discrete phases:

Phase 1

OLE reconfigurations of 45 existing structures; at the three passenger stations - Tottenham Hale and the new stations of Northumberland Park and Meridian Water. The existing Lea Valley line OLE required remodelling to facilitate the new stations and station features. This included the installation of new OLE foundations, masts and small part steel and the transfer of existing OLE. All works were completed under weekend possession and isolation. The OLE reconfigurations were part of the programme critical path to facilitate other project construction activities, all of which were fully coordinated with the project and completed on time.

Phase 2

Copper Mill Substation HV Upgrade. Copper Mill electrical feeds and sectioning configurations were required as part of the upgrade. This included the installation of new switchgear, feed cables, sealing ends and the repositioning of two neutral sections. Preparatory possessions were worked to prepare as far as possible for the reconfiguration, which included the installation of switching structures and associated OLE. However significant works were not possible prior to the switch over. Entry into service occurred over the first weekend of March 2018 when we had atrocious weather conditions of snow and freezing rain. Pod-Trak planned multiple additional contingency measures to ensure the works proceeded to plan and after a weekend of hard, cold work we section proved the reconfigured OLE into service on time.

Phase 3

Within phase 3, the new OLE equipment was constructed. This included 154 new foundations, 138 new OLE structures including portals, twin track cantilevers, and single-track cantilevers - all of which support 7 OLE tension lengths. Foundations were predominantly driven circular hollow section, to maximise plant efficiency and minimise costs. The SPS and wiring activities were completed following the finalisation of PWay line and level to ensure the correct registration of equipment. All wire supports were fully pre-registered and checked prior to wire running, to minimise efforts associated with final registration. All plant required for the construction of the OLE system was supplied from Pod-Trak's fleet of Road Rail Vehicles, including MEWP's, cranes and test pantograph.

Pod-Trak is proud to have delivered the full WAML rail system in a well-managed, coordinated and efficient manner. With any project there are lessons to be learnt for which we will be holding a review in early April to continuously improve into all our multidisciplinary projects, including Barking.





Clodagh Connolly
HSQE Director



What is Cardiovascular Disease

Cardiovascular disease is a term for conditions that are diagnosed at birth, or inherited and also developed conditions such as coronary heart disease, atrial fibrillation (irregular heartbeat), heart failure and stroke.

What can affect your heart health?



Smoking

Did you know that smokers are twice as likely to have a heart attack?



Weight

Someone who is overweight is more likely to develop coronary heart disease. Being overweight can raise your blood cholesterol levels and increase your blood pressure.



High cholesterol

Cholesterol is a fatty substance found in your blood. If you have too much cholesterol in your blood, it can increase your risk of heart disease and other cardiovascular diseases.



Diabetes

Diabetes causes high levels of glucose in your blood which can damage the walls of your arteries and make them more likely to develop fatty deposits. You could then develop coronary heart disease, which can cause angina or heart attack.



High blood pressure

High blood pressure isn't usually something that you can feel or notice, but if you have either of these you are more likely to develop coronary heart disease or have stroke.



Stress

There is no evidence to show that stress causes coronary heart disease or heart attacks but if you experience feelings of anxiety or are under a lot of stress, it may bring on symptoms of angina.



Pod-Trak have successfully passed the ISO 9001, 14001 and OHSAS 18001 audits so a huge thank you to all the team who assisted during the audits.

Heart Conditions

There are many different types of heart conditions. Together they are called "heart disease". It can be scary to be diagnosed with a heart condition, especially if you have never heard of it before.

Heart conditions include angina, heart attack, heart failure and abnormal heart rhythms - as well as many other conditions including congenital heart disease and inherited heart conditions.

Understanding your heart problem and knowing the facts can help you come to terms with it and feel less worried



Pod Trak are Supporting Network Rail Fatigue Awareness Week

Monday 11th to Friday 15th March 2019

Pod-Trak will be issuing a series of briefings on increased awareness around fatigue.

Sleep Helps:

- Boost physical repair
- Mental recovery and learning
- Restore energy
- Improve mood
- Improve concentration, focus and creativeness
- Reduce our risk of many diseases

Why sleep is important?

Sleep plays an essential role in your health and wellbeing throughout your life. Getting enough good quality sleep has many benefits, including protecting your physical and mental health, quality of life and personal safety.

Common things that effect Sleep:

- Shift patterns – affect the body's natural sleep / wake cycle
- Stimulants (caffeine, alcohol) – prevents the body winding down
- Stress – releases hormones like adrenaline which keep us wound up
- Temperature – too hot or cold puts our body under stress
- Light – stimulates our brain and prevents deep sleep

Safety Matters



Clodagh Connolly
HSQE Director

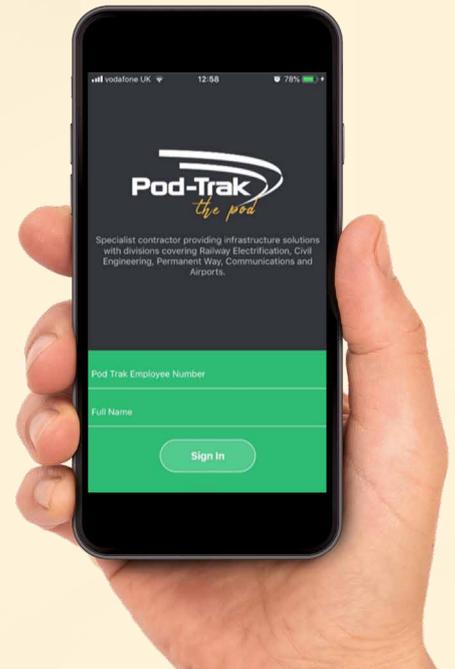


PLAN - ATTITUDE - LEAD - SHARE

There has been a huge up take on the raising of call through the close call app.

We continue to focus on the risks identified through close calls by actively reviewing the close calls reported and using these to drive safety conversations which inform senior level decision making.

We ask that all operatives actively take part in working with Pod Trak to make our sites safer by raising close calls.



Close calls of the month December

02/12/18 – PT636 WAML OLE

For raising – An old structure and rebar protruding from the ground – a potential hazard for a serious injury to occur. It was reported to a supervisor/construction manager as no material present to barrier off. This was then reported to VolkerFitzpatrick.

01/12/18 – PT679 Angerstein Civils South

For raising – On platform 1 at the Country End, Blackheath station there are two manholes. The base of the lid of one of the manholes had rusted and half had broken. The lid was unstable and a hazard if stepped on. A close call was raised and reported to Balfour Beatty supervisor.

Close calls of the month January

10/01/19 – PT719 Mersey Rail Surveys

For raising – The Location Cabinet doors were left open.

The operative took the time to close and lock it. If this was damaged there could have been major operational issues along with the chance of electric shock if tampered with.

Close calls of the month February

04/02/19 – PT671 ETE Framework

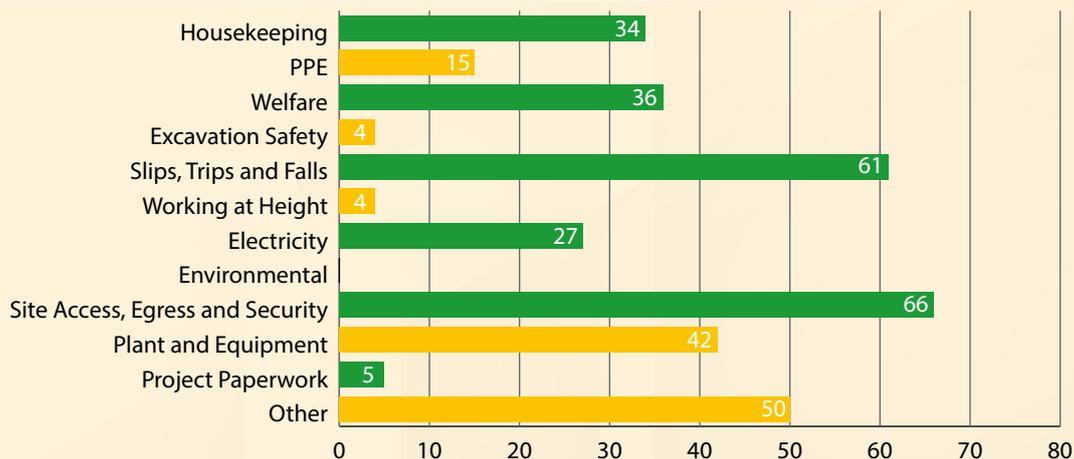
For raising – The COSS challenged the site supervisor who was expecting him to work while carrying out COSS duties. The COSS later raised this with his line manager who in turn spoke with the site supervisor.

February Good Call

20/02/19 – PT691 NWE Phase 3 Civils

For raising – A lamb got through and ran trackside. The operative caught the lamb and gave him to Network Rail lads who then drove him round to the farmers house to give him back. The COSS later raised this with his line manager who in turn spoke with the site supervisor.

Close calls submissions by category Dec 18 - Feb 19



Our News

3D -Pantabot Installation

The Pantabot system is a real-time camera monitoring system to gauge the interaction of the Heathrow rolling stock pantographs and their interaction with the overhead line equipment.

Pod-Trak undertook the full electrical design and installation.

The project was recognised and achieved for the Supplier & Contractor Excellence award at the Rail Business Awards on 21st February.

A big thank you to the Camlin Rail & Heathrow teams and in particular to Tommy Devaney who led the Pod-Trak and Camlin installation teams - well done to all.

Pod-Trak will again partner with Camlin in the coming months to install a similar system on the Manchester Metrolink.



Wishing all our staff a very

Happy Easter



www.pod-trak.com