

Gospel Oak to Barking Electrification



Balfour Beatty

“All resources and plant were supplied in-house, providing flexibility, experience and reliability”



OLE teams at GOBE

26 WIRE RUNS

234 SPS LOCATIONS

SWITCHING



AUGUST 2017 -
APRIL 2018

VALUE
£2.7M

GOSPEL OAK
EAST LONDON



Gospel Oak to Barking Electrification



Pod-Trak undertook the electrification of the Eastern half of the Gospel Oak to Barking route on behalf of Balfour Beatty. The electrification of the lines was undertaken by Network Rail as part of their London Railway Upgrade Plan which doubles the capacity on the line and improves the air quality of those who live and work near the railway.

The GOB electrification uses Series 2 and Furrer+Frey OLE equipment, however the route interfaced with UK1 and OLEMI equipment ranges. Working with a broad range of equipment requires

experienced and adaptable staff, which Pod-Trak were able to provide.

The scope consisted of new OLE installation, including main steel, small part steel, wiring, switching, bonding and final registration. All works were fully assured by our construction and engineering teams backed up by signed quality check sheets and ITP's.

All construction activities were completed through blockades and weekend possessions, which required careful and considered planning to ensure safe and efficient delivery. On completion of the construction and assurance

activities, the route was panned with Pod-Trak's plant as final confirmation that the OLE was fit for the passage of electric trains.

Prior to our mobilisation, the project had been running for two years and had been criticised by the media as another delayed electrification programme. Following the Balfour Beatty and Pod-Trak mobilisation in summer 2017 and an intense period of site activity the project was successfully energised during the Christmas 2017 blockade. This was shortly followed by the pantograph ready milestone achieved in early in January 2018.