



ASH
CONSTRUCTION
GROUP

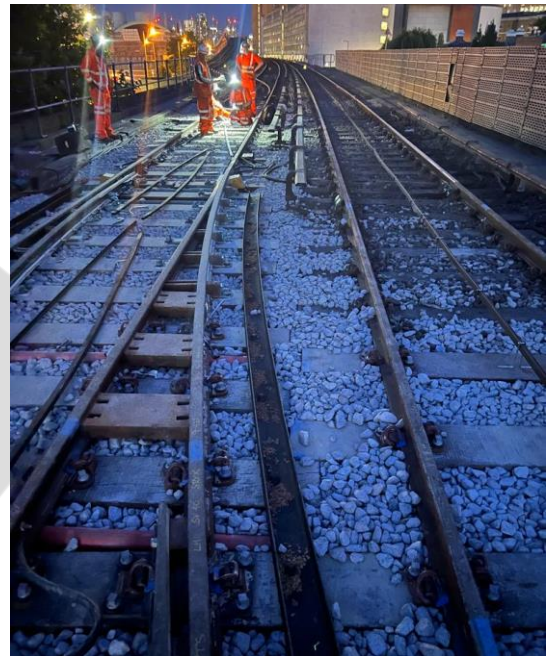
**DLR S&C Track Renewals
Case Study**

www.ash-cg.com

 **01843 593268**

"to inspire future generations by keeping the world on track"

Client: Docklands Light Railway
Value – £1,3m
2019- 2022



In 2019 ASH-CG were appointed as DLR S&C Track Renewals contractor. Works covered both conventional ballasted track layouts and Direct fastened slab. DLR is not a particularly easy infrastructure to work on as many of the existing layouts sit on elevated flyovers. As result ASH developed innovative ways of pre-building S&C Panels & lifting them into position, on the ballasted sites this also meant that hundreds of tons of ballast had to be removed & new ballast lifted to site utilizing a mixture of conveyor belt, Gecko skips and Fooks Machines to lift ballast onto the viaducts. Plant and equipment often had to be lifted into position by crane adding to the logistical difficulties the project imposed on our team. The renewals primarily involved converting the existing 80LB units to 113LB units & also completing full survey and design for the new layouts. Undertaking the renewals also meant that large sections of the DLR unique ETE systems had to be dismantled & then re-assembled & re-configured in the same possessions. All works on this contract were completed within the allocated possession without incident & accident. The project also involved the first new composite sleepers installed in the UK!

Photos below show examples of this during the recent 1121-1122 crossover installation at Westferry station. The site is elevated onto a brick viaduct surrounded by houses to the north and dual carriageway to the south with the only access gained by lifting plant and all materials from road level

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1121-22 Pts Westferry



1121-22 Pts Westferry

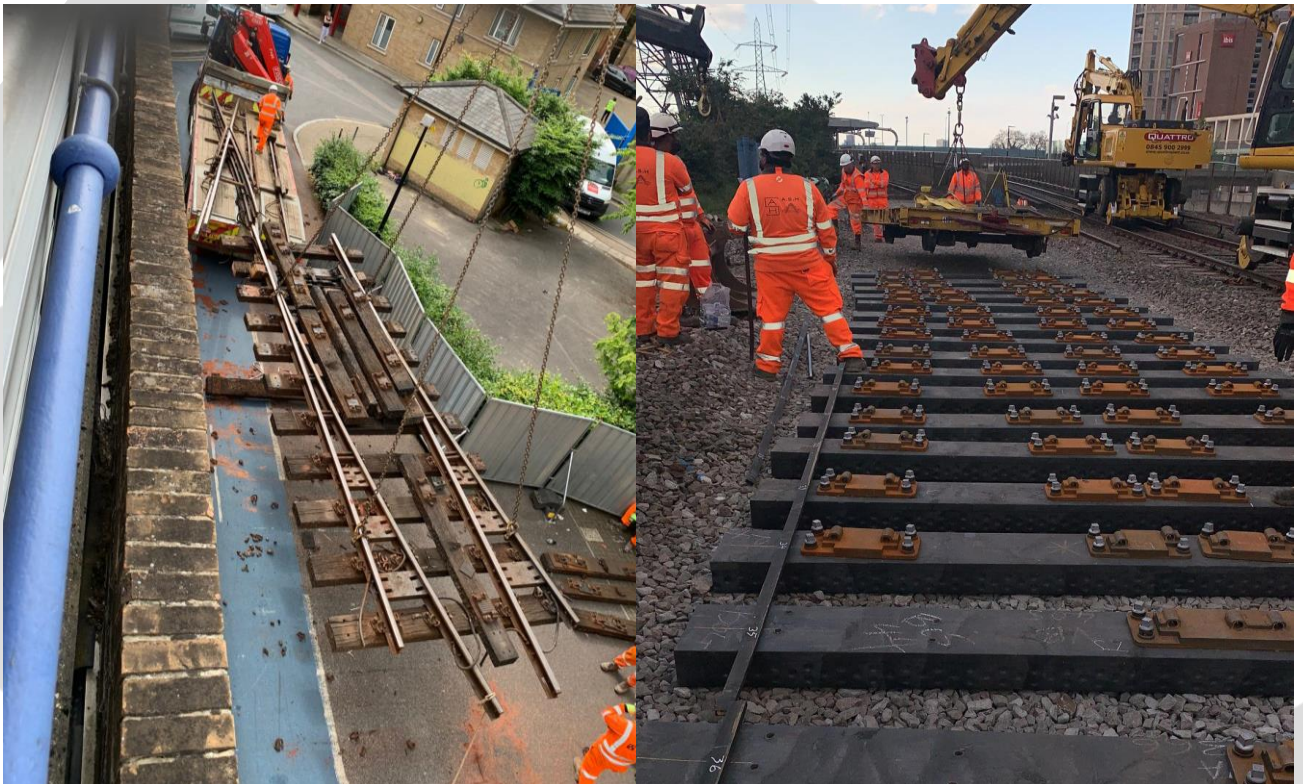


1121-22 Pts Westferry



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1121-22 Pts Westferry

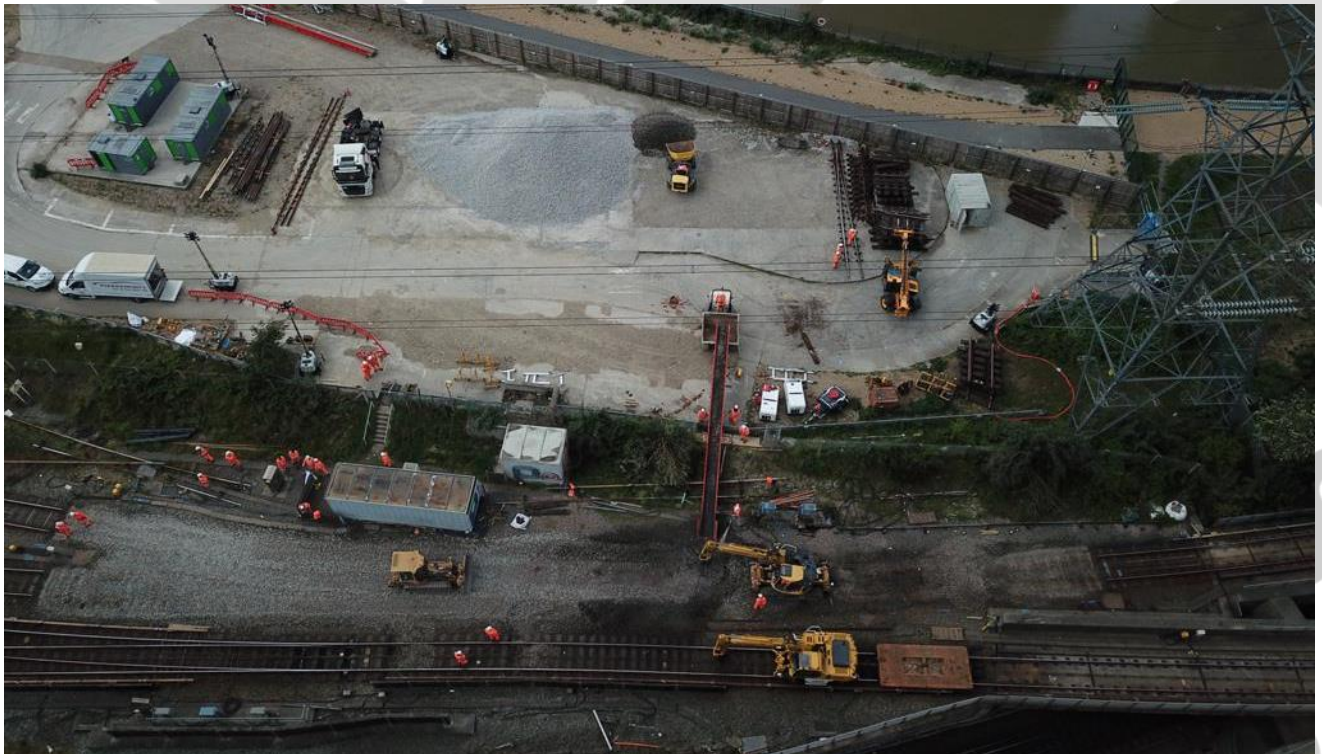


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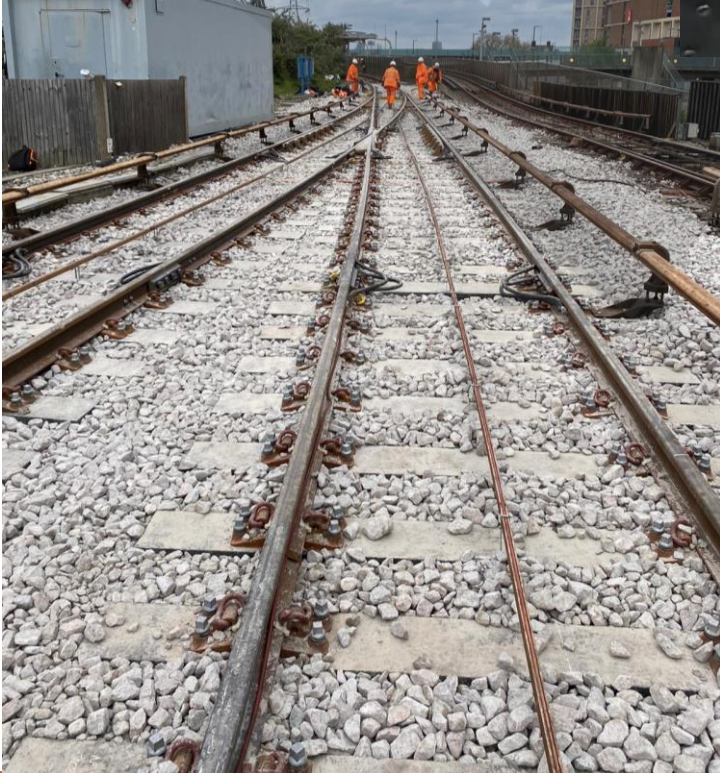
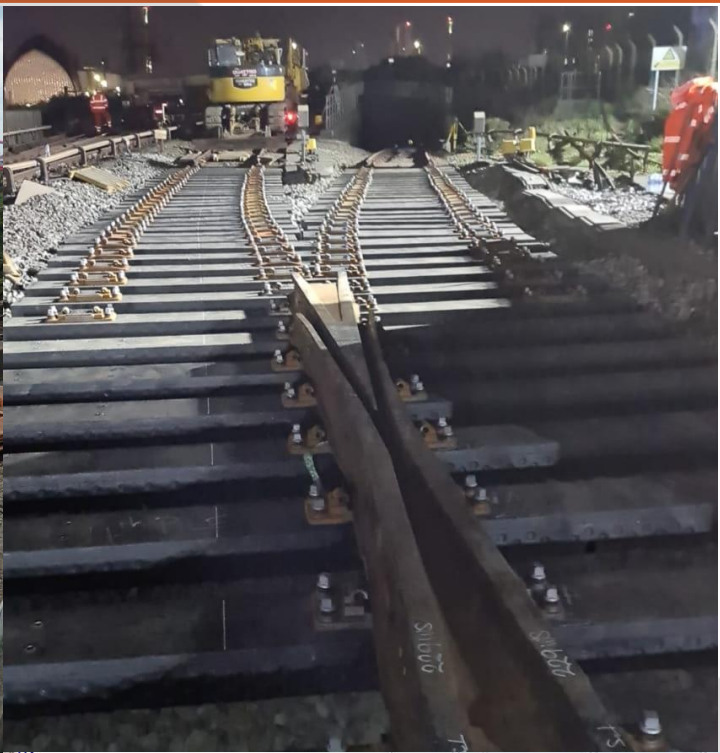
1306 Pts Canning Town

In August BH 2020 ASH CG completed the S&C Track Renewals at Canning Town.

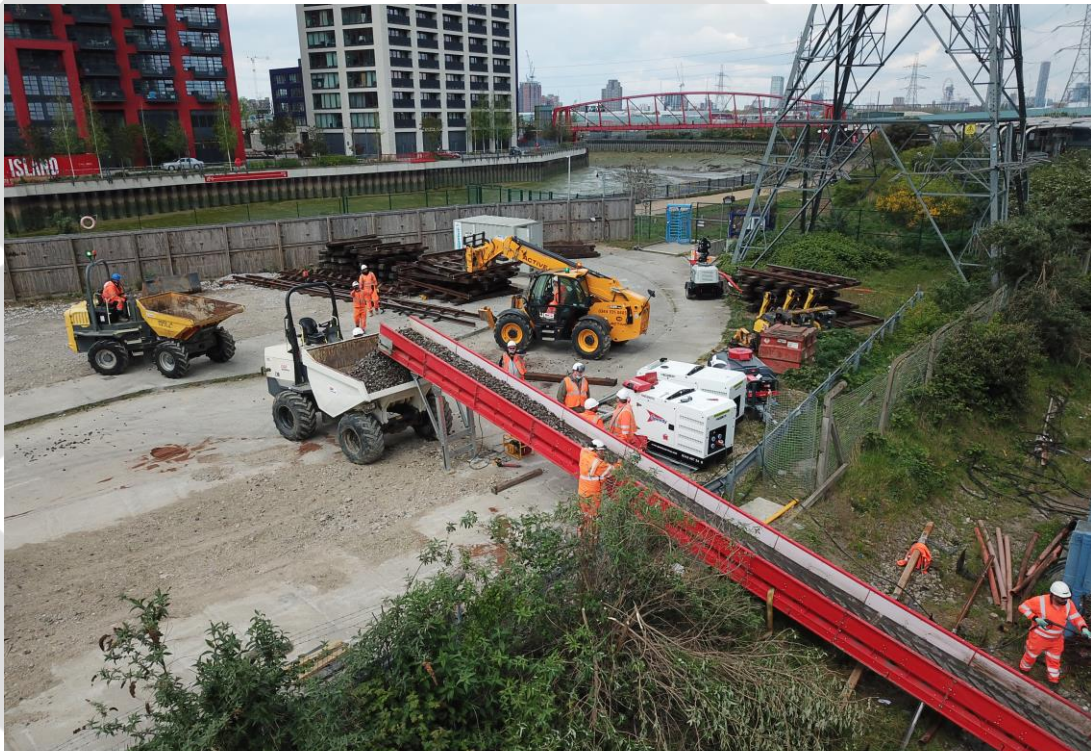
This project had numerous logistical obstacles including being directly below National Grid High Voltage power cables which spanned the site, we also had to work around a live railway to the East meaning RRV plant could only access and egress during a limited window either side of the possession. Traversing the southern side of the site we faced live Signalling, Fibre and LV cables separating our compound and the only access point to the site of work. Conveyors were then used to transfer 1600t of old track ballast and return new into the site, all the S&C and plain had to be built loose and the entire layout tamped by hand as we had no way to access tampers into the site.



1306 Pts Canning Town



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