



Water Orton Corridor Re-signalling

Project

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Client

UK Department for Transport

Location

Birmingham/Water Orton, UK

Start Date

2009

End Date

2012

Duration

39 months

Contract Value

£122m

Services Provided

Signalling, train control and telecoms, programme management, feasibility design, asset management plan development

Background

Water Orton Corridor Re-signalling constituted phase 2 of the renewal of Saltley Power Signal Box (PSB).

The existing route relay based signalling system, which controls this strategic passenger and freight route was originally commissioned in the 1960's. It required renewal because of the degraded condition of the equipment.

The transfer of control to the West Midlands Signalling Centre is consistent with Network Rail's overarching strategy to manage the network from fewer, more modern Rail Operating Centres (ROCs).



Scope of Works

This challenging project, comprising new signaller workstations, the renewal of interlocking equipment and all lineside equipment for the 46 route miles of railway included:

- ▶ 2 new signaller Westcad workstations and new Westlock interlockings
- ▶ 6 new power supplies (DNO's)
- ▶ 5 new Principal Supply Points (PSP's)
- ▶ 14 new under track crossings
- ▶ 196 new signals
- ▶ 13 new cantilevers and 3 new gantries to support signals
- ▶ 177 new Insulated Block Joints
- ▶ 26 points converted or reconditioned.

The above works were completed in 35 work stages and two main commissioning possessions with no unplanned disruption to performance and no major or reportable accidents.

Key Project Outputs

The main objective of the project was to renew the existing signalling system in modern equivalent form, providing at least another 35 years of use with increased asset reliability.

The transfer of signalling control to the West Midlands Signalling Centre and closure of the Washwood Heath signal box enabled a signaller headcount reduction and a corresponding saving in operational costs.

Amongst other benefits, the route capacity increased following the introduction of four aspect signalling between Nuneaton & Water Orton, three aspect signalling on the Sutton Park Line and a remodelled junction at Park Lane.