

ADAS



Ever-more stringent environmental legislation means most types of engineering and construction works are subject to controls. Failure to know of potential issues can lead to costly delays, cancelled work programmes or even prosecution.

Not knowing is no excuse and can possibly damage reputations, risking significant additional costs.

An ADAS Environmental Health Check Survey consists of a background data search, site survey and an independent tailored report by a practical and experienced specialist. The survey assesses the ecological value of the site and highlights potential issues, such as landscape impact, noise and pollution risks. It contains practical advice about how to mitigate any adverse impacts and even highlights potential opportunities.

ADAS surveys minimise costs on sites without significant environmental issues and focuses time on delivering practical solutions on sites that provide the most challenge. For a small investment, you can ensure compliance and delivery every time.

● **For further information contact:**
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East Hendred, Wantage, OX12 8LF
Tel: 01235 438900, Fax: 01235 438909
email: slm@adas.co.uk

AIGIS Blast Protection Ltd



For 10 years, AIGIS has been protecting air travellers and facilities from terrorist bombs, and is now working on a number of major projects for railway and metro systems.

Aigis' technology is highly adaptable and relatively inexpensive. It is lightweight and simple to apply, acting like a sponge, actually absorbing 90 per cent of explosive effect on buildings, facilities and vehicles.

Worldwide clients include Qantas, Exxon Mobil, Hong Kong Airport and the French Gendarmerie Nationale.

AIGIS products are independently-tested and certificated to UN standards. AIGIS products can help senior staff and directors fulfil their legal duty of care and maintain business continuity, often repaying their capital cost after only one event.

- Bomb Containment
- Facility Protection
- Anti-Blast Zones
- Litter Bins

● **AIGIS Blast Protection Ltd**
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Bonar

Bonar Floors has introduced a range of Nuway entrance matting designed for fire-risk areas.

Flameguard is designed to clean footwear and provide a safe floor surface for foot and wheeled traffic in fire-risk areas. Tested and approved against flame ignition and toxic emissions, Flameguard is approved for the London Underground's highest classification.

'Fire safety has always been a major concern for businesses and this has been reinforced recently by the ongoing threat of terrorist attacks in busy public areas,' said Gary Wills of Bonar Floors. 'Flameguard has been designed specifically with fire risk areas in mind and will help to ensure that entrances and exits remain clear in the event of an emergency. It also provides an effective entrance matting system, removing dirt and moisture and providing a safe floor surface.'

The product consists of black rubber strips and alternate aluminium scraper bars, providing a pleasant design effect for entrances. Moisture, grit and dust accumulate below the functional surface of the matting which can then be easily removed by either brushing or vacuuming. Flameguard also offers additional benefits which are synonymous with Bonar Floors' Nuway range, such as high levels of slip resistance, silent in operation and the fact that the product can be reversed and interchanged. Flameguard can also be used in compliance with the Disability Discrimination Act.

● **For more information visit www.bonarfloors.com.**



Celtic Recycling Ltd

Formed in 1992 specifically to provide specialist disposal services to the electricity industry,



Celtic Recycling Limited has become synonymous with the provision of a professional and innovative plant dismantling and recovery service, supported by first-class, ISO 14001-accredited recycling facilities at its Bridgend works.

The company says it is the only UK processor licensed to handle and dispose of electrical equipment containing any type of hazardous waste and the company's highly-trained workforce travel the length and breadth of the country to undertake specialist recovery operations.

Celtic Recycling's commitment to training and personal development is evidenced by attaining the Investor in People recognition. The company is imbued with a strong health and safety culture, augmented by a responsible approach to environmental management – both of which are fundamental elements in the company's corporate ethos.

Having established Celtic as a premier electrical equipment dismantler and processor within the electricity transmission and distribution sector, the company is seeking to expand its client base to include private sector operators, consumers and contractors.

The company provide a variety of services, and is able to offer a 'one-stop-shop' for plant disposals. Services available include live-site dismantling and recovery, hazardous waste disposal, PCB surveys and PCB-contaminated equipment disposal, SF6 gas recovery and disposal and abnormal load jacking and winching.

● **For further information call: 08702 247804**

EDM

EDM in Oldham, which is a global provider of world class training and simulated solutions, has designed and built a number of life-size simulated signal box control panels and lever frames which will be used in the new Network Rail training and assessment centres.



The rail signal simulators will provide realistic training environments for signallers to learn how to deal with a variety of 'real-life' scenarios such as; a signal failing or a track circuit failure; or a train failing to stop termed in the industry as a Signals Past At Danger (SPAD) or; leaves on the line or a Single Line Working (SLW).

The simulated signal box control panels have been installed in Areas Offices across the UK such as Birmingham, Bristol, Manchester and Watford for the training of signallers and also to test existing competency levels of staff on a regular basis.

EDM has designed and manufactured simulations of both the traditional Absolute Block (AB) signal, which dates back to the Victorian era, as well as the more modern push button NX (Entry and Exit) signal box.

Tony Bermingham, EDM's Commercial Director said: 'The simulation allows the trainee signaller to learn to operate a signal system and manage trains around a rail network according to an existing timetable. Their training progress can also be monitored using the software to create a variety of scenarios such as wet rails, which is known as low rail adhesion, or even broken-down trains.'

● **For more information contact Kath Mead at kath@media-consultant.co.uk or phone 0161 486 6303 or 07766 571042**

Expamet



Expamet security products are designed for a range of applications from perimeter demarcation to the highest level of security. The company supplier and caters for a number of market sectors across the UK including utilities, MoD, local authority, schools, airports and railways. Expamet's 'Fastrack' fencing system has been developed in conjunction with the rail industry to help reduce route crime issues on tracksides. Obstruction, arson, crime and injury are just some of the problems affecting the industry today.

Fastrack is an accredited 'Secured by Design' system which offers 'Police Preferred Specification' status. Secured by Design identifies technical standards and evaluations, which test the competence of security products and their resistance to criminal attack. The Fastrack system is ideally suited to project delivery and complimentary works, giving benefits to all aspects of the rail industry. The system is used extensively around the UK by Network Rail and London Underground where route crime is an issue.

● **To find out more about fencing products manufactured by Expamet, call 01429 867366 or email fencing@expamet.co.uk**

IF YOU WOULD LIKE YOUR PRODUCT FEATURED HERE CALL JOBY READ ON 01223 477427

Faiveley Transport

What is obsolescence? To many people it is perceived as



something associated with age, but the definition is much wider than that. It is the inability to obtain replacement parts economically and it does not only relate to product, but also to materials, skills and processes. So it is clearly not about how old something is although age is often a factor.

The railway industry is finding that obsolescence is largely outside the industry's control and that dealing with it is becoming both expensive and time consuming. Dealing reactively is expensive in time and money and dealing with obsolescence really needs to be addressed over a whole life cycle. It is not a single company's responsibility and it needs to be planned for.

Why do 'things' become obsolete? There are many factors, some of which are listed below. Taken together or on their own, these factors are enough to make 'things' obsolete: legislation, disasters, economic failure, strategic withdrawal from the market, lost technology, superseded technology, licence termination, manufacturer business failure, and scope.

The answer is to manage and plan for obsolescence.

The Possible 'Levels' of Obsolescence Management that we can supply can be summarised as:

Level 1 - Ad-hoc parts supply; Level 2 - managed spares and repairs contracts; Level 3 - total material supply - spares, repairs and overhaul; Level 4 - service support - spares, repairs, overhaul and in-depot presence; and Level 5 - service provision - completely managed labour and materials.

● For further information contact Jon Leigh on 0151 649 5138 or email jon.leigh@faiveleytransport.com

Ferno UK Limited

Dealing with any emergency is a difficult and arduous job. Most accidents happen on or near a road or other hard standing.



An incident involving rail stock is different. Unless an accident occurs within sight of a rail station, emergency crews may have to travel many hundreds of metres to reach the scene.

Unlike road transport incidents, emergency vehicles are not designed to travel on rail tracks so equipment has to be carried in and casualties out of the accident area more often than not over very difficult terrain.

The Res-Q-Rail was developed in conjunction with Newcastle University in the UK to combat these difficulties. Their design brief was simple. The equipment should:

- Utilise the track system for its mean of transport;
- Be portable and easy to move and construct by two persons;
- Have as few moving parts as needed and be simple to maintain;
- Be robust enough to endure the punishing environments of both the emergency services and military;
- Have the ability to carry at least 250 Kg of equipment to the scene of an incident; and
- Have the ability to evacuate a maximum of three casualties from the scene of an incident at any one time.

The Res-Q-Rail has been used successfully over the past few years in assisting the emergency services deal with very difficult incidents.

The Res-Q-Rail comes into its own when dealing with tunnel incident. These types of emergencies are inaccessible even to rescue helicopters. Ferno UK Limited has recently won a large order to supply London Fire Brigade with Res-Q-Rails for the London Underground network.

● For further information call 01274 851999

Fuchs Lubritech



Fuchs Lubritech, the speciality lubricant manufacturer, provides solutions to lubrication problems throughout industry. The company has manufacturing facilities in Germany, North America and the UK as well as a network of agents worldwide, so it is strategically located to provide on-the-spot expert advice wherever a lubrication need arises.

The UK rail industry is one such industry attempting to address a barrage of issues such as environmental, pollution and lubrication problems. Fuchs Lubritech can provide solutions to all of these problems with their range of biodegradable lubricants formulated exclusively for railway networks.

The Tramlub, Locolub and Tramsilence product range has been produced to meet the requirements of numerous national rail networks (e.g. Germany, Austria, Switzerland, Holland etc.). The experiences garnered from working with these organisations has placed Fuchs Lubritech as a market leader in the provision of rail and wheel flange lubrication.

● For further information call 0208 345 5566.

Independent Glass



Independent Glass is a well established company operating a policy of total commitment to customer service, reliability and high quality.

Independent Glass is an EN ISO 9001/2000 company, LinkUp Qualified, Railpart Technical Dossier Approved, BS857 licence holder and BR573 qualified. These combined with full in-house test facilities (including GM/RT2456 Test Rig) ensure that the company is compliant with all RSSB and atoc requirements as a supplier of safety critical glazing products to the industry.

All this has enabled the company to become a market leader in the supply of bodyside and interior glazing to the rail industry.

But perhaps equally important to the company's level of commitment and focus on product performance is the fact that being UK based the employees are also their own 'end customers' as travellers on trains incorporating the safety glass they manufactured.

● For further information visit www.independentglass.co.uk

IOSH

On 6 December 2005, the IOSH Railway Specialist Group, supported by leading insurers QBE, will bring together key people from the railway industry to explore the impact and challenges of regulation within the sector.

This conference will offer a unique opportunity to explore best practice in the sector and network with other railway professionals as well as health and safety practitioners. Every presentation will offer a valuable insight into the challenges facing the rail industry, as well as inciting lively debates throughout the day.

'I encourage all senior managers within the rail industry to take stock of their own understanding of health and safety, and to seize this opportunity to meet with other professionals in their sector. We have a responsibility to our employees, and to our passengers, to make every effort to secure their safety,' said Lawrence Waterman, IOSH President.

QBE underwrites innovative and expert commercial insurance solutions for clients including Network Rail, train and freight operators and numerous rail contractors. QBE is dedicated to the promotion and support of safety and health management within the industry through support of this event.

● For more information call 0116 257 3166 or email colette.walley@iosh.co.uk



Penny Hydraulics

The new Swing Lift Kerb Lift from Penny Hydraulics is designed for the safe, efficient and cost-effective



handling of kerb stones and other loads so that maintenance and construction engineers can eliminate the need for manual handling and comply with current and impending safety regulations to reduce the risk of injury. The Kerb Lift has a lifting capacity of 250kg which makes it ideal for all standard kerb stones and many other loads that need to be handled during maintenance and construction tasks. It can be fitted quickly and easily to virtually any vehicle including vans, flatbeds, dropsides and tippers.

'The new Kerb Lift provides an effective solution for the handling small plant, tools and kerb stones on and off a vehicle at the roadside, and also for routine maintenance of kerb lines,' says Gary Britton, plant and transport manager for Carillion's Surrey Highways Partnership, which has taken delivery of 23 units.

The need for safe and efficient handling of kerb stones has never been more prominent. Manual handling of kerb stones for new build projects has been outlawed since June 2004 and has been illegal for single stones, short runs and maintenance tasks from January 2005. According to the Health & Safety Executive (HSE) around 90,000 construction workers suffer musculoskeletal injuries each year, double the all-industry average. A typical kerbstone weighs around 67kg and studies suggest that each one is handled at least three times from arrival on site to its final position. The average kerb stone is much heavier than two people can safely lift while complying with the maximum permissible lifting weight of 20kg per person from shin level specified in the current manual handling regulations.

● For more information call 01246 811475

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PMProfessional



PMProfessional Learning has announced a further expansion of its rail division in order to meet growing demand for project management training and development within the rail industry. With ever-increasing focus on developing in-house capability to deliver successful projects within its main rail clients such as Network Rail, Metronet and TFL, PMPL has launched a recruitment campaign.

'We are looking for consultant trainers who have a passion for best class project management and a desire to pass this passion onto project teams within the rail industry', said Paul Naybour, Director of PMProfessional Learning's rail division. 'We are seeking individuals with a breadth of rail experience,' he added.

PMProfessional Learning is the project and programme management specialist committed to the development of individual and organisational capability as a key to delivering first class results. With over 20 years' experience, PMPL offers a wide range of courses from introductory to advanced level and is accredited to deliver APM, PRINCE2™, Managing Successful Programmes and PMI® aligned courses, as well as being link-up approved and members of the ARTP. To support the development of project management within the rail industry PMProfessional Learning arranges a series of free seminars, with key speakers from within the rail sector. The next seminar will take place in January and is entitled 'The Real Risk of Rail Projects'.

● Visit www.PMProfessional.co.uk for further information and to register interest.

Polysafe Level Crossing Systems

Polysafe, a UK leader in the design and manufacture of level crossing systems for rail and tramway applications, has added a range of catch pit rings and accessories to its product range, allowing



engineers to construct drainage chambers quickly and inexpensively. Polysafe Catch Pit Rings are 1270mm long x 735mm wide x 114mm thick and almost any number can be stacked to form a drainage chamber of the required depth. As they are manufactured from high-quality C50 grade wet-cast concrete, they are made to a much tighter specification than dry cast equivalents making any resulting chamber stronger and more rigid. Each has locating pins and can be used together with other products. Drainage chambers can be made quickly and easily and once installed they form an extremely strong structure, well capable of resisting the load of any vehicle passing over. Compatible with other products and competitively priced, Polysafe Catch Pit Rings provide rail engineers with a well engineered, high quality product. A range of vandal-proof galvanised access covers, purpose-made lifting equipment and fender base pieces are available to complete the package.

● For further information contact Bob Paterson on 0114 2676400

SP Services

7 July 2005 started off like any other normal working day but that soon changed when we heard about the terrorist attacks in central London. Steve



Bray, SP's managing director, tells us how he had to load up his car and dash to London with urgent medical supplies for paramedics and rescue workers attending to the victims of the bomb blasts. Steve recalls 'We received several phone calls at around midday on the 7 July from various emergency services and government departments, requesting additional medical equipment to be delivered to London that afternoon. There was only one way of guaranteeing that, so I loaded up my car and was in central London by 4pm.'

The company, based in Telford, Shropshire, provides medical, first aid and rescue equipment to all the emergency services and many NHS hospital trusts. They are always on standby and provide a 24-hour emergency hotline for organisations that may need their help. Caroline North, general manager of SP Services, said 'The first call came from an organisation that deals with emergency responses on the London Underground. We were told they wanted supplies including body bags and foil blankets immediately. After that call, we received requests from other organisations looking to replace the equipment they had used that morning. We, like everyone else were shocked by the incident, but we responded in a professional capacity to ensure the goods got there on time. We dispatched the goods before sitting back and thinking of the emotional aspect of what had happened.'

● For further details of SP's 24/7 service, call Steve Bray on 01952 288970.

RPD



With changes to investigator requirements and a revised structure being introduced, Network Rail, in conjunction with RPD, has conducted a review of its investigator training. This has resulted in the introduction of a modular framework, designed to meet the differing skill levels required of initial response, personal accident as well as local and formal investigation.

Mike Carr, National Investigation Manager at Network Rail said: 'RPD has now produced an investigator skills framework that will enable our staff to select the most appropriate module for their job role, ensuring ongoing relevance as well as providing real opportunities to improve performance from each event.'

'This unique framework encompasses three investigator modules and two support modules enabling people to select the one most appropriate to their needs and provide an opportunity to build on their knowledge and experience in a systematic way. This revision has enabled us to separate the core skills of investigation and make available a module for staff who investigate personal accidents as well as the more local or minor operational type rail incidents.'

● For more information contact David Graves on 01268 747222 or email dg@rpd.co.uk

Promax MINIMAX

Disused refrigeration and air conditioning equipment is an environmental time bomb. Left to deteriorate, the chances of toxic, ozone-layer-destroying refrigerants leaking from it increase day by day.



Those tasked with making it safe must act swiftly. One company at the forefront of these efforts is Environmental Storage Solutions Ltd and its choice of refrigerant recovery machine is the Promax MINIMAX. The MINIMAX ensures complete evacuation of gases, which are then bottled and passed on for safe disposal or recycling. Extraction is carried out using a 'production line' approach in a dedicated de-gassing area, controlled by staff holding the required Safe Handling of Refrigerant certification.

The self-purge facility of the MINIMAX leaves it clean after each extraction – so no risk of cross-contamination that would render the recovered gases unsuitable for recycling.

'Time is of the essence, so the rapid recovery speed of the MINIMAX is very important to us,' said Dave Roberts, director of Environmental Storage Solutions. 'The fact that it offers straight-through recovery of both liquid and vapour is also very welcome. In effect, this means that the machine operates non-stop. Its light weight – just 12 kg – and compact dimensions make it easy for our operators to get in anywhere, whether on or off our site. Its rugged construction is another major bonus, given the rough treatment and hostile conditions it experiences in this line of work.'

● For more information on Promax products contact Advanced Engineering, Guardian House, Stroudley Road, Basingstoke, Hants, RG24 8NL, UK. Tel: 01256 460300. Fax: 01256 462266. Email: sales@advancedengineering.co.uk

Wacker



The LTC4 Light Tower from Wacker has a wealth of practical features that has made the product highly acceptable to the railway industry. Having received type approval certification (IF-P-0009-04) for use in a railway environment, this self-contained unit has been sold in bulk quantities for trackside illumination.

The four powerful metal halide lamps, in special elliptical reflectors, provide a particularly even spread of light. Each lamp is individually adjusted and the whole nine-metre mast rotates through 360°, which means that this even lighting can be accurately positioned.

The second requirement high on owners' specifications is for robust and reliable plant. Wacker is known worldwide for the high standards that it applies to all its products. Powder-coat applied paints and zinc-phosphate treatment is used to both maintain and protect the exterior.

The large fuel tank gives 68 hours running, the incorporation of visual signals and automatic controls monitoring the fuel and coolants plus an easy start diesel engine makes the unit operator friendly. The three sturdy outriggers ensure excellent stability. The compact design of the LTC4 means that more units can be carried on a vehicle making carriage to and from site economical.

● For further information call 01992 707200

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