

H.R.L
HAIGH RAIL LIMITED
Railway Engineering Contractors



Tracking Progress

FOREWORD FROM CHRIS HAIGH

Thank you for taking the time to read the new edition of Tracking Progress.

The last period has been busy and successful for Haigh Rail, with a number of projects and some new developments that have seen the company grow and expand.

Significant for us was the award of the two rail frameworks for Permanent Way for the entire London North Western (LNW) route, which runs from London Euston in the South, through the West Midlands, the North West of England and Cumbria before joining with Scotland at Gretna. The work-scope comprises of specialist support to the LNW North and South Network Operations teams, covering minor maintenance and renewals of the permanent way.

We have also developed an offering whereby we can act as a PCL to enable entities without one, to access the Network Rail infrastructure safely. This was put to the test with great success recently, through our long-standing relationship with TGP.

Our Civils and Resource Division, Haigh Resourcing, has also been busy delivering Vegetation Management works and further adding to its capabilities, which is firmly founded on our leading reputation for supplying capable, multi-disciplinary teams, for both the construction and rail industries.

Our Welding Division, has been flat-out too, supporting both in-house works for our Track Division and Network Rail under our UK-Wide National Welding Framework.

All of this activity has created opportunities to hire experienced managers and also bring new people through the ranks and I am delighted to see the progress that our three Track Apprentices are making.

Finally, I was asked to present on behalf of Siemens in Birmingham at a recent Supply Chain Forum, to share our story and how our collaboration has mutually benefitted our respective businesses.

You can read all about these and more in this latest newsletter.



In this issue

Page 3 - Works



Page 8 - People



Page 10 - Accreditations



Page 12 - Company Development



Haigh Rail Secures CP6 LNW North and South Permanent Way Frameworks



We were delighted to announce a recent and highly prestigious contract with our partner Network Rail.

Haigh Rail Limited has secured two new five-year CP6 contracts with Network Rail, having been selected to deliver track maintenance and renewals works between 2019 and 2024 on one of the UK's major rail routes.

The award covers rail frameworks for Permanent Way for the entire London North Western (LNW) route, which runs from London Euston in the South, through the West Midlands, the North West of England and Cumbria before joining with Scotland at Gretna. It is home to the West Coast Mainline – the busiest mixed-use railway in Europe – and supports the major British cities outside of London.

The work-scope comprises of specialist support to the LNW North and South Network Operations teams. This includes minor maintenance and renewals of the permanent way covering:

1. Re railing
2. Full or spot re sleepering
3. Re ballasting
4. Plain line component replacement
5. Full Rail, sleeper, ballast renewal
6. S&C component replacement
7. Renewal of way beams
8. Drainage refurbishment and renewal.
9. Scrap collection and line of route clearance

This is fantastic news for Haigh Rail, with the five-year contract period allowing the company to further plan and invest for the future through a greater commitment to its workforce.

Wigan Springs Depot Brickwork Completed

We have just completed a significant brickwork package at Wigan Springs Depot.

Our Civils and Labour division led by Keiran Clarke - Haigh Resourcing - has completed numerous brickwork repairs to the retaining walls. Works included removing and replacing defective brickwork, opening joints and re-pointing, removing vegetation, repairing spalled brickwork, stitch and grout repairs to fractured wall sections and repairing/replacing coping stones.

The company which has depots in Crewe, Preston and Doncaster, used its team of specialists to complete these works and also called upon its de-veg team to advise and carry-out the appropriate works in respect of the knotweed and tree-stump removals.



Principal Contractor Haigh Rail Supports Tony Gee & Partners

Haigh Rail has been acting as the PCL, working in partnership with Tony Gee and Partners (TGP), to enable them to access the Network Rail infrastructure safely and also assist with site investigation and clearance works required, in order to determine options for a track doubling scheme. This forms part of the outline business case to improve connectivity to Birmingham International Station.

Window samples were taken generally to obtain the properties of the soil that the railway was built on. Trial pits on bridges were undertaken generally to confirm if any of the masonry arch structures had backing over the arches, which increases the load carrying capacity of the bridge. Vegetation clearance was also undertaken, to enable lines of sight so TGP could carry out their topographical surveys.

The strategy for the Route is to divert CrossCountry services travelling from the South Coast to the North

East via Coventry rather than via Solihull. This would improve connectivity for Birmingham Airport, along with the High Speed (HS2) station at Birmingham Interchange once it has been constructed in 2026. To accommodate the changes to CrossCountry services and the arrival of HS2 there may be some changes to infrastructure between Rugby and Birmingham via Coventry.

The previous analysis on the Coventry to Leamington section found that a section of single track is a constraint to rerouting the CrossCountry service and delivering the Indicative Train Service Specification (ITSS). The analysis concluded that doubling the track between Kenilworth and Leamington Spa may be required.

TGP were very pleased with the support that was provided by Haigh Rail. We look forward to working together again soon.



Haigh's Vegetation Management Teams

Complete Werrington Project

Our vegetation control teams have delivered all of their clearance works in advance of their customer Morgan Sindall's earthworks, for the Werrington Grade Separation Project on the East Coast Main Line.

The idea of the project is to create a 'dive under' from the slow GNGE lines so that they can avoid the fast lines and re-join on the far slow Stamford Lines – effectively tunnelling under the fast lines so that it can re-join the slow lines on the other side. It's all to increase capacity of 125mph trains as a result of the slow trains coming into Werrington Junction, which in turn slow down the 125mph trains as they currently join onto the fast lines.

The customer was extremely happy with the quality and timely delivery of our works and as a result, we have also undertaken additional clearance works not included in the original scope – these have also been undertaken safely and on schedule.

Our experienced team have undertaken a large amount of work in the last few months, working in a productive manner, safely and with collaborative mindset and can-do attitude. These works have included:

- 1.25miles of track side and off-track clearance for the new route
- Werrington Junction Triangle cleared to allow the north end dive under
- 4000m² of dense sycamore trees cleared to allow for a crane platform to lift out an existing footbridge
- Numerous roadside clearances to allow for the new GNGE route
- Lloyds Field Compound trees cleared
- Hurn Road Compound trees cleared
- 5No UTX locations have been cleared



Haigh Rail Completes Spondon Level Crossing Works

Spondon Level Crossing was a unique job that Haigh Rail undertook on behalf of partner Siemens. The works consisted of a full level crossing deck renewal, plus realignment of the existing footprint to accommodate a new alignment of the highway.

The existing track condition had to be scoped in advance of the works to assess the condition of the track components below the existing level crossing units. Haigh Rail determined that there were defective sleepers within the existing level crossing footprint, which had to be changed prior to the new level crossing being installed. Existing Hollow bearers also needed repositioning and there were existing drainage catchpits that required removing as they fell within new footprint of the level crossing. All sleepers throughout the crossing also needed respacing to enable new crossing panels to be housed.

During the project, Haigh Rail liaised with other stakeholders to allow for the setting out and installation of new kerb lines, as well as the resurfacing works that were required to each side of the crossing. This required

good cooperation and interface management, so that all activities could be fully integrated.

Existing power cables also ran parallel to the dig area which needed to be excavated for the new edge beams, which made digging trenches challenging. However, by working carefully and diligently these works were achieved without incident or accident.

Haigh Rail used road rail vehicles to lift the edge beams into place and throughout the works, track levels were monitored by the team to ensure the track geometry was not affected by the works.

All Level Crossing components were installed safely and within the allocated time through utilising using our highly skilled in-house Project Engineers and Planners.

By holding full-time managers, supervisors and multi-skilled and experienced operatives in-house, this enables multi-disciplinary projects like level-crossings to be a highly collaborative experience for all concerned – the client, project stakeholders and all our staff.



Haigh Rail Apprentices Complete First Rail Engineering Block Release

Haigh Rail, in its support for rail industry progression, is supporting three Apprentices through a bespoke Level 4 Rail Engineering Apprenticeship qualification, at the Doncaster National College for High Speed Rail.

The Level 4 Rail Engineering qualification is broken into two separate elements. These comprise of a Technical Certificate (knowledge element) and a Competence Certificate (practical element). During the competence element, the Apprentice will construct a portfolio of evidence gathered against the qualification standard requirements and an amount of classroom learning will also need to take place.

Existing Trainees, Jordan Jones and Kieran Herron, are being upskilled through this course, alongside newly appointed Apprentice David Phiri. Both Managing Director Chris Haigh and Engineering Director Dan Foster, have worked their way up the ranks via a similar approach and this process of education, is very much part of Haigh Rail's culture and its future too.

Haigh Rail's Apprentice Scheme has received additional support from partner Siemens Mobility via their CITB levy, which Haigh Rail acknowledges its part in the company's exciting and progressive next chapter.



Appointment of Grant Gleave as De-Vegetation Senior Project Manager

Grant is an enthusiastic, responsible and driven Senior Project Manager with over 17 years' experience in Vegetation Management.

Joining us from Stobart Rail, he possesses considerable experience of managing projects from beginning to end, defining the project plan, timeline, scope and executing the analysis and continual management of each project.

Having an impressive track record of delivering major operational improvement and of orchestrating people, schedules and resources for maximum productivity, efficiency and quality, he will help to grow further our Vegetation Management offering.



Haigh Rail Achieves Cyber Essentials Compliance

Following recent verification of Haigh Rail Limited's assessment against the Cyber Essentials Standard by Secarma, we are delighted to say that our business has met the requirements of the scheme and have been certificated as compliant.

The Certificate certifies that we have been assessed as meeting the Cyber Essentials implementation profile [BIS/14/696/15] and that at the time of testing, the organisation's ICT defences were assessed as satisfactory against commodity based cyber-attack.

As part of our business strategy, we are always looking to develop safer systems of work. With businesses these days so reliant on IT, our cyber policy, supporting systems and partners, help protect us against a range of risks associated with digital technology in order to provide critical support in case of a cyber event.



Haigh Training Pass NSAR QA Inspection with Commendation

We are pleased to announce that our Training Division have passed their NSAR quality assurance inspection.

This follows on from our NSAR accreditation earlier this year and is part of a regular process of audit and inspection to assure the quality and commitment of the UK rail industry's training providers. These include:

- Standard rating quality assurance visits addressing Quality of Provision, Leadership and Management including ED&I, Continuous Improvement and Learner Outcome
- Quality Assurance of trainer and assessor CPD

Our successful report also contained the following comment:

“The training records scrutinised were of the highest quality and the provider should be commended for

having such records in place in such a short time following accreditation”

This is great news and the positive comments contained within the report are an indication of our continued commitment and drive to deliver an industry leading Track Safety Training provision. Our skilled training and assessment team have technical skills and practical ability to support and develop staff across all sectors of Track Safety and P/Way maintenance.

Furthermore, this recent success is more than just an attribution to our dedicated training team, it's also reflective to our company values and the ethos of our entire team.



Haigh Rail Adds to its Vehicle Fleet

Railway Infrastructure Contractor, Haigh Rail, is delighted to announce that it has three new vans on the road.

One of the new vans is for Dan Foster's Track Division, for one of his Senior Permanent Way Supervisors' and two new vans are for Keiran Clarke's Civils and Resourcing Division and Vegetation Management Division, which will be working exclusively for his de-veg teams.

These new vehicles come from our supply chain partner Iveco Walton Summit, as part of our long-term strategy with them for ongoing fleet upgrades and wider compliance management.

With great thanks to Marko, Nigel and the team, for the continued great service, going the extra mile, including all the specific divisional requirements such as chapter 8 livery, ply lining, racking, tow-bars, work lights and tracker systems.



Haigh Resourcing Adds Fencing, Site Access Solutions and Ultrasonic Testing Capabilities

Haigh Resourcing is our Civils, Labour and Vegetation Management Division and is a trusted partner to many clients having worked on some of the UK's most important construction and rail infrastructure projects. The team understand that it's not just about finding people with the right skills and experience. It's also about finding people with the right attitude.

Offering our customers, a flexible approach to contracting and being engaged in many different ways, Director Keiran Clarke has added the following services to his division.

Fencing

Haigh Resourcing offer the supply and installation of Railway Boundary, Security and Temporary Fencing for Network Rail, TFL and Light Rail systems, as well as Fencing installations for other transport infrastructure and construction sites. Haigh Resourcing has vast experience installing the following products on railways, other transport infrastructure and construction sites throughout the UK covering:

- Boundary Fencing
- Security Fencing
- Railway Fencing
- Temporary Fencing
- Gates
- Handrailing

Site Access Solutions

Haigh Resourcing provide railway site access solutions for Network Rail, TFL and Light Rail systems, as well as site

access installations for other transport infrastructure and construction sites. Haigh Resourcing has vast experience installing both temporary and permanent site access solutions on railways, other transport infrastructure and construction sites throughout the UK covering:

- Pedestrian Track Access
- Temporary Site Stairway Safe Access Systems
- Permanent Site Stairway Safe Access Systems
- GRP Platforms
- Safe Refuge Platforms
- Access Route Upgrades
- Safe Cess Walkways
- Temporary/Semi Permanent RRAP's
- Softwood or Hardwood Construction
- Permanent RRAP's

Ultrasonic Testing

Haigh Resourcing's railway Ultrasonic Inspection Teams are highly experienced and able to undertake numerous inspection processes utilising our own equipment which is fully calibrated and externally verified by UKAS. Our Ultrasonic Engineers are fully trained, hold PCN certification and are internally assessed through our own internal independent assessor. They can be deployed throughout the UK and undertake the following services:

- Testing
- Detection
- Analysing
- Interpreting
- Actioning
- Reporting