

# Linbrooke Services Ltd delivers signalling for Nexus Metro Flow project

January 3, 2023



**Linbrooke Services Ltd** has successfully delivered signalling, power, and telecoms for the challenging Nexus Metro Flow project, completing the final commissioning works at 02.40 am on 10 December.

The project consisted of a programme to dual and electrify an existing freight line in South Tyneside, where Metro Flow could boost capacity by up to 24,000 extra passenger journeys each day. In total, three sections of single track between Pelaw and Bede metro stations have been dualled.

The project's principal contractor, Buckingham Group, appointed Linbrooke to deliver new signalling infrastructure, the associated signalling power, and any ancillary telecoms requirements.

The Linbrooke team (led by programme manager David Binnie) installed 14 new signals plus TPWS and train stop equipment, associated track circuits, 40 signalling location cases, 14 functional supply points, kilometres of new lineside cable, and new speed signage.

They also carried out rework on an existing relay room at Pelaw and undertook a full rebuild of Jarrow relay room, alongside all associated civil engineering works (from signal piles, loc bases and loc stagings, and

finally all associated recoveries.) The team will supply two new GSMR masts as an ongoing package of work.

Despite a range of issues (including extended lead times, design delays and additional cabling requirements) Linbrooke and its fellow sub-contractors were able to successfully commission the line, which has now been entered into service.

David attributes this achievement to the commitment and resilience of his team, commenting: “A lot of hard work and effort has gone into the project. A significant effort was made in terms of the coordination onsite between all the parties, and making sure Linbrooke was fully integrated with the other contractors.

“We had a significant amount of skilled resource that could adapt in that environment, and we were able to work quickly and efficiently. We also worked well with our supply chain, in terms of ensuring that we had critical materials available at short notice.”

David paid tribute to project manager Tom Mellor, project engineer Craig Gelder and project planner Deborah Welsh, adding that they had “worked tirelessly” to coordinate the programme and at times achieve the impossible.

Linbrooke also worked closely with several trusted sub-contractors, including Project Ancillary Civils Engineering (PACE), which carried out the civil engineering construction works and TICS Rail Signalling, which was responsible for the testing and commissioning of the signalling system.

Passenger and freight trains are now running on the line, snagging work will be undertaken in early 2023.



