



**McGINLEY**  
SUPPORT SERVICES

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## Case studies for Project Works

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## **Providing qualified & competent Rail workers for 30 years**

McGinley started in construction and recruitment in 1978 and has become one of the UK's largest specialist Rail recruitment suppliers. We have 9 operational offices across the UK.

Alongside our extensive experience as a recruiter, we have held a Principal Contractors Licence (Lineside) with Network Rail for many years. In 2019 we were awarded a PCL for the TfL network.

We have worked continuously with Network Rail for over 20 years, with daily experience of providing workers with the required PTS competences, and recruiting specialists appropriate to the technical challenges of each project we undertake for Network Rail and contractors.

## **Strong internal management for effective delivery**

Our Projects Team has a diverse range of experience, ensuring we are able to deliver high quality at competitive prices. Our business model is built around self-delivery of work, utilising in-house Labour and Management. For specialist plant and equipment, we have a preferred supply chain who understand our values and deliver a safe, efficient and competitive service.

McGinley is fully audited against industry minimum requirements and has been accredited for more than 10 years to Achilles RISQS, Sentinel Scheme rules and Railway Interface Planning Scheme.

## **Experience of managing multi-site packages across the UK**

Besides extensive knowledge of the London Underground, we have considerable knowledge of the electrified routes across the UK. Taking Wessex, Kent & Sussex as an example we have inspected 245 stations, 2,000 buildings and approximately 20,000 assets including signalling structures around the Southern region.

Projects include platform repairs, asbestos inspections, lineside buildings inspections, level crossing replacements and Schwihag roller plate installations.

## **Delivering savings and benefits to Network Rail**

We already support Network Rail by delivering benefits such as:

- completing the programme of works up to 4 months early to reduce costs by c.£150,000
- 10% efficiency savings on minor remedial works as an agreed addition to inspections
- A 99.11% staff attendance reliability rate for c. 4.5 million hours in the last 12 months.

Besides the recruitment and management of PTS trained workers, our systems efficiently manage certification and training to ensure the workforce's ongoing compliance on site.

To assist travel to remote sites, McGinley manages a complex operational fleet of 250 commercial multi seat vehicles. Installing telematics in all our vehicles has reduced the driving safety risk, with zero vehicle RTCs, accidents or incidents on recent contracts.

## Examples of minor works carried out

Station New Build & Refurbishment	Removing & re-instating access points
Enabling	Removing and re-instating level crossings
Demolition	Level crossing upgrade bases
Excavation	Holdfast rubber level crossings
Drainage	Urx and Utx works
Foundations	Road closures
Shuttering	Making up of compound areas
Concrete bases	Organising compound areas
Access steps	Tactile paving
Disabled ramps	Tarmac and white lining
Troughing	Vegetation control
Cable ducting	Line side inspections and surveys
Cable laying	Property and asset maintenance
Fencing	Track monitoring
Tubular key clamp fencing	

## Case studies

The following case studies provide a small flavour of our experience of minor works contracts on rail projects.

## Network Rail – Schwihag roller plate replacement

**Location:** Bethnal Green to Stansted

**Client:** Network Rail

**Duration:** 9 months

Works involved upgrading 120 switches and crossings with Schwihag roller plates, at multiple work sites along the line.

This was a full package with planning, labour, plant and track hand back. Besides the roller plate installation, McGinley workers also identified timbers in need of replacement supported by photographic evidence and detailed reports. Some sites had concrete sleepers requiring a modified specification.

We deployed multiple teams of four multi-skilled operatives with a COSS and Handback to complete works at each location, along with a detailed Work Package Plan (WPP) and Safe System of Work Package (SSoWP).

Due to the nature of the works all works are undertaken in a green zone - T3 Possession safeguarded green zone to eliminate Adjacent Line Open (ALO) working. Where full access was not available, a separated green zone was utilised with a Site Warden ensuring the separation distance.

Our Planner attended meetings with Network Rail, who in turn provided their own S&T staff to assess and approve each installation.

Photos are from Brimsdown Station level crossing. Evidence also captured access points.



## Network Rail – Level Crossing renewal

**Location:** Winchelsea

**Client:** Network Rail

**Duration:** 3 shifts

Works involved replacing worn rubber pads and rotten timber cattle grids which had led to numerous complaints.

Following a site visit, our planner sourced the next possession and arranged a total road closure for the given weekend. McGinley supplied resource, plant and materials for the duration of the project, as detailed on the SSOW.

The client gave positive feedback on the professional manner of staff involved. The contract finished on time, on budget with no remedial action required.



## Network Rail - Access Point Upgrade

**Location:** Longfield Station

**Client:** Network Rail

**Duration:** 3 months

The Access Point upgrade project required McGinley to supply a fit for purpose 70m<sup>2</sup> (10m x 7M) RRV Access Point to the railway infrastructure to the required Network Rail standard (NR/L2/RMVP/0207).

McGinley supplied resource, plant and materials for the duration of the project.

This was a contract with an agreed programme of works and payment. Work finished on time, on budget with no remedial action required.



## Piling station RRAP – Fencing

**Location:** South Gloucestershire

**Client:** ABC Electrification

**Duration:** 6 shifts

The Piling station RRAP fencing project required McGinley to supply and fit a 160 meter galvanised mesh panel fencing with three sets of gates on the railway boundary.

McGinley supplied resource, plant and materials for the duration of the project.

This was a contract with an agreed programme of works and payment. Work finished on time, on budget with no remedial action required.



## Concrete slab drainage

**Location:** South Wales

**Client:** Balfour Beatty

**Duration:** On-going

The Whitand Drainage project required McGinley to install a concrete slab v-ditch approx. 400 meters in length.

McGinley supplied resource, plant and materials for the duration of the project.

This was a contract with an agreed programme of works and payment. Work finished on time, on budget with no remedial action required.



## Ballast shoulder removal

**Location:** Sussex  
– Littlehaven to Ockley  
**Client:** Network Rail  
**Duration:** 5 months

The Ballast Shoulder Removal scheme was a critical infrastructure project to eliminate flood risk to railway infrastructure over an eight mile worksite. Work comprised of the removal of contaminated ballast shoulder; installation of crest drainage, toe-ditch drainage, culvert drainage, track drainage; vegetation clearance and reformation of ballast shoulder.

McGinley supplied resource, plant and materials for the duration of the project.

Due to the detailed planning, excellent communication and delivery the project completed two weeks ahead of schedule providing an efficiency saving of £88,000 with no remedial action.



## New Hythe platform renewal

**Location:** New Hythe Station  
**Client:** Costain MFF  
**Duration:** 7 months

The Platform Renewal was an essential project to update all platforms at New Hythe. Work comprised of removing the existing timber-decked platform and installing a patented GRP and pedestal system, whilst creating a compliant platform height for passenger trains. All works were completed during possessions or line blocks when the station was closed to passengers. McGinley supplied resource, plant and materials for the duration of the project.

This was a contract with an agreed programme of works and payment. Work finished on time, on budget with no remedial action required.



