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Managing Director,
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Lewis Stavrou
Director,
Railtech Innovations



Mark Fisher
Project Manager
Transport for London

With over 24 years experience in the Railway construction industry, a permanent way specialist and Director at Railtech Innovations Ltd, Tom has worked on the Docklands Light Railway (DLR) network since 2007 and is the Railtech Innovations Project Director for the DLR Plain Line Renewals and DLR S&C Renewals Frameworks.

Tom thrives under pressure and enjoys the challenges involved in complex multidisciplinary project like this one...

Lewis is a railway professional, putting over 22 years into practice. He has vast experience in delivering complex multi-discipline projects as a Track CRE/Project manager and has utilised this experience within the business to build it into what it is today. He leads with vision, resilience, and has a passion for excellence. He thrives under pressure and embraces the challenges of the rail industry.

Lewis enjoys being on site whilst complex works are taking place as he takes immense pride in seeing his team safely and successfully deliver time after time.

Mark Fisher is a Project Manager working for Transport for London with a Master's Degree in Construction Project Management from Westminster University. Mark has 25 years of experience in the rail industry, joining as a labourer in 2000. From 2008 Mark has worked on the Docklands Light Railway (DLR) becoming a Project Manager in 2013.

As a client of Track projects, he is responsible for the following works – re-railing, replacement of S&C, Plain Line renewals and the replacement of life expired baseplates on track slab.



DOCKLANDS TRACK RENEWAL EASTER 2025



KNOWLEDGE 200
TRACK

During the Easter Weekend 2025, Railtech Innovations Limited undertook a full renewal of two crossovers, 1143a/b and 1145a/b and associated plain line inclusive of 4 x new adjustment switches, 250mm ballast renewal, conductor rail modifications, welding and design tamping. The works took place on the central route area outside Poplar main station which is the key intersection between the North, South East and West Routes and also the access to Poplar Depot, Docklands Light Railway (DLR) network. The maintainer, Keolis Amey Docklands (KAD) proposed this site was due for renewal and the scope of the renewal was defined, funded and delivered by Docklands Light Railway Limited (DLRL) with Railtech Innovations as the main contractor supported a wide range of skills provided by the supply chain.

As with any renewal on the Docklands Light Railway network, they are anything but conventional with this being no exception. The main challenge being location and the lack of access for materials and plant.

Understanding the many constraints, together with the Engineers and Operators from KAD and DLRL, Railtech Innovations developed an integrated programme which included many aspects, including road closures and diversions, timed panel deliveries which required police escort from South Mims services, movement orders for the 450t crane, Signalling & Telecomms (S&T) Disconnections during

engineering periods while the surrounding network maintained an operational service.

AS WITH ANY RENEWAL ON THE DOCKLANDS LIGHT RAILWAY NETWORK, THEY ARE ANYTHING BUT CONVENTIONAL WITH THIS BEING NO EXCEPTION. THE MAIN CHALLENGE BEING LOCATION AND THE LACK OF ACCESS FOR MATERIALS AND PLANT.

Another challenge regularly faced whilst working on the DLR is the non existence of engineering trains therefore specialist Road Rail Vehicles (RRVs) and automated ballast skips were opted for. Due to the amount of ballast required to complete the job, a separate compound was set up off site where ballast was brought from and to. We had 6 tipper lorries on turnaround which worked perfectly to keep the excavations flowing and not overcrowd the road closure.

A benefit of having the ballast in another compound was that the team could have a wetting station set up so every load being sent to site was heavily doused to ensure dust was kept to a minimum when being discharged. This was particularly important on this site as it was very close to public/residential areas.



Due to a very tight programme, we decided to have the main switch and crossing (S&C) panels prefabricated and transported to site via lorry. Due to the width of the panels, a police escort was required to ensure they arrived on site on time and undamaged.

Overall a very challenging but rewarding weekend for the team and its suppliers. A lot of work went into the planning of this job and the outcome speaks for itself.

Special thanks to Steve Cook and Nick Pexton from the Keolis Amey Docklands team, Mark Fisher, Chris Barron, Keiron Edgar and James Lock from the DLR Project Team.

And our supply chain:

Emerson Crane Hire Ltd
VolkerRail Ltd
RailX UK Ltd
WELD-A-RAIL LIMITED
Jimmy London's Ltd
SRC Group

Movaite
Quattro Plant Ltd
T Loughman & Co Ltd
Dynasty Rail Services
Progress Rail, A Caterpillar Company

Some headline numbers

- Installation of 1no. SV40 Crossover
- Installation of 1no. SV40 Turnout
- Installation of 1no. SV245 Turnout
- Installation of 4 x adjustment switches
- 28 welds
- 86 new bonds installed
- 980t of spent ballast removed
- 980t of new ballast installed
- 300mtrs of new plain line track installed
- 600mtrs of design tamping
- 600mtrs of conductor rail adjustments/modifications



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