



romac



METRO – COOLING THE TUBE

TfL IS PLANNING AN INCREASE IN TRAIN SERVICES BY 25% OVER THE NEXT FIVE YEARS. TO ENSURE PASSENGER COMFORT AND SAFETY AND MANAGE ANTICIPATED TEMPERATURE RISES EFFECTIVELY REQUIRES INVESTMENT IN THE TUBE'S VENTILATION SYSTEMS. THE FIRST STAGE OF TfL'S COOLING THE TUBE PLAN FOCUSES ON INCREASING THE AIR-HANDLING CAPACITY OF THE EXISTING VENTILATION EQUIPMENT.



Romac's solution

Romac played a vital role in the successful upgrade of the first ventilation shaft, by installing the new extraction equipment at 79 Drayton Park (N51 LZ) approximately 830m south of Finsbury Park and 1,110m north of Highbury & Islington Station on the Victoria Line.

The existing fan, electrical control gear, walkways, access, lifting beam and tunnel damper were all dismantled and removed from site. The new equipment was then installed section by section using a variety of innovative lifting, handling and installation techniques tailored to the project.

Safety considerations were paramount. The scope of work required Romac personnel to enter confined spaces within the shaft and work at heights in the headhouse. Romac employed a full range of handling solutions during the assembly process, including: hiab delivery vehicles, genie lifts, block & tackle (various weights). When the Romac operatives were required to work from heights the operatives would use scaffold towers, wearing harnesses with safety lines fixed at all times.

Romac overcome several unforeseen challenges during the project:

1. Some of the attenuation sections were not designed to be lifted once assembled. However pre-assembly was beneficial as it significantly sped up the installation programme, therefore Romac designed and manufactured lifting frames and support bars to enable pre-assembly and lifting the completed units.

2. Where the confined spaces in the headhouse did not allow pre-assembly. Romac adopted partial assembly and then fitted the sections together in the head-house.

3. Romac encountered some inaccuracies in the manufacture of certain sections of the fan assembly, the Romac installers were able to get around this by re-drilling new slots in the panel sections.

4. Romac achieved a good seal for the finished assembly by applying a strong mastic to each panel joint.

Results

As with other complex logistical and installation projects for LUL, Romac demonstrated its ability to be innovative and highly effective in meeting project time and budget requirements. Romac carried out this work to the highest standards of safety, customer service and environmental responsibility.

Romac Services for London Metro

Romac has a longstanding track record with London Underground and a first class reputation. Romac operatives have entry permits for TfL and provide final mile delivery and installation services to point-of-use:

- Project management; site survey/risk assessment, end-to-end documentation
- Warehousing/inventory management
- Equipment configuration
- Installation and kitting
- Time-specific deployment
- Reverse logistics and responsible disposal

About Romac

Romac is a specialised support services business providing final mile delivery and installation services across a wide range of industries from rail and underground transport infra-structure to tele-communications to imaging, retail and banking sectors.

For over thirty years we have been a trusted business partner to many world leading businesses, ensuring that new equipment is delivered and installed or obsolete equipment is decommissioned and removed at any time (day or night) to meet customer business requirements.

No challenge is too great for our dedicated teams of technicians, logistics experts and project managers.

"We were extremely impressed by the installation of the lower transition in such a confined space and I think that overall the workmanship of the mechanical installation was of a very high standard"

J Hay, Site Agent, Morgan Est plc

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