

GRUPPO BONOMI | OMNIA CASE HISTORY

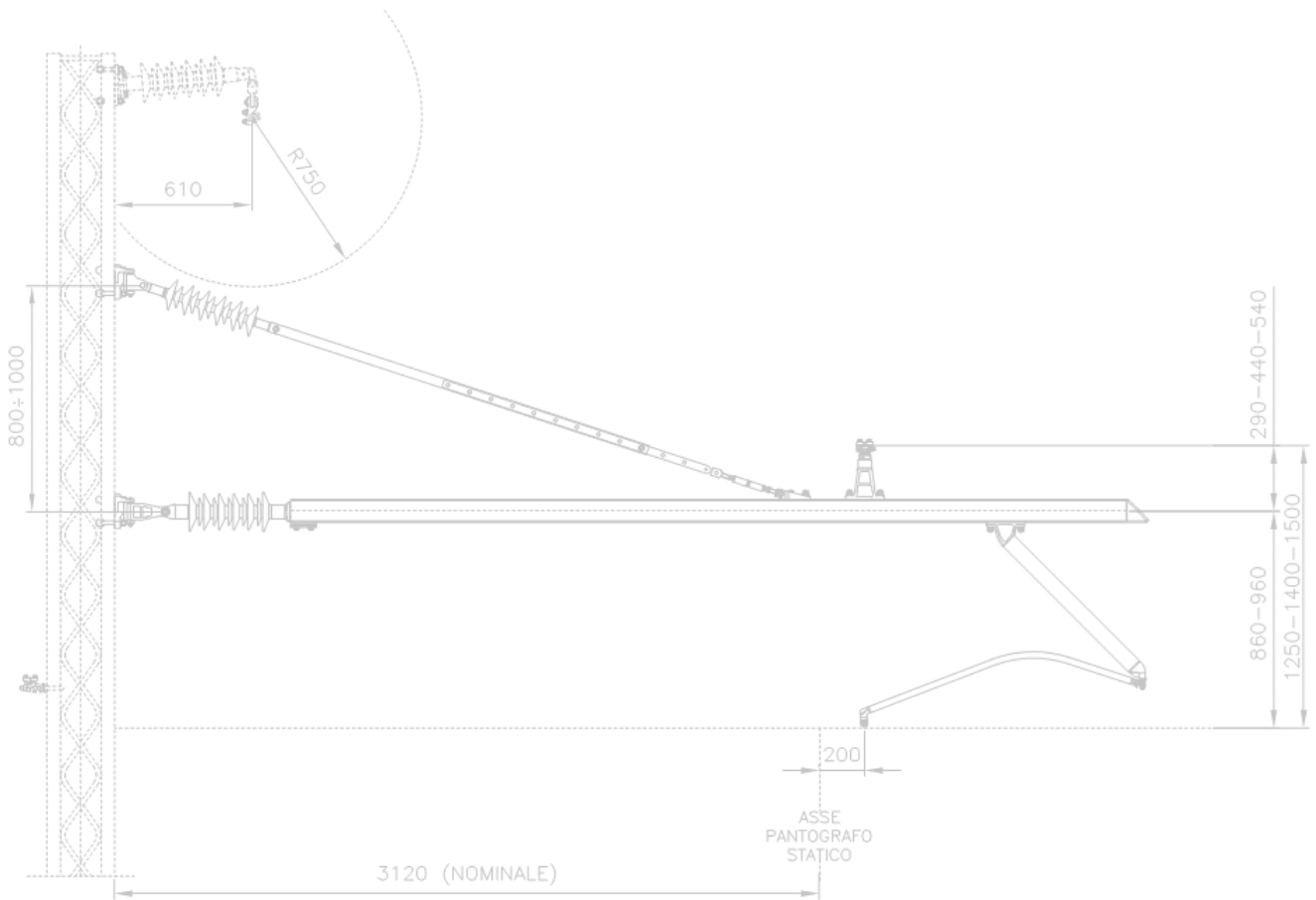
OMNIA FOR NETWORK RAIL

EDINBURGH-GLASGOW IMPROVEMENT PROGRAM

OMNIA

— SIMPLICITY IS PRICELESS —

OMNIA FOR NETWORK RAIL



OMNIA HAS BEEN
APPROVED AND TESTED
BY NETWORK RAIL
FOR THE ELECTRIFICATION
OF RAILWAYS IN THE
WHOLE UK DISTRICT.
LET'S FOCUS ON EGIP.

UK RAILWAY



ELECTRIFICATION PROGRAMME

MOVES FORWARD THANKS TO

OMNIA TECHNOLOGICAL SUPPORT

Stirling –Dunblane –Alloa electrification is part of the Edinburgh Glasgow Improvement Programme (EGIP)

Gruppo Bonomi and its UK partner PACE Networks worked to deliver the next phase of electrification of central Scotland's railway.

Route capacity will be increased by 30%, bringing journey times down to 42 minutes.

The project followed on from the electrification of Rutherglen to Coatbridge section. OMNIA prevailed over the competition by demonstrating clear advantages in the whole of life costs and improved safety through significantly less time working at height.

The OMNIA cantilever's alloy construction provides a 40% weight reduction over standard cantilevers.

OMNIA facilitated significant cost savings, providing simple geometry and reach adjustments while reducing the number of tools required from 5 to 2, significant components from 12 to 5, and the number of nuts needing tightening from 30 to 6.

PHASE ONE

Energised in May 2018, the first section of the Stirling-Dunblane-Alloa (SDA) electrification project completed covers 26 single track kilometres between Greenhill, Larbert and Polmont junctions and includes Falkirk Grahamston and Camelon stations.

GRUPPO BONOMI PROVIDED

OVER 500 OMNIA CANTILEVERS

SUPPORTING 120 KM OF WIRE DELIVERING

25,000 OF POWER TO A NEW FLEET OF

ELECTRIC CLASS 385 TRAINS.



PHASE TWO

Due for completion on schedule in December 2018. Phase two extends the route through to Dumblane in the north and Alloa in the east, with an additional 2,000 Omnia cantilevers completing the route length of 150 single track kilometres.

CONCLUSIONS

Gruppo Bonomi, working in partnership with its UK distributor PACE Networks and the contractor, provided project support and OMNIA cantilever material supply. The project successfully trialled the Gruppo Bonomi lean and flexible ordering process, with OMNIA supplied

and warehoused in sub-assembly form.

This approach provided increased flexibility, less risk when ordering against incomplete design and streamlined stock management.

Gruppo Bonomi and PACE Networks profiled the track plans to provide UK based emergency stock to match the predicted material requirements. As the project neared completion, Gruppo Bonomi and PACE Networks supplied sub-assemblies on short notice to maximise possession access and to minimise project cost.





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