High Speed 1 (HS1) is the UK’s first high speed railway, and was formerly known as the Channel Tunnel Rail Link. Section 1 of the line (from the Channel Tunnel to Fawkham Junction in north Kent) opened in September 2003. Section 2 of the line, completing the high speed route from Ebbsfleet in north Kent to St Pancras International station in London, will open on 14 November 2007.
**Contract 102**
*Removal of Gas Holders & Gas Governor Relocations – St Pancras*

An advance works contract, C102 covered the dismantling of the 140-year-old Grade 2 listed Victorian gasholders situated at the north of St Pancras station, and relocation of the existing gas governor.

Contractor: Edmund Nuttall Ltd
Awarded: 06/10/2000

**Contract 103**
*Civil Engineering Works – King’s Cross Railway Lands*

This contract comprises earthworks, bridges and viaducts for HS1 rail links north of the Regents Canal. Major structures include new bridges over the and East Coast Main Line, Midland Main Line and realignment of the North London Incline. Also included in this work is construction of two new tunnels that will provide a connection between the East Coast Main Line and the cross-London Thameslink route and diversion of the York Way road.

Contractor: Kier Construction Ltd/Edmund Nuttall Ltd
Awarded: 06/04/2001

**Contract 104 series**
*Railway Staging and Interface Works*

Work comprises track work between St Pancras station and the western portal of the HS1 London Tunnels. Also included in this contract are enabling works for the realigned North London Incline and Thameslink, including de-wiring of redundant overhead line equipment (OLE). Works also incorporate installation of new OLE (for example, in the Thameslink Box below St Pancras). Contract 104 works are divided into a number of contract packages:

- **Contract 104A: Signalling & Associated Telecommunications Work on Eastern Track Slew**
  Contractor: Westinghouse Signals Ltd
  Awarded: 06/10/2000

- **Contract 104B: Track work - Eastern Track Slew**
  Contractor: Motherwell Bridge Construction
  Awarded: 22/12/2000

- **Contract 104C: Telecoms for St Pancras Eastern Track Slew**
  Contractor: Thales Telecoms Services
  Awarded: 01/03/2001
Contract 104E: Midland Main Line slewing at St Pancras station
Contractor: Westinghouse Rail Systems Ltd
Awarded: 26/11/2001

Contract 104F: Slewing of MML to the west at St Pancras station
Contractor: Mowlem Railways
Awarded: 26/11/2001

Contract 104G: Signalling & Associated Telecoms for St Pancras
Contractor: Westinghouse Rail Systems Ltd
Awarded: 15/03/2002

Contract 104H: Design/ Installation of Overhead Lines at St Pancras station
Contractor: J Mowlem & Company Plc.
Awarded: 27/06/2002

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Contract 105
St Pancras Station

This work combines the St Pancras station train deck extension, refurbishment and structural modifications to the existing Grade I listed Barlow train shed. This consists of civil and structural works, facades, entrance screens and canopies, and roof for the deck extension. It also comprises internal architectural and building fit out, mechanical and electrical systems (other than lifts, escalators and passenger conveyors) and control and information systems.

Also included within this contract are civil works for the Thameslink Box, Midland Main Line and HS1 rail links south of Regents Canal, utility diversions, highway works, London Underground North Connection subway and railway protection works.

Contractor: CORBER Joint Venture - Costain Ltd, Bachy Soletanche Ltd, O'Rourke Civil Engineering, EMCOR Drake & Scull Group Plc
Awarded: 26/04/2002

Other HS1 contracts for the St Pancras area

Contract 124: Railway Staging and Interface Enabling Works at Kentish Town
Contractor: Railtrack Midland Zone
Awarded: 01/10/2000

Contract 125: LB Camden Depot - York Way
Contractor: J Mowlem & Co plc
Awarded: 02/07/2001

Contract 135: St Pancras Highways and Utilities Diversions.
Contractor: Edmund Nuttall Ltd
Awarded: 16/02/2001
Contract 137: Lifts at the international stations  
Contractor: Fujitec UK  
Awarded: 20/11/2001

Contract 138: Escalators at the international stations  
Contractor: Otis Ltd  
Awarded: 20/11/2001

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Contract 220  
Stratford to London West Portal  
The works comprised the construction of twin, 7.5km long bored tunnels (internal diameter 7.15m) from the HS1 London West Portal to the Stratford Box.  
The works also involved construction of ventilation shafts at Corsica Street and Graham Road, utility mitigation works at Caledonian Road and the construction of the track bed, walkways and drainage works inside the tunnels.  
Contractor: Nishimatsu/ Skanska-Cementation Joint Venture  
Awarded: 16/02/2001

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Contract 230  
Stratford Box and Land Raise  
The works comprise the construction of the 1km long Stratford Box to accommodate the new international station.  
The contract includes construction of twin track railway bridges across the Box (and associated works) as well as a single track link viaduct for to the new Temple Mills Depot for Eurostar trains.  
Early work included the relocation of the Frigoscandia Lorry park, the Channelsea diversion and modifications to the rail freight distribution sidings for the railhead and railway protection works.  
Spoil from the HS1 tunnels was delivered by conveyor to the site to raise the level of the Stratford Lands for regeneration and development of the area.  
The contract also included construction of the base ‘slab’ for Stratford International station.  
Contractor: Skanska UK Plc  
Awarded: 19/01/2001
**Contract 240**  
**Stratford to Barrington Road**

Consisting mainly of the construction of 4.7km long twin bore running tunnels (internal diameter 7.15m) from the east end of the Stratford Box to the Barrington Road ventilation shaft - construction of which was also part of the Contract 240 works.

Another ventilation shaft, at Woodgrange Road, was also included in the contract.

**Contractor:** Costain/Skanska/Bachy Soletanche Joint Venture  
**Awarded:** 16/02/2001

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**Contract 250**  
**Ripple Lane to Barrington Road**

The works comprised the construction of 5.3km of twin bore tunnels (internal diameter 7.15m) from the Ripple Lane portal, Dagenham to the Barrington Road ventilation shaft.

Works included a 500m long cut and cover tunnel and retained cut approach at the Ripple Lane portal together with emergency access and incident control facilities and a ventilation shaft at Wayside.

**Contractor:** Edmund Nuttall/Wayss & Freytag/Kier Consortium (Edmund Nuttall Ltd, Kier Construction Ltd, Wayss & Freytag Ingenieur Bau AG)  
**Awarded:** 16/02/2001

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**Contract 302**  
**Advanced Diversion of Ford Services**

This contract was based at the Ford Motor Company Estate at Dagenham and consisted of the construction of new service bridges at Thames Avenue and Kent Avenue. Works also included the diversion of utilities from existing road bridges to the new service bridges and the diversion of under track services at road bridges.

**Contractor:** Alfred McAlpine/AMEC Joint Venture  
**Awarded:** 01/12/2000

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**Contract 303**  
**Advanced Works Bridge Construction - Ford and Choats Manor Way**

This was made up of works on various structures located on private highways in the Ford Motor Company Estate and the Ripple Lane yard in Dagenham, including the demolition and reconstruction of private highway bridges at Kent Avenue and Thames
Avenue, a new highway bridge for Choats Manor Way plus approach structures and highway works.

**Contractor:** Kier Construction  
**Awarded:** 11/07/2000

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**Contract 310**  
**West Thames Ripple Lane to Thurrock**

The Contract 310 works covered the 11.4 km of HS1 between the tunnels at Ripple Lane and the approaches to the Thames Tunnel at Thurrock.

Structural works included the 520m long Rainham Viaduct (across Rainham Creek to Ferry Lane), the 1km long Aveley Viaduct (crossing the LT&S railway) and the 1.2km long Thurrock Viaduct passing over the Dartford Tunnel approaches and under the Queen Elizabeth II Bridge.

**Contractor:** Morgan Est/Vinci Joint Venture  
**Awarded:** 20/09/2001

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**Contract 320**  
**Thames Tunnel**

Contract 320 covered construction of the 2.5km long twin bore, 7.15m internal diameter tunnels between West Thurrock (Essex) and Swanscombe (Kent). The contract included some 1km of cut and cover and ‘open cut’ approach structures leading to the portals. The tunnel reaches a depth of 40m below the Thames.

**Contractor:** Hochtief/J Murphy & Sons JV  
**Awarded:** 19/01/2001

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**Contract 340**  
**Stratford and Ebbsfleet International Stations**

Work for Stratford International includes construction of station buildings, including platforms and passenger facilities. The station incorporates four platforms. The contract also incorporates work at Waterden Road Junction and the main access road to Stratford station including a new bridge over the River Lee along with various earthworks and landscaping.

Work for Ebbsfleet International includes station buildings, including platforms and passenger facilities. The station has six platforms, including a high-level island platform for future domestic services accessing the North Kent Line. Station access roads, car parking, earthworks and landscaping are also included in the works.
The main station buildings for Stratford and Ebbsfleet International are each 97m long, 45m wide and 9m in height.

Construction Manager: Rail Link Engineering (for various trade contracts)

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**Contract 342**  
Highways Works Connecting A2 to Ebbsfleet Station

Contract 342 covers the 3.5km of route between the Swanscombe portal of the Thames tunnel and Southfleet Junction, where Section 1 of high speed line is joined.

Work included two major bridge structures through existing chalk spines at Galley Hill Road and the North Kent Line, a wide span pedestrian bridge, elevated embankments and structures to connect to the North Kent Line and a cut and cover tunnel under the existing A2 at Pepper Hill.

The contract also included utility diversions and the enabling works for construction of Ebbsfleet International Station and highway works associated with Ebbsfleet International station (excluding internal circulation roads and car parks).

Contractor: Hochtief/ Norwest Holst JV  
Awarded: 11/01/2002

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**Contract 361**  
Advanced Works - Utilities Diversions between Ripple Lane and the Purfleet by-pass, Essex

Work consisted of pipe diversions, sludge mains diversions, pipework, construction of replacement ditches and watercourse diversions. Construction also comprised 7 road crossings, 6 river crossings, 4 railway crossings and 7 pipejack crossings.

Contractor: J Murphy & Sons  
Awarded: 01/10/2000

Also:

**Contract 365**  
Ripple Lane Under track Crossings

Contractor: AMEC Civil Engineering  
Awarded: 14/12/1999
**Contract 576**  
**Section 2 Track and Overhead Catenary System**

The scope of works includes the procurement, construction, installation, testing and commissioning of the permanent way for the Section 2 high speed lines. The principal elements of the work covers:

- construction and operation of a construction railhead at Swanscombe
- track work
- overhead catenary system

Work also includes verification and acceptance of the geometrical and bearing conditions of tunnels, structures and the prepared formation and sub-ballast put in place by the civil engineering contractors.

**Contractor:** ACT JV (Alstom Transportation Projects, Carillion Construction, Travaux du Sud-Ouest)  
**Awarded:** 30/08/2002

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**Contract 588**  
**Section 2 Mechanical and Electrical Systems**

The contract involves the design, procurement, installation, testing and commissioning to provide complete and fully operational mechanical and electrical systems. Work includes:

- auxiliary power distribution and lighting for open route and tunnels and shafts
- earthing and bonding
- tunnel ventilation systems
- lifts and stairs pressurisation fans
- cross passage doors and dampers
- drainage pumping stations
- fire fighting systems
- building services
- safety and operational signage
- painting and corrosion proofing

**Contractor:** EMCOR Drake and Skull Group Plc.  
**Awarded:** 16/07/2002