

# CONSTRUCTION & MANUFACTURING S.I.G.



**Paul Gent**  
SIG Chairman



**Makram Hayek**  
SIG Deputy Chair

At last the SIG has a new deputy chairman! Makram Hayek was elected to fill the position at the recent SIG meeting. Makram has worked for over 20 years in the Kingdom with leading international building contractors and has built up a considerable amount of excellent contacts of all nationalities. For all his sins Makram is also secretary of the Caledonian society and eager to recruit members for that cause also!

At the meeting it was agreed that one of the major objectives of the group is to increase the amount of networking amongst members both on business and social fronts. Details as to how this is to be achieved are covered in the minutes of meeting circulated to all members. The success of any such objective is really is up to the membership to help (ten out of sixty members attended the latest meeting and whilst there was a healthy spread of occupations/companies it is hoped that more members will attend future meetings).

Ronnie Middleton, the publisher of Gulf Construction & Gulf Industry Magazines kindly agreed to provide these publications to any SIG members that contacted him. I hope you find these interesting.

No major developments on the project news since the last newsletter. Ismail Farag, the SIG's Embassy representative has agreed to look into reactivating the Embassy's project list and this will be circulated as and when finalised.

Its good to see so many of you back in action! The next meeting will be on December 7th.

Picture below: Interesting boring - Gertrude



## Full Steam Ahead For New Rail Tunnels

A gigantic tunnel-boring machine - nicknamed "Gertrude" - is chewing its way deep underground in central London ready to join the Channel Tunnel Rail Link (CTRL) to more of the UK national network.

Construction has started for two new tunnels in the London main line King's Cross area that will link the East Coast Main Line and Thameslink lines.

A 50-metre-long tunnel-boring machine (TBM) - supplied by Dosco Overseas Engineering, based in Nottinghamshire, central England - is being used to construct the tunnels as part of work for Section 2 of the CTRL.

Prior to the start of tunnelling, the TBM has been nicknamed Gertrude by nurses from the nearby St Pancras Hospital during a visit to the construction site.

Each tunnel will be approximately 650 metres long, with a six-metre internal diameter. They will pass under the Regent's canal and connect with the existing Thameslink route close to King's Cross and St Pancras stations.

CTRL project manager and designer Rail Link Engineering and contractor Kier Nuttall Joint Venture will complete the tunnels while the area is a brownfield site to assist the rapid regeneration of the area.

The TBM uses a backhoe - a bucket on the end of a hydraulic arm - to excavate the ground. Approximately 46,000 bulk cubic metres of soil will be produced from each tunnel. It will be transported to an on-site railhead for removal for use as lining and capping material for landfill sites.

The London-based company Joseph Gallagher is carrying out the tunnelling work, with the precast concrete segments used to line the tunnels being supplied by Charcon Tunnels.

CTRL Section 2, the 39 kilometres (24 miles) between Southfleet in north Kent and St Pancras in central London, began in earnest in July 2001 and it is now 50 per cent complete.

When finished in 2007, the CTRL - costing 5.2 billion pounds - will halve journey times from central London to the Channel Tunnel. The CTRL will also provide the fixed infrastructure for new high-speed domestic services between London and Kent and will create three international stations at St Pancras, Ebbsfleet and Stratford, in addition to connecting with the existing Ashford International.