

## Cannon Street Station

Rail

Fire engineering is essential in every modern building. But what happens when standards change? Existing buildings must be upgraded and new systems installed against the clock and in difficult circumstances. Railtrack overcame this problem when upgrading protection at London's Cannon Street Station without disruption to the public. This was achieved with the help of consulting engineers Frankham Associates, main contractor Mansell PLC, mechanical and electrical contractor MJN and specialist fire resistant ductwork supplier Hargreaves.

The tragic fire at King's Cross underground station first provided the spur for action. Consultations with the London Fire and Civil Defence Authority led to the London Stations Improvement Project, a Railtrack

initiative to improve fire detection, alarm and escape routes for passengers. There were 13 stations affected.

The system uses the deep concrete beams that

*The logistics of the installation are remarkable*

cross the roof to demarcate the fire zones and act as barriers to smoke travel. There are seven zones in total. Fire resistant ductwork by specialist contractor Hargreaves is used for

CASE STUDY

### PROJECT DETAILS

**Project Name:** Cannon Street Station

**Client:** Mansell plc

**Contractor:** MJN

**Location:** London

**Value:** £0.6 million

**Date:** 1998



smoke removal from these zones. The majority of this ductwork, comprising almost 1.5Km in total, is 1.2 metre diameter, with flat oval ducts being employed where ceiling heights were limited.

The logistics of the installation are remarkable. Track possession was agreed with



Railtrack six months in advance and the installation had to proceed to a strict timetable. Hargreaves could only install the above track bed ducts between 10pm and 6am. This made it necessary to install and remove the Youngman's access at the start and end of each shift.

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