



**Client:** Network Rail

**Simon, Route Asset Manager**

## **TRANSCRIPT AND SCRIPT FOR PROMOTIONAL VIDEO**

When I joined Network Rail fresh out of school, I had no idea that 25 years later I'd still be there having worked my way through various roles, climbing up the ranks. Being offered the chance to join their assets team while simultaneously studying for my engineering qualifications on day release was an easy decision for me – while my friends went off to university, I was learning on the job, and I always felt like that gave me a valuable head-start. And now that I'm involved in fascinating projects such as the Electrification Programme, I'm more appreciative than ever of where that head-start has put me – right at the heart of a huge overhaul of our railway system that will benefit millions of passengers.

Joining Network Rail and getting my qualifications as a Chartered Engineer was an obvious career path. I'd always been interested in engineering and heritage – I loved history and I restore old cars in my spare time, so becoming a Route Asset Manager whereby I'm responsible for more than 200 stations and all of the buildings and structures on that route is the perfect combination for me. I get to indulge my passion for architecture combined with my love of fixing things.

In fact, 'fixing things' is a huge part of what I do – I have a yearly budget of £50million to make sure that structures are well-maintained and that they're safe, all the while preserving as many of the original features as possible. With the onset of the Electrification programme, that role has never been more crucial. Quite simply, the programme is bringing our railway routes into the 21<sup>st</sup> Century. The works are absolutely essential, but so is protecting the many outstanding buildings that the wires will be going through. It's a challenge that I love, and I'm determined to see it done well. So many of these old buildings were designed by forward-thinking architects 130 years ago who would be simply amazed that we haven't done this yet, so it's my pleasure to preserve their work while bringing us up to date.

With the Electrification programme has inevitably come questions about safety, but that's something I'm used to. Just as the electrification will provide our customers with safer, speedier journeys, I've got to think about the stability of our buildings and how old structures will cope with modern technology weaving through them. I need to be sure that pieces of metal aren't coming down. It was this desire that prompted me to come up with a £17million scheme to work on the roof of Bristol Temple Meads station. The



works are absolutely essential if everything is to keep working well, so I spent eight months fighting to secure the budget. I was so proud when my ideas were approved and we were granted the finances, and when the work is completed in two years, it's going to look fabulous.

Of course not everything can be planned for, as proved when Dawlish station was washed away during the floods. 300 metres of platform was swept into the sea along with the track, and the station building was ruined, but we all pulled together to repair and rebuild in just 6 weeks – it should have taken months and months to do that scale of work. It was miraculous.

It's that amazing team spirit that makes me so proud to work for Network Rail. It's such an inspirational place to work – everyone is constantly learning from each other, and we work in a supportive environment where we listen to each other's ideas and plan for the future – we want the rail system to be the best it possibly can be. It's stood the test of time so far, and it's fantastic that we're investing in it so that it will continue to serve future generations. We have a company ethos that we're delivering a better railway for a better Britain, and it's immensely satisfying to be part of such a positive objective.

I have a lot to thank Network Rail for – they supported me throughout my training, they've helped me progress my career, they've given me a huge amount of responsibility and have provided me with a job that I continue to love. I really couldn't ask for more.

## **SCRIPT**

*Simon smiling at the camera*

**SIMON:** I'm 44 years old – but at Network Rail I'm an old timer! I've been working here for 25 years, and each one of those years has brought new challenges.

*Simon standing on a platform with the sea behind him.*

**SIMON:** From high-profile projects like the Electrification Programme, to smaller-scale projects like the renovation of Dawlish station when the floods washed it into the sea, I've seen it all.

*Simon standing in Bristol Temple Meads station while passengers rush around him.*

**SIMON:** It's so satisfying seeing an idea through from concept to completion. Like the £17million works on Bristol Temple Meads station – I knew the public would benefit from my ideas, and Network Rail trusted my advice.



*Simon talking to his boss.*

**SIMON:** It's hugely satisfying when your employer values your opinions and places so much trust in you.

*Simon in a hardhat, checking progress on maintenance works/building site*

**SIMON:** Keeping our customers safe is a key concern for me. I don't want anything to go wrong, so I meticulously plan for maintenance works both now and in the future.

*Simon at his desk, typing into his calculator*

**SIMON:** That's why Network Rail give me a budget of £50million a year – to make sure my 200 stations are in the best condition possible.

*Simon gazing around a beautiful old building*

**SIMON:** It's that level of responsibility that makes my job so enjoyable. I love working on big projects like the Electrification Programme. It's up to me to make sure that the new overhead lines don't ruin 130-year old buildings when they pass through them.

*Simon in a boardroom, in an enthusiastic meeting*

**SIMON:** A huge bonus of my job is the people I meet on a daily basis – stakeholders from train companies who want reassurance that Network Rail are taking care of their needs. And of course we are.

*Simon shaking hands with stakeholders as they leave the office*

**SIMON:** No two days are ever the same.

*Simon next to the tracks (beautiful backdrop of countryside/seaside obviously) holding an ice cream with a clipboard tucked under his arm*

**SIMON:** And of course the odd site visit in Devon or Cornwall isn't too much of a hardship. I only have to watch one train whizz through the countryside and past beautiful buildings to remember just how lucky I am.

*Simon looking at an old photo of himself*

**SIMON:** 25 years is a long time to commit to one company, but I wouldn't change a thing about my working life.

*Simon flicking through old notebooks*

**SIMON:** Network Rail funded my engineering training and set me up with a career that I love.



*Simon working on one of the cars he restores*

**SIMON:** It's given me a unique opportunity to combine my love of restoring old things with engineering. And I know my career possibilities within the company are endless.

*Simon looking at the camera, then turns as he walks back to join his happy colleagues*

**SIMON:** I feel very lucky to have spent 25 years with Network Rail and I can't wait to see what tomorrow brings.

**Prompts for above answers:**

*How old are you? How many years have you been with Network Rail?*

*What projects have you most enjoyed being involved in?*

*What projects (that were your ideas) have you seen through from start to finish?*

*Is it satisfying to work for a company that trusts your advice?*

*Is safety a big concern for you?*

*How big is your budget? How many stations do you look after?*

*How are you involved in the Electrification Programme?*

*What do you most enjoy about your working day?*

*Do you ever get bored?*

*What is it about site visits that you most enjoy?*

*Do you ever regret committing so much of your career to one company?*

*How did you fund your professional qualifications?*

*Why is your career so perfect for you?*

*Are you looking forward to your future with Network Rail?*

**ENDS**