

		NETWORK RAIL Bridge Detailed Examination Report										
ELR: LLA		Contract Mileage: 004 m 1320 yds 60.00 ch						Struc. Ref: 4 60				
Examination Type: Bridge Detailed						NR ID: 20078434		Exam Date: 28/08/2024				
GPS:						OS Ref: SN58240336						
Structure Name: River Gwilli.						Type: BU		Exam ID: 16370968				
Route: Wales						Complete Exam: yes						
Section A: To Be Completed By The Examining Organisation												
HIDDEN PARTS NOT EXAMINED (EXCLUDING FOUNDATIONS)				Part				Reason				
1				Parts of abutments				Depth of water -				
2				Ds of HM abutment				Vegetation -				
ITEM	DESCRIPTION	LOCATION	Est. Cost £ +/- 20%	Priority Within	Quantity	Severity	Probability	Risk Score	Works Category			
1	Remove tree growing from fracture and repair area of displaced masonry (New recommendation)	LM abutment, US end	4000	1yr	1unit	3	3	E9	Brickwork/Stone Repairs			
2	Consider removing extensive vegetation growing through fencing (New recommendation)	DS approaches at track level	1000	1yr	40m2	2	3	E6	Vegetation			
3	Request S & T replace missing and displaced troughing lids (New recommendation)	Along the top od DS edge girder		Immed	5m2	5	1	M5	Other			
4	Replace 2No rotten timber ballast boards (New recommendation)	Adjacent to main girders	1000	1yr	2unit	3	2	M6	Other			
Data in this table prior to this examination date is imported from NR, Amey does not verify its completeness or accuracy												
No	Description	Location	Exam Date	Access Gained	Exam Type	Rec Raised	Risk Score	Access Req'd	Deter - ioration	Repaired	Flagged for closure	Engineer Comments
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	15/05/2018	Yes	D		4	No	Baseline	No	N	Also at LM end cut out between brg stiffener and first stiffener
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	18/09/2019	No	V		4	Yes	Not Viewed	No	N	Cannot determine. Review at next examination.
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	30/09/2020	No	V		4	Yes	Not Viewed	No	N	Unable to view at this exam; risk score unchanged
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	01/11/2021	No	V		4	Yes	Not Viewed	No	N	Unable to view
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view at VE.
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view at VE.
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No	Description	Location	Exam Date	Access Gained	Exam Type	Rec Raised	Risk Score	Access Req'd	Deterioration	Repaired	Flagged for closure	Engineer Comments	
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view at VE.	
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view at VE.	
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	25/05/2023	No	U.WAT		4	Yes	Not Viewed	No	N	Location beyond scope of UW exam	
12	Inner edge at first and second CG, outer edge at fourth stiffener	Bottom flange MGE1 Upside edge girder	08/03/2024	No	V		4	Yes	Not Viewed	No	N	Unable to view	
12	Loss of section x4. worst 400mm x 120mm	Bottom flange MGE1 Upside edge girder	28/08/2024	Y	D	N	4	N	No Deterioration	N	N	NFD	
12	Loss of section x4. worst 400mm x 120mm	Bottom flange MGE1 Upside edge girder	28/08/2024	Yes	D		4	No	No Deterioration	No	N	NFD	
13	Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM	LM abutment, HM abutment, between MGE1 and MGE2.	15/05/2018	Yes	D		4	No	Baseline	No	N	At HM only between MGE1 and MG11	
13	Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM	LM abutment, HM abutment, between MGE1 and MGE2.	18/09/2019	No	V		4	No	Not Viewed	No	N	Cannot determine. Review at next examination.	
13	Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM	LM abutment, HM abutment, between MGE1 and MGE2.	30/09/2020	No	V		4	Yes	Not Viewed	No	N	Unable to view at this exam; risk score unchanged	
13	Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM	LM abutment, HM abutment, between MGE1 and MGE2.	01/11/2021	No	V		4	Yes	Not Viewed	No	N	Unable to view	
13	Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM	LM abutment, HM abutment, between MGE1 and MGE2.	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view at VE.	
13	Top three courses pushed to 20mm HM (part), isolated stones	LM abutment, HM abutment, between	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view at VE.	

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No	Description	Location	Exam Date	Access Gained	Exam Type	Rec Raised	Risk Score	Access Req'd	Deterioration	Repaired	Flagged for closure	Engineer Comments
	loose to hammer LM	MGE1 and MGE2.										
13	Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM	LM abutment, HM abutment, between MGE1 and MGE2.	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view at VE.
13	Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM	LM abutment, HM abutment, between MGE1 and MGE2.	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view at VE.
13	Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM	LM abutment, HM abutment, between MGE1 and MGE2.	25/05/2023	No	U.WAT		4	Yes	Not Viewed	No	N	Location beyond scope of UW exam
13	Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM	LM abutment, HM abutment, between MGE1 and MGE2.	08/03/2024	No	V		4	Yes	Not Viewed	No	N	Unable to view
13	Top three courses pushed to 20mm, with 4mm fracturing	HM abutment, between MGE1 and MGE2.	28/08/2024	Y	D	N	4	N	No Deterioration	N	N	NFD
13	Top three courses pushed to 20mm, with 4mm fracturing	HM abutment, between MGE1 and MGE2.	28/08/2024	Yes	D		4	No	No Deterioration	No	N	NFD
14	PNE - Watercourse	Substructure and superstructure soffit	30/09/2020	No	V		4	Yes	Baseline	No	N	Review at next exam, ensure full access is gained at DE
14	PNE - Watercourse	Substructure and superstructure soffit	01/11/2021	No	V		4	Yes	Not Viewed	No	N	Ongoing, U.WAT examination required for abutments and invert
14	PNE - Watercourse	Substructure and superstructure soffit	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view, ongoing, UWE required for abutments and invert.
14	PNE - Watercourse	Substructure and superstructure soffit	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view, ongoing, UWE required for abutments and invert.
14	PNE - Watercourse	Substructure and superstructure soffit	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view, ongoing, UWE required for abutments and invert.
14	PNE - Watercourse	Substructure and	08/12/2022	No	V		4	Yes	Not Viewed	No	N	Unable to view, ongoing, UWE required for abutments and invert.

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No	Description	Location	Exam Date	Access Gained	Exam Type	Rec Raised	Risk Score	Access Req'd	Deterioration	Repaired	Flagged for closure	Engineer Comments
		superstructure soffit										
14	PNE - Watercourse	Substructure and superstructure soffit	25/05/2023	Yes	U.WAT		4	Yes	No	No	N	Examined at this UW exam
14	PNE - Watercourse	Substructure and superstructure soffit	21/09/2023	No	RR		4	Yes	Not Viewed	No	N	Unable to view, ongoing, UWE required for abutments and invert.
14	PNE - Watercourse	Substructure and superstructure soffit	08/03/2024	No	V		4	Yes	Not Viewed	No	N	Unable to view, ongoing, UWE required for abutments and invert.
14	PNE - Watercourse	Substructure and superstructure soffit	28/08/2024	Y	D	N	1	N	N/A	N/A	N	Access gaining and U.WAT examination last carried out 25/05/2023
14	PNE - Watercourse	Substructure and superstructure soffit	28/08/2024	Yes	D			No	N/A	N/a	N	Access gaining and U.WAT examination last carried out 25/05/2023
15	PNE - Vegetation (5m2) Japanese knotweed	DS of HM abutment	28/08/2024	Y	D	Y	6	Y	Baseline	N/A	N	Remove vegetation, including Japanese knotweed to allow compliant examination (New recommendation)
15	PNE - Vegetation (5m2) Japanese knotweed	DS of HM abutment	28/08/2024	Yes	D		6	Yes	Baseline	N/a	N	Remove vegetation, including Japanese knotweed to allow compliant examination (New recommendation)
16	Loss to stiffeners - worst 100mm x40mm x 10mm, O/S deep pitting to 8mm painted over.	MGE2 - DS edge girder	28/08/2024	Y	D	N	4	N	Baseline	N/A	N	Monitor during future examinations
16	Loss to stiffeners - worst 100mm x40mm x 10mm, O/S deep pitting to 8mm painted over.	MGE2 - DS edge girder	28/08/2024	Yes	D		4	No	Baseline	N/a	N	Monitor during future examinations
17	Diagonal step joint fracture to upside on rounded area of return. Open 50mm at top of wall with stones displaced forward 50mm around tree growing from fracture. Open 10m at bottom of fracture. Full height of abutment from concrete apron	LM abutment, US end	28/08/2024	Y	D	Y	9	N	Baseline	N/A	N	Remove tree growing from fracture and repair area of displaced masonry
17	Diagonal step joint fracture to upside on rounded area of return. Open 50mm at top of	LM abutment, US end	28/08/2024	Yes	D		9	No	Baseline	N/a	N	Remove tree growing from fracture and repair area of displaced masonry

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No	Description	Location	Exam Date	Access Gained	Exam Type	Rec Raised	Risk Score	Access Req'd	Deterioration	Repaired	Flagged for closure	Engineer Comments
	wall with stones displaced forward 50mm around tree growing from fracture. Open 10m at bottom of fracture. Full height of abutment from concrete apron											
18	Extensive vegetation growing through fencing (40m2)	DS approaches at track level	28/08/2024	Y	D	Y	6	N	Baseline	N/A	N	Consider removing extensive vegetation growing through fencing
18	Extensive vegetation growing through fencing (40m2)	DS approaches at track level	28/08/2024	Yes	D		6	No	Baseline	N/a	N	Consider removing extensive vegetation growing through fencing
19	Missing/displaced S & T troughing lids (5m)	Along the top od DS edge girder	28/08/2024	Y	D	Y	5	N	Baseline	N/A	N	Request S & T replace missing and displaced troughing lids
19	Missing/displaced S & T troughing lids (5m)	Along the top od DS edge girder	28/08/2024	Yes	D		5	No	Baseline	N/a	N	Request S & T replace missing and displaced troughing lids
20	2No rotten timber ballast boards to 100mm when probed, 1No to each side	Adjacent to main girders	28/08/2024	Y	D	Y	6	Y	Baseline	N/A	N	Replace 2No rotten timber ballast boards
20	2No rotten timber ballast boards to 100mm when probed, 1No to each side	Adjacent to main girders	28/08/2024	Yes	D		6	Yes	Baseline	N/a	N	Replace 2No rotten timber ballast boards
Engineers Notes												
RESUBMITTED REPORT - NR REJECTION - No Changes												
Signed For Employer		<i>Martin Downes</i>					Name Martin Downes		Date 30/01/2025			

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Struc. Type BU	NR ID 20078434	OS Ref SN58240336	Exam ID 16370968
Dimensions	Height 3.8m Length 8m Span 8m No. Spans 1		Exam Date 28/08/2024
Primary Material	RBE - Steel		Last Detailed 15/05/2018
Secondary Material			Last Visual 08/03/2024
Structure Carries	Rail	Over	Water
Photo: Upside Elevation (28/08/2024)			
Map Extract: Loaded from ALARM			
EXAMINER COMMENTS Page 6 of 35			

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Defect(s) present on this structure I confirm that the previous detailed and visual reports have been reviewed and the dates of said reports are given in this report The last Detailed Examination was complete No indications of failure at track level Has all the structure been examined? no (if no, see report for details) Abutments where below water level. Downside of HM abutments where covered with Japanese Knotweed. Approx. 5m2. Main girder 2 external ends where covered in vegetation. Timber ballast boards where buried by ballast. Has the structure been viewed under load? yes		
Signed	Michael Houlding	NameMichael Houlding Date14/11/2024
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ELR: LLA	Contract Mileage: 004 m 1320 yds 60.00 ch		Struc. Ref: 4 60
Element Status Table			
Element Name	Status	Condition	
Main Girder	Examined	Fair	
Cross Girder	Examined	Fair	
Rail Bearers	Examined	Fair	
Deck / Floor	Examined	Fair	
Rivets and Bolts	Examined	Fair	
Abutments	Examined	Fair	
Pointing	Examined	Fair	
Bedstones and Cills	Examined	Fair	
Bearings	Not Examined	Cannot Determine	
Ballast Plates and Boards	Examined	Fair	
Water Proofing	Not Examined	Poor	
Handrails	Examined	Fair	
Painting	Examined	Fair	
Track / Road	Examined	Good	
Vegetation	Yes	Extensive	
Signs/Plates	Examined	Poor	
S&C Trough	Examined	Poor	
Record of Observations Under Load			
Load Type	Area Observed	Result Of Observation	Date & Time
Loco-hauled Passenger Train	Main girders	No Deformation Noted	28/09/2024 14:33
Comments			
ADDITIONAL GENERAL COMMENTS This structure is located on the LLA(LLANDEILO LINE) between Llangennech and Pontarddulais at 4m 60c and carries a bi-directional line over a water course. -- This bridge is constructed of steel main girders with timber deck, supported by stone abutments and bed stones. -- LM = Low Mileage. (Llangennech) HM = High Mileage. (Pontarddulais) -- Examination to underside carried out under mentorship of Jonathan Jarvis 28/08/24 Examination of topside completed under mentorship of Robert Jones 12/11/24 -- MEASUREMENTS Maximum Height – 3.80m Minimum Height – 3.80m Length – 8m Square span – 8m -- CLEARANCES U/S L/M – 1.15m U/S H/M – 1.35m D/S L/M – 810mm D/S H/M – 810mm			

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METHOD OF EXAM/TOOLS USED Water safety team present to enable access to underside using a dinghy. Line block utilised to gain access to trackside. -- Typical hand tools and standard equipment used to include digital camera, tapping hammer, tape measure, disto, chalk.		
NEW DEFECT(S) NONE		
PREVIOUSLY RECORDED SIGNIFICANT (OPEN) DEFECT(S) DEFECT NUMBER 12 Defect Location: Bottom flange MGE1 Upside edge girder Defect Description: Inner edge at first and second CG, outer edge at fourth stiffener Identified on: 15/05/2018 Status: No deterioration Defect Comment: Previous Defect Photo: 8 - Defect 12 28/08/24 DEFECT NUMBER 13 Defect Location: LM abutment, HM abutment, between MGE1 and MGE2. Defect Description: Top three courses pushed to 20mm HM (part), isolated stones loose to hammer LM Identified on: 15/05/2018 Status: No deterioration Defect Comment: Previous Defect Photo: 9 - Defect 13 28/08/24 DEFECT NUMBER 14 Defect Location: Substructure and superstructure soffit Defect Description: PNE - Watercourse Identified on: 30/09/2020 Status: No deterioration Defect Comment: Previous Defect Photo: 10 - Defect 14 - 28/08/24		
PREVIOUS RECOMMENDATION(S) - See Recommendation(s) below NONE		
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Record of Condition by Element			
Element Name	Status	Condition	
Main Girder	Examined	Fair	
Main Girder 1 (DK1-MGE1): To the outer edge of the main girder an area of old standing loss of section 300mmL x 50mmD directly below the 4th stiffener from LM end. NFD. Photo 12 -- To the inner edge of the main girder at the connection with the first cross girder is an area of old standing loss of section 250mmL x 50mmD. NFD. Photo 13. -- To the inner edge of the main girder at the connection with the second cross girder and area of old standing loss of section to 280mmL x 45mmD. NFD. -- LM End for the girder is an area that has been cut out 400mmL x 120mmD between the bearing stiffener and the first stiffener. The edges to the area is starting to show light surface corrosion. NFD. Photo 14. -- Remainder of girder and stiffeners showing extensive deep corrosion <8mm. NFD. Painted over and paintwork still intact. -- Deep pitting/loss around stiffener connections to top flange of old standing painted over and show NFD. -- Repairs to loss of section at each end of girder remain solid and intact. ----- Main Girder 2 (DK1-MGE2): Girder shows extensive deep pitting which has been painted over <8mm. NFD. -- Corrosion sores beginning to show through the paintwork throughout length of bottom flange <2mm deep. NEW. Photo 15. -- Loss of section to all stiffeners in centre (previous height of removed span beams). Worst 100mm x 40mm x 10mm. NFD. All painted when bridge was repaired. Photo 16,17. -- Deep pitting/loss around stiffener connections to top flange of old standing painted over and show NFD. -- Repairs to loss of section at each end of girder remain solid and intact. See photo: 12 - Loss of Section (28/08/2024) See photo: 13 - Loss of Section (28/08/2024) See photo: 14 - Cut Out (28/08/2024) See photo: 15 - Main Girder 2 Bottom Flange (28/08/2024) See photo: 16 - Typical Loss to Stiffeners (28/08/2024) See photo: 17 - Typical Loss to Stiffeners (28/08/2024)			
Cross Girder	Examined	Fair	
(DK1- XGI1) Both cross girders in similar condition. Repairs carried out previously remain solid. Deep pitting visible to webs below paintwork. <8mm deep. NFD. -- Corrosion to top angles <2mm. NEW. Photo 18,19. See photo: 18 - LM Cross Girder (28/08/2024) See photo: 19 - HM Cross Girder (28/08/2024)			
Rail Bearers	Examined	Fair	
(DK1-LSE1) Rail bearers renewed when bridge overhauled in 2016/17. -- Surface corrosion to top flange in several areas to both <1mm. NEW. Photo 20. See photo: 20 - Typical Rail Bearer Corrosion. (28/08/2024)			
Deck / Floor	Examined	Fair	
(DK1-DCK1) Algae staining to boards throughout. Minor vegetation growing between boards. White fungus type staining to several boards. Timbers probed where damp stained and fungus growth present<5mm deep. Photo 21 See photo: 21 - Typical Deck Boards (28/08/2024)			
Rivets and Bolts	Examined	Fair	
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Corrosion sores present to several rivet heads to upside main girder bottom flange. Many rivets replaced with bolts during overhaul period. Paint intact throughout.			
Abutments	Examined	Fair	
LM Abutment (ES1-ABT1) Wall of uneven appearance to top stone section. Concrete apron to lower portion of wall. Photo 22. -- Isolated stones loose to hammer mainly to upper courses. NFD. -- Isolated spalling located at upside end return wall at water level 300mm L x 250mm H x <100mm deep. This is of longstanding. NFD. Photo 23. -- Diagonal step joint fracture to upside on rounded area of return. Open 50mm at top of wall with stones displaced forward 50mm around tree growing from fracture. Open 10m at bottom of fracture. Full height of abutment from concrete apron. NEW. Photo 24,25. ----- HM Abutment (ES2-ABT1) Previously reported - Isolated stone work displaced at worst located between DK1 MGE1&MGI1 to top 3No courses, 500mm L x 500mm W and pushed forward <20mm with fracturing <4mm wide. note, isolated stones loose to hammer. This is of longstanding and shows no further deterioration. Photo 26 -- Isolated pointing repairs have been carried out with open joints remaining mainly at the lower ¼ of the abutment. Date tab present on pointing repairs upside (1/11/16) and intact. Photo 27,28. See photo: 22 - LM Abutment (28/08/2024) See photo: 23 - Spalling (28/08/2024) See photo: 24 - Fracture (28/08/2024) See photo: 25 - Displacement Around Tree (28/08/2024) See photo: 26 - Loose to Hammer (28/08/2024) See photo: 27 - HM Abutment (28/08/2024) See photo: 28 - Date Tab (28/08/2024)			
Pointing	Examined	Fair	
Isolated open joints <5m2 to full structure.			
Bedstones and Cills	Examined	Fair	
General Weathering only. Photo 29. See photo: 29 - Typical Bedstone (28/08/2024)			
Bearings	Not Examined	Cannot Determine	
Lead bearings present only visible where sticking out from under upside LM girder end. Photo 30 See photo: 30 - Lead Bearing (28/08/2024)			
Ballast Plates and Boards	Examined	Fair	
Ballast boards to trackside show rot with loss to centre of downside boards. NEW. 200mm long x 60mm deep. Timbers probed in this area to 100mm deep Photo 31. -- Upside boards show loss to top edge 50mm deep x 600mm long. NEW. Probed here to 70mm deep. Photo 32. -- Remainder of boards appear to be in a good condition but unable to view below ballast level. -- Ballast walls present at each end of deck. General weathering with isolated pointing loss. <2m2. See photo: 31 - Downside Ballast Board (12/11/2024) See photo: 32 - Upside Ballast Board (12/11/2024)			
Water Proofing	Not Examined	Poor	
If present evidence of failure due to deck boards being damp.			
Handrails	Examined	Fair	
Handrail to the upside of structure. Firm and secure. Old standing loss to several stiffener plates of uprights and base plate of upright. Painted over and paint remains intact. NFD. Photo 33,34. -- To the downside wire mesh fencing present preventing fall from height to river below. All secure and intact. Vegetation is beginning to grow through the mesh at both HM and LM ends. NEW. Photo 35. See photo: 33 - Upside Handrail (12/11/2024)			
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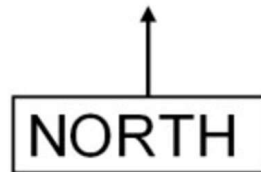
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See photo: 34 - Loss to Uprights (12/11/2024) See photo: 35 - Upside Fencing (12/11/2024)			
Painting	Examined	Fair	
Mainly intact. Isolated spots of failure to bottom flanges of main girders and top angles of cross girders.			
Track / Road	Examined	Good	
CWR on wooden sleepers retains good alignment with no evidence of subsidence to the formation.			
Vegetation	Yes	Extensive	
Extensive to tops of abutments on downside where superstructure removed. Approx. 40m2 present. This includes Japanese Knotweed.			
Signs/Plates	Examined	Poor	
Water level indicators present to both abutments and clean. -- Limited clearance signs present to HM upside and LM downside only. Both plates are dirty with algae. Photo 36. See photo: 36 - Typical Limited Clearance Plate (12/11/2024)			
S&C Trough	Examined	Poor	
S&C Trough installed along top of downside main girder. Lids missing throughout almost full length. Photo 37. See photo: 37 - S&C Trough (12/11/2024)			
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Monitoring Devices Present (if Yes - see Element detail for advice)			
Date Tab	Yes		
Comment	See abutments for details		
Location	Width	HorizontalDisplacement	VerticalDisplacement
Plumb Points	No		
Avongards	No		
Inclinometers	No		
Total stations	No		
Environmental Factors Present: Yes			
Item Number	Description	Location	
1	Japanese Knotweed present.	Gabion baskets to adjacent to upside of abutment and banking downside adjacent to abutments	
See photo: 11 - HM Abutment 28/08/24			
			
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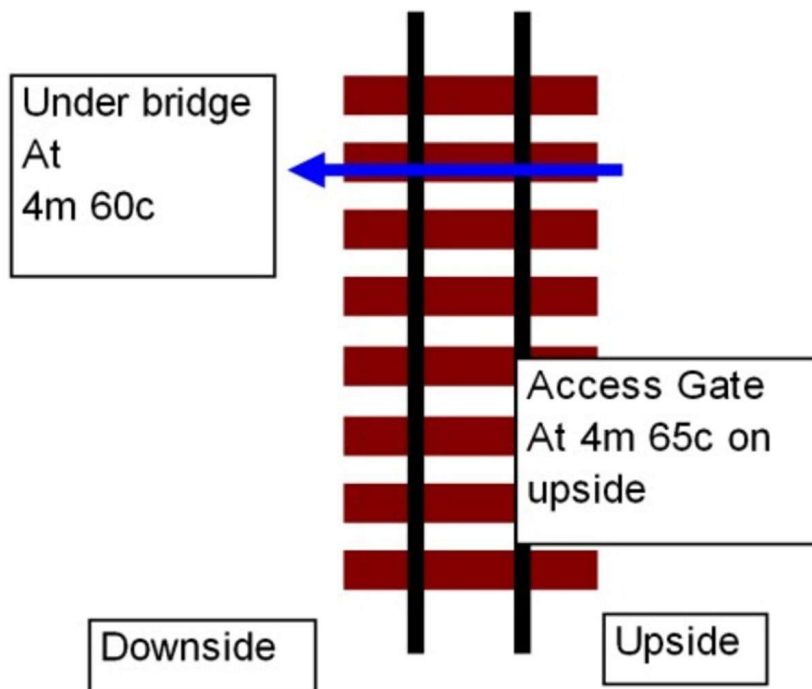
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Timber Elements		
Has timber been probed?		Yes
Ballast boards to trackside both up and downsides. See ballast boards for details.		
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Site Sketch



Low Mileage LM Bynea end



High Mileage HM Llandeilo end

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Photo 1: Upside Elevation (28/08/2024)



Photo 2: Downside Elevation (28/08/2024)

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Photo 3: View Upstream (28/08/2024)



Photo 4: View Downstream (28/08/2024)

Bridge Detailed Examination Report

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



Photo 5: Deck View (28/11/2024)



Photo 6: Track View from HM (12/11/2024)

Bridge Detailed Examination Report

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



Photo 7: Track View from LM (12/11/2024)



[Photo 8: Defect 12 28/08/24](#)

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 9: Defect 13 28/08/24](#)



[Photo 10: Defect 14 - 28/08/24](#)



[Photo 11: HM Abutment 28/08/24](#)



[Photo 12: Loss of Section \(28/08/2024\)](#)

Bridge Detailed Examination Report

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 13: Loss of Section \(28/08/2024\)](#)



[Photo 14: Cut Out \(28/08/2024\)](#)

Bridge Detailed Examination Report

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



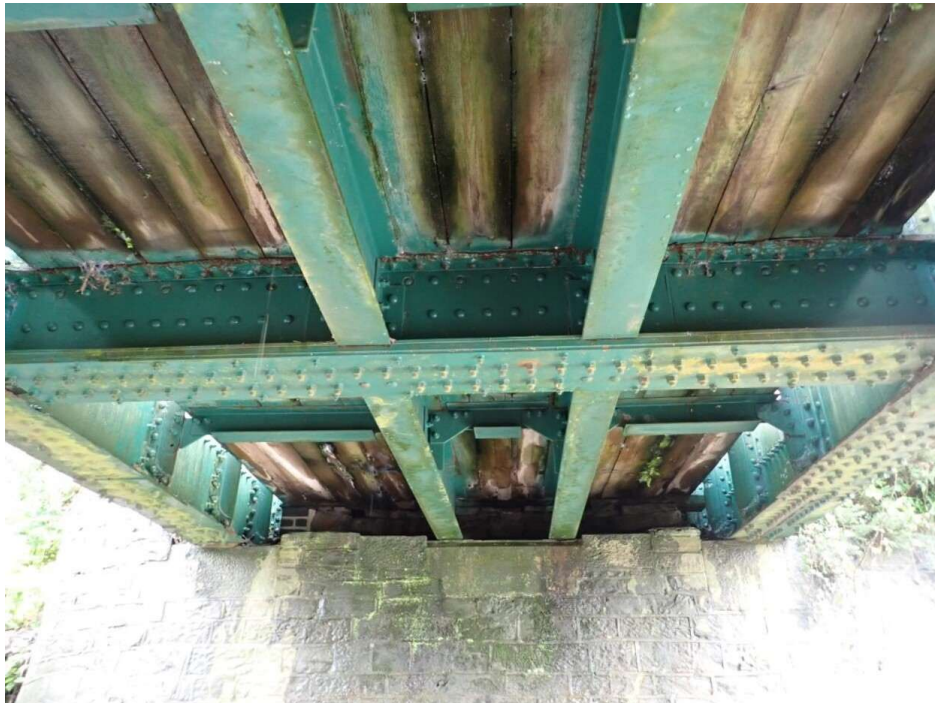
[Photo 15: Main Girder 2 Bottom Flange \(28/08/2024\)](#)



[Photo 16: Typical Loss to Stiffeners \(28/08/2024\)](#)



[Photo 17: Typical Loss to Stiffeners \(28/08/2024\)](#)



[Photo 18: LM Cross Girder \(28/08/2024\)](#)

Bridge Detailed Examination Report

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 19: HM Cross Girder \(28/08/2024\)](#)



[Photo 20: Typical Rail Bearer Corrosion. \(28/08/2024\)](#)



[Photo 21: Typical Deck Boards \(28/08/2024\)](#)



[Photo 22: LM Abutment \(28/08/2024\)](#)

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 23: Spalling \(28/08/2024\)](#)



[Photo 24: Fracture \(28/08/2024\)](#)

Bridge Detailed Examination Report

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 25: Displacement Around Tree \(28/08/2024\)](#)



[Photo 26: Loose to Hammer \(28/08/2024\)](#)

Bridge Detailed Examination Report

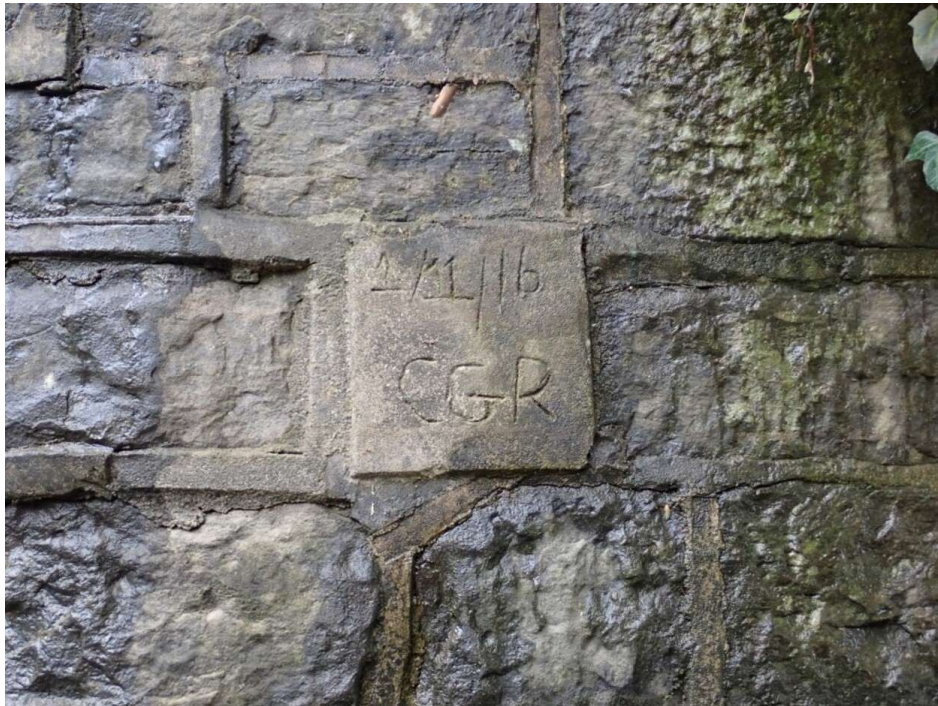
ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 27: HM Abutment \(28/08/2024\)](#)



[Photo 28: Date Tab \(28/08/2024\)](#)

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 29: Typical Bedstone \(28/08/2024\)](#)



[Photo 30: Lead Bearing \(28/08/2024\)](#)

Bridge Detailed Examination Report

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 31: Downside Ballast Board \(12/11/2024\)](#)



[Photo 32: Upside Ballast Board \(12/11/2024\)](#)

Bridge Detailed Examination Report

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 33: Upside Handrail \(12/11/2024\)](#)



[Photo 34: Loss to Uprights \(12/11/2024\)](#)

Bridge Detailed Examination Report

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60



[Photo 35: Upside Fencing \(12/11/2024\)](#)



[Photo 36: Typical Limited Clearance Plate \(12/11/2024\)](#)

ELR: LLA

Contract Mileage: 004 m 1320 yds 60.00 ch

Struc. Ref: 4 60

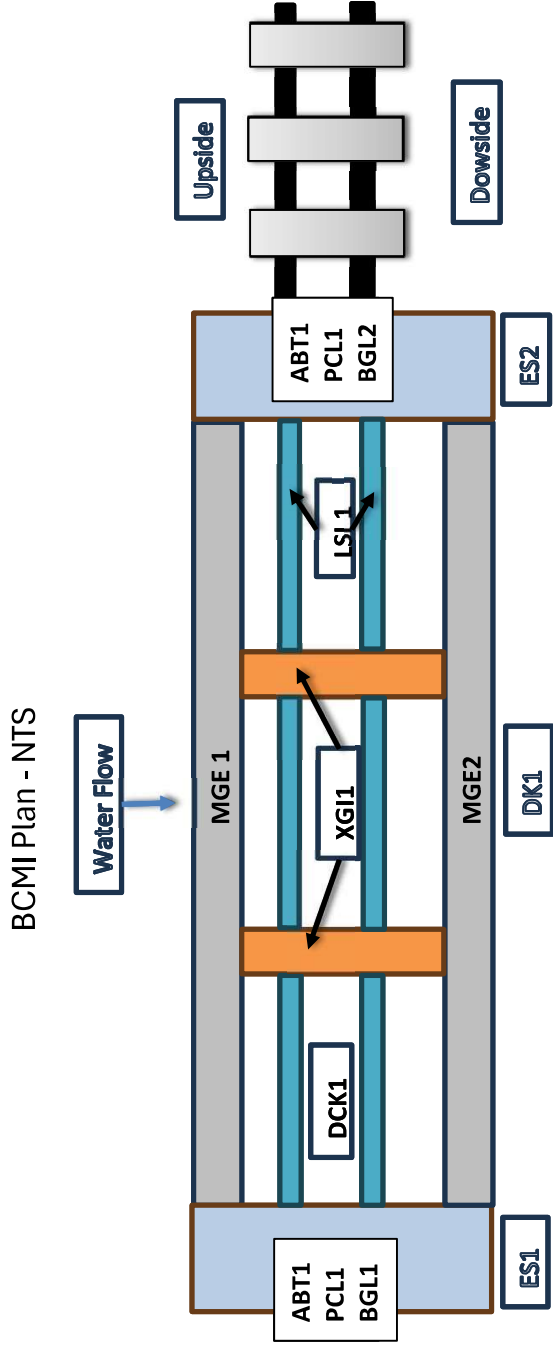


[Photo 37: S&C Trough \(12/11/2024\)](#)

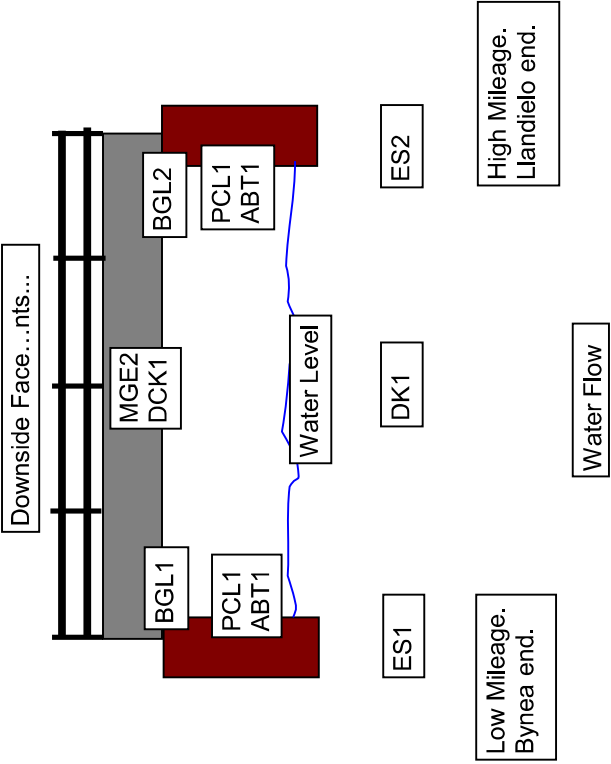
NETWORK RAIL BCMI EXAMINATION REPORT FORM

Major Element				
Code	No	Material	Span No	V
DK	1	M	1	✓
ES	1	B	1	✓
ES	2	B	1	✓

NETWORK RAIL BCMI EXAMINATION REPORT FORM

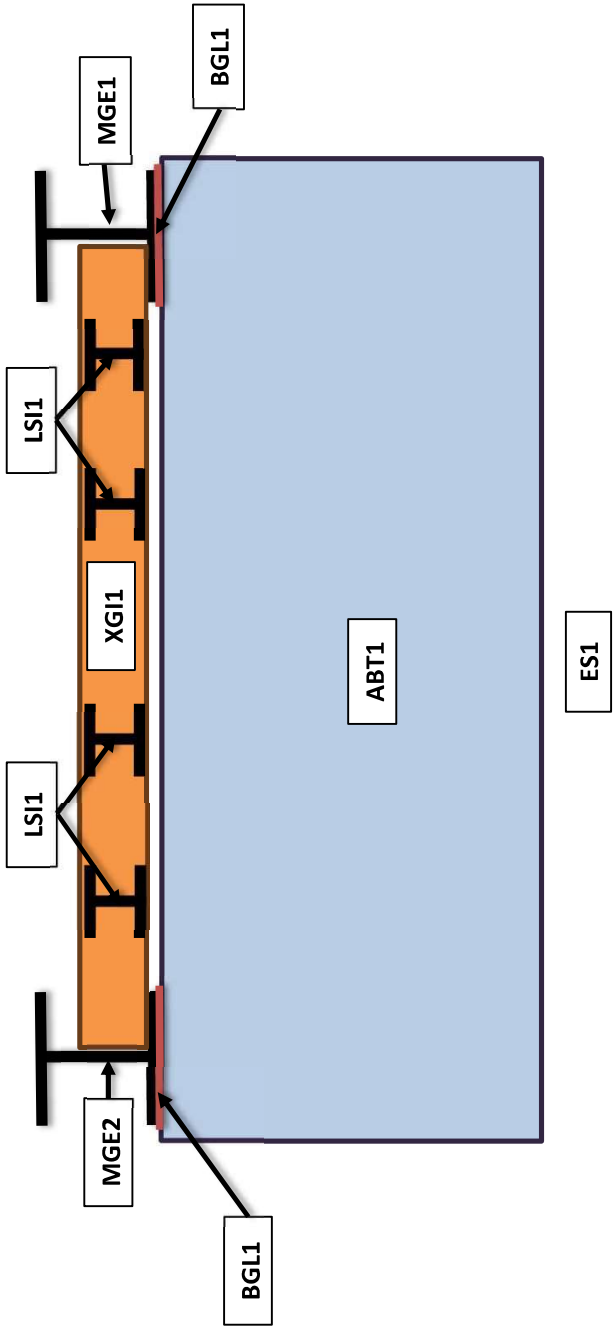


NETWORK RAIL BCMI EXAMINATION REPORT FORM



NETWORK RAIL BCMI EXAMINATION REPORT FORM

BCMI X-SECTION - NTS



NETWORK RAIL BCMI EXAMINATION REPORT FORM

Territory	ELR	Structure No	Start Mileage	Group	Type	RAR ID	Structure Name	Exam Date	Task Year	Exam Type	Examiners Name	Weather
TWES	LLA	4 60	4.1320	BB	BBU		River Gwill	28/08/2024	24 25	D	Michael Houlding	Dry

Major Element Code	No	Minor Element		Metal / Masonry / Concrete / Timber		Coated Metal / Cracked Masonry		Comments		Scores		
		Code	No	Material	S/Ex 1	S/Ex 2	S/Ex 1	S/Ex 2	Min El BCMI	Maj El BCMI	BCMI	
DK	1	DKC	1	T	A1	A1	A1	A1	✓	100	50	50
DK	1	LSI	1	M	B3	A1	K3	A1	✓	80		
DK	1	MGE	1	M	F3	D5	A1	A1	✓	30	30	
DK	1	MGE	2	M	F3	D5	L3	K3	✓	30		
ES	1	ABT	1	B	Ex3	D2	L10	A1	✓	30	47	
ES	1	PCL	1	B	B6	A1	A1	A1	✓	80		
ES	2	ABT	1	B	F4	C3	A1	A1	✓	40	53	
ES	2	PCL	1	B	B6	A1	A1	A1	✓	80		