



Reading Train Care Depot

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Client

Network Rail

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Contractor

Volker Fitzpatrick

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Engineer

Jacobs Babbie

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Steel Tonnage

1,100 tonnes

Caunton were awarded the steelwork package by Volker Fitzpatrick for their £36 million reading train care depot implementation works contract for Network Rail. This contract was drawn up as part of the £850 million Reading area redevelopment, which included a new east chord built through the existing Reading train care depot, meaning the depot had to be relocated. The existing depot was moved north of the Great Western Main Line, to the west of Reading station. Volker Fitzpatrick built a new train depot to modern equivalent standards, which was capable of maintaining and servicing the existing DMU rolling stock, as well as providing future capacity for high-level output specification and the Intercity Express Programme EMU rolling stock. The building was designed to provide care and maintenance for both electric and diesel trains. Caunton provided two multi-level gantries which ran the entire length of the building to facilitate this.

The site works programme was thirty-seven weeks long with a four-week break during August to allow for Reading Festival to take place without disruption on the land adjacent to the site.

There were eight separate buildings on the Reading Train Care Depot site supplied and erected by Caunton, the largest of which was the main Train Care Shed. This formed a substantial portal frame 210 metres long b 37 metres span, with a ridge height of 11.2 metres above FFL. Steelwork was finished in high spec, Network Rail N2, glass flake paint specification. The hot rolled steel weight was 820 tonnes for the main shed, which included man-safe and overhead crane runway beams, which run the entire length of the building, plus a thousand rail support stools, which carry three of the four rail-tracks through the building.

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