



caunton

ENGINEERING



Steelwork for

Infrastructure



Blackpool Tramway

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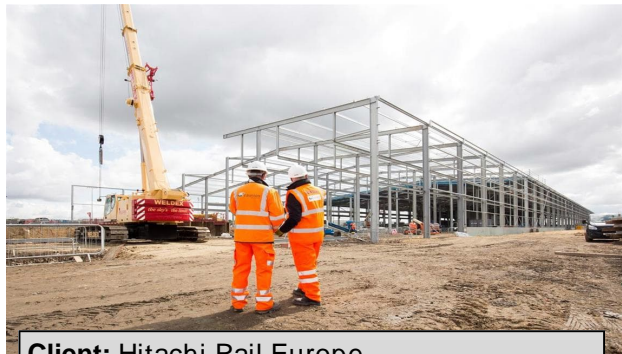
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Caunton Engineering is one of the UK's leading steelwork contractors, fabricating in excess of 40,000 tonnes per annum with a turnover in the region of £100m. Supported with over 50 years' experience we specialise in the design, fabrication and erection of structural and secondary steelwork, operating across all sectors of the construction industry.

Caunton Engineering's reputation is for engineering excellence in the Infrastructure sector and working with Consulting Engineers on major developments.

We pride ourselves on our ability to remain agile and, as a result, offer a personalised service to our clients. The company is a Gold Status holder within the Steel Construction Sustainability Charter and is committed to delivering Net Zero by 2050.

Doncaster Carr - IEP Depot



Caunton have supplied the structural steelwork for a new maintenance depot, wheel lathe and carriage wash buildings at the Doncaster Carr site in Doncaster. Over a thousand tonnes of framing steelwork have been erected for main contractor Volker Fitzpatrick, whose client is Hitachi Rail Europe. The site is a maintenance depot for trains procured under the Intercity Express Programme. Work started on site by Volker Fitzpatrick in the summer of 2014 and the depot was operational in 2016.

Caunton supplied the steelwork for three new buildings, with facilities for maintenance, stores, offices, wheel lathe, train wash and cleaners accommodation. The main maintenance building is over 300 metres long with a span generally of 55 metres and a height to eaves of 10 metres. The building houses various EOT cranes and encloses 5 lines of rail tracks.

Client: Hitachi Rail Europe
Main Contractor: Volker Fitzpatrick
Engineer: RPS
Tonnage: 1,000 tonnes

Caunton were pleased to have worked for Volker Fitzpatrick on yet another train projects - following on from their successful contracts with this major contractor .

Reading Train Care Depot

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 development which will include a new east chord to be built through the existing Reading train care depot, meaning the depot needed to be relocated. The existing depot has been moved north of the Great Western Main Line, to the west of Reading station. Volker Fitzpatrick has built a new train depot to modern equivalent standards, which is capable of maintaining and servicing the existing DMU rolling stock, as well 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 and Caunton provided two multi-level gantries, which run the entire length of the length of the building to facilitate this.



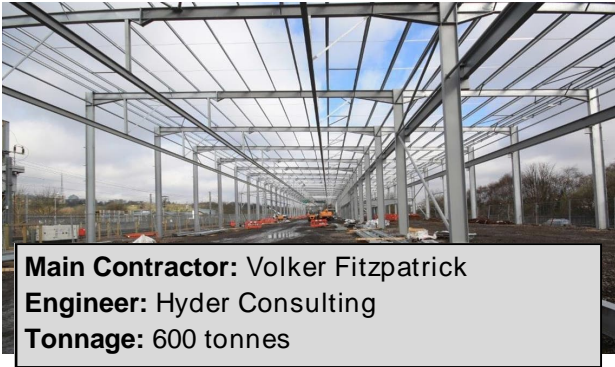
Client: Network Rail
Main Contractor: Volker Fitzpatrick
Engineer: Jacobs Babbit
Tonnage: 1,100 tonnes

The site work programme was 37 weeks long, with a 4 week break during August.

There are 8 separate buildings on the Reading Train Care Depot site which were supplied and erected by Caunton Engineering, the largest of which is the main Train Care Shed. This formed a substantial portal frame 210 metres long by 37 metres span, with a ridge height of 11.2 metres above FFL. Steelwork is finished in a high spec. Network Rail N2 glass flake paint specification. The hot-rolled steel weight was 820 tonnes for the main shed which includes 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.



Thameslink Depot, Hornsey



Main Contractor: Volker Fitzpatrick
Engineer: Hyder Consulting
Tonnage: 600 tonnes

Caunton supplied and erected the steelwork frame for the train maintenance depot in Hornsey, North London for main contractor, Volker Fitzpatrick. The project is part of the Thameslink programme, which will see capacity increased on north-south routes through central London between Bedford and Brighton, along with routes to Peterborough and Cambridge via Finsbury Park.

Caunton supplied steelwork for three buildings - the maintenance facility building, the southern train wash and the under floor carriage facility.

The maintenance facility building is a monopitch portal structure, which is 10.5 metres to eaves, 272 metres long and 21 metres wide. Crane gantry beams were also supplied to accommodate a 12.5 tonne EOT crane. There is a lean-to office / warehouse structure, which is 208 metres by 12 metres. The southern train wash building, a monopitch portal structure, is 65 metres long and 6 metres wide. Most of the steelwork is galvanised. Caunton also supplied and fitted the metal deck flooring for the offices, precast concrete staircase and a lift core.

In total the project required 600 tonnes of structural steelwork. Caunton were pleased to be working for Volker Fitzpatrick on yet another train care project.

Mansfield Transport Interchange

In a complex and meticulously planned lifting operation that took place in the middle of the night, Caunton, working alongside the main contractor, Keir Central's site team, craned a 73 metres long footbridge into place at Mansfield's new multi-million bus station.



Client: Nottinghamshire County Council
Main Contractor: Kier Marriott
Engineer: NCC Environment
Tonnage: 210 tonnes

The close proximity of the link bridge to the existing railway line and viaduct meant the operation to lift the two sections of the bridge into place had to be carried out at night under a Network Rail possession. The first section of the bridge was craned into position without any problems. Due to its position between the first section of the bridge and the new bus station, both now being fixed points, lifting the second half of the bridge into place was the most challenging aspect of the operation - the team had to get it right first time with just a tiny margin for error. But the meticulous preparation and expertise of the team paid dividends and the second piece was lifted into place with perfect precision.

The newly erected footbridge forms an important link between the town's railway station and the new bus station, whose steel frame was also by Caunton. Caunton are delighted to have been a contributor to this regeneration.

Terminal 1, Baggage Hall - Birmingham Airport



Client: Birmingham International Airport
Main Contractor: Alfred McAlpine
Engineer: Buro Happold
Architect: Reid Architecture
Tonnage: 200 tonnes

Caunton worked at Birmingham International Airport on an extension to Terminal One's Baggage Handling facility. The extension abuts the existing baggage hall and conveyor housing and the airports requirements for a column free zone adjacent to this meant the need for a large span storey height lattice girder, supporting the first floor and roof. The girder had to be erected in a tight time slot and therefore, to ensure no problems occurred, the workshop carried out trial assembly before sending it to site. The girder weighed some 11 tonnes and spanned 14.5 metres. Because of this, everything went like clockwork on site and the truss was erected on programme.

The project included the provision of a new sortation carousel, expanded storage areas and a dedicated loading facility for recycled waste.



Stop 24 Motorway Service Area - Folkestone, Kent

Caunton Engineering completed the erection of over 450 tonnes of structural steelwork for the new Stop 24 Motorway Service Station at J11 on the M20, near Folkestone. Stop 24, a £9.2 million project, is designed as a new concept in motorway service areas (MSA's). The area will be concentrating on catering for the cross channel traveller. The aim was for Stop 24's amenity building to provide an exciting retail and food offer for those looking to make their first or last stop in the UK. This will include a number of operators more commonly found in airports, the high street or in shopping centres. The high class development draws on the concept of the scheme, providing a 'departure lounge' for cross-channel travellers to Continental Europe.



Client: Henry Boot Developments
Main Contractor: Crispin & Borst
Engineer: Waterman Structures
Architect: Collado Collins
Tonnage: 450 tonnes

Caunton's steelwork for the 50,000sq.ft. Reception Area comprises a mixed portal frame design. The lower level portal comprises a traditional rafter and the second higher level is manufactured from feature tapered girder rafters and columns. This in turn forms the roof construction for the arrivals area.

Hangar - London Oxford Airport



Client: London Oxford Airport
Main Contractor: Kier Marriot
Engineer: BCHF (UK) Ltd
Architect: ETC. Design Ltd Architects
Tonnage: 170 tonnes

Caunton supplied the structural steelwork for a major aircraft hangar at London Oxford Airport near Kidlington. This, hangar, no.14, is the largest single facility built at Oxford to date, increasing the total hangar-age at Oxford Airport by 78% to 240,500sq.ft.

Main contractor, Kier Marriott constructed this facility for the Airport - 120 metres by 37 metres (47,792sq.ft) with independent landside access, office and car parking built to client requirements. Each of the three bays measure 37 metres by 40 metres and has comfortably taken the Global Express or gulfstream 550 business aircraft. Caunton designed, as well as supplied and erected the frame, which comprises of latticed roof member mounted on steel columns.

Other Infrastructure Projects Include:

- Thameslink Depot - Three Bridges, Crawley
- Thameslink Depot - Hornsey
- Blackpool Tramway Starr Gate Depot
- East London Line Traincare Facility
- Western Pier Project - East Midlands Airport
- Manchester Transport Exchange
- Long Rock Traincare Depot Enhancement - Penzance



(Thameslink Depot - Hornsey)

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