

How Spencer Group is creating the next generation of facilities for Britain's rolling stock

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As we leave behind a turbulent and hectic 2021 in the rail industry, engineering business Spencer Group reflects on a year of bringing excellence to rail depot projects across the UK.

Spencer Group has had a particularly busy year in rail, and its innovative approach to the delivery of rolling stock depot facilities has helped keep Britain's fleets both operational and well-maintained throughout 2021.

The privately-owned engineering business prides itself on finding solutions to challenging projects that are required to keep the nation's trains fit for the 21st century, and it continues to provide depot enhancements for train operating companies around the country, with a large number of projects currently ongoing.

Multi-disciplinary solutions for modern depot enhancements

The Group's multi-disciplinary engineering approach gives it the ability to design, construct and install rail infrastructure across a range of sectors including ports and power generation.

A major strength of Spencer Group's offering is the firm's flexible approach to project delivery. Its design, architectural, M&E, structural and civil engineers provide decades of experience in the delivery of rail projects across a range of disciplines.

Whether providing CET, fuelling systems, train wash, HVAC, fume extraction or wheel lathe and maintenance/inspection facilities, the Group's rail engineers have been successful in providing many complex depot enhancement works at facilities across the country for several key train operating companies.



Wimbledon Depot

2021 has seen Spencer Group involved in a significant number of depot enhancement schemes including:

- Bedford Caldwell Depot – 4 x Car Class 360 Maintenance Enhancements
- Neville Hill Depot – Automatic CET Installation complete with pumped drainage system to outfall
- Neville Hill Depot – Fixed Depot Plant frame work Carriage wash Enhancements
- Tyseley Depot – Class 196 Fuelling and maintenance enhancements
- East Ham Depot & Shoeburyness Sidings – 10 Car Aventura 720/6 Maintenance Enhancements
- Wimbledon Depot – Design & Construction of an Automatic Visual Inspection System
- Feltham Depot – Construction of an Automatic Visual Inspection System
- Worcester Depot – Class 196 Fuelling and maintenance enhancements
- Eastcroft Depot – Additional Stabling & Class 170 operation enhancements

The works at these depots have been large and varied. For example, works at East Ham Depot involved gantry installation, engine drop tables CET installation's OLE modifications, while the Tyseley & Worcester Depot Installations included, fuelling, AdBlue, CET and various pumped systems complete with new canopy installations for the new Class 196 Bombardier trains.

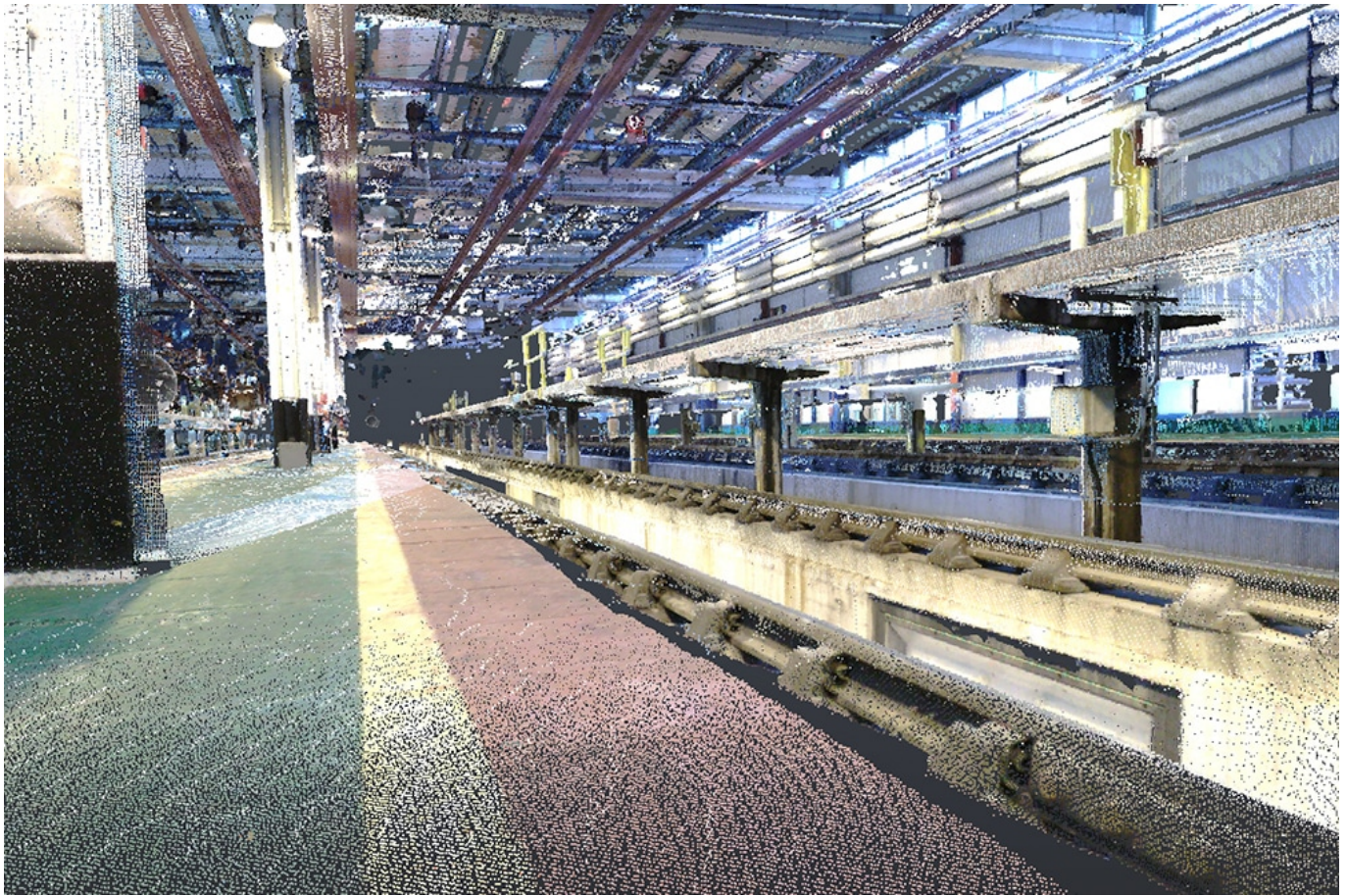
East Ham is for Aventura 720 new fleets. Wimbledon and Feltham were Automatic Visual Inspection Systems (AVIS) for trains. Wimbledon was delivered specifically in a live third rail environment while Feltham works were delivered at a new build depot.

Discussing the Group's busy year in rail depot works, Spencer's Project Director Tony Wells said: "We've been selected by clients to deliver at many depots to facilitate new rolling stock, with each depot having its own unique requirements. These are all existing depot enhancements we're working on and there are zero disruptions to operations while we undertake these works.

"Train operating companies have chosen to work with us due to a trust built over many years of strong delivery in the sector. Our experience in delivering many design and build schemes at rail depots means we can often provide an 'off the shelf' solution for our clients, which means they can be delivered quickly and effectively- our solution at Feltham for Bombardier, for example, was delivered in just 12 weeks."

"As a privately-owned business, we can mobilise projects quickly and can call on our in-house design and engineering teams to deliver projects as a turnkey solutions provider. This is important for projects such as depot enhancements, where speed of turnaround and cost meeting requirements can be crucial."

"With our in-house design and engineering teams, at Spencer Group we can provide a buildable solution that meets clients' needs without the concern of consultants providing insufficient information to turn drawings into live structures. When they come to us, they know we can turn their vision into an achievable, constructible reality."



East Ham Depot Laser Scan

‘One Team’ approach to delivery

The senior team at Spencer Group is led by a leadership team of five, from feasibility through to design, operations, engineering and commercial. All teams work very closely and are involved in projects from an early stage. This helps keep projects focused and ensures the teams’ goals remain aligned throughout the entire lifecycle of the project.

The strength of the Group is also within its ability to provide enhancement works on operational sites, while also doing so to the relevant Network Rail standards. This puts the company in an exclusive group of contractors in the UK, one of just a select few that boasts these capabilities.

Tony added: “Whether we are providing CET, fuelling systems, train wash, HVAC, fume extraction or wheel lathe and maintenance/inspection facilities, we can deliver even large-scale amendments to the structure and foundations of the building to cost and specification. Clients come to us with a challenge and receive assured that we have the in-house capabilities to solve it, not just quickly, but thoroughly and to an agreed cost target. That’s why we’re a trusted name in engineering.”

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