

The Running Shed Project

March 2016



Building News

The running shed project has now reached the stage where construction above ground level can be accomplished. A contract was signed in late February with Midbrook Steel who will provide and construct the steelwork along with the steel cladding for our new running shed. The same company will excavate the site and pour the concrete foundations for the building.

Construction of the building, which will provide undercover protection for the preparation and disposal of up to two steam locomotives, will take about two weeks. The expected start date, subject to receiving final permission for the building control, will be between April and May of this year. We are, of course, hoping for an early date. Our thanks must also be extended to our contractor, Midbrook Steel, for their favourable rates and support of our project.

The first engraved bricks arrive

'Buy a Brick' Appeal

Fund raising for the project was started in 2013 and the members of Middleton Railway would like to express their thanks to you for your donation towards this ambitious project. For those who requested that a brick be engraved many of these are at present on display in our Engine House. Another batch of bricks are expected to be engraved in April. The closing date for requesting a brick to be engraved is 4th April. These will eventually be used in the lower section of the walls of the building. Fundraising to date is approaching £19,000 against an expected cost of £48,950.



Work done so far

In order that a steam locomotive can be prepared for the day it is necessary that many of the components be inspected and lubricated. Many of the places where oil is applied necessitate the crew to work beneath the engine. Thus the construction of a suitable pit is an integral part of a running shed. The existing pit would have been outside of the new shed



so this has been extended by the length of the new building. Construction of this structure required the use of over 750 concrete blocks and about 20 tons of concrete. The turnout into the service road from the yard has also been lifted to ensure that the track in the new shed will be level.

With the exception of the use of a mini-excavator and operator to dig out the many tons of spoil for the pit all of the work to date had been carried out by volunteer labour.

Construction Timeline

2013 **May** – Initial plans discussed. Estimated cost £46,000.

August – Planning application was submitted and we were advised that this should take 21 days and Building Regulations 8 weeks.

September – The 9000 bricks donated by Taylor Wimpey had been delivered. Some of these have been used for the inscriptions.

October – Pre-application for Planning permission had been submitted but we were informed that there could be a delay as the Leeds planning were busy. Lifting of the track commenced.

November – Fund raising had reached £4,900. The outline plan for the shed had been agreed. Spoil samples had been sent away for analysis the results of which specify how the spoil from the foundations may be disposed. It was anticipated that tenders for the steelwork should be sent out early January 2014.

2014 **January** – It was reported to us that Leeds City Council (LCC) had had the application for 19 weeks due to a backlog in their system.

April – Reported delay by LCC was a result of the application for the proposed trolleybus system to which they were giving priority. More detailed drawings of the shed were prepared which needed checking by an independent Engineer. Fund raising now stood at £8,000.

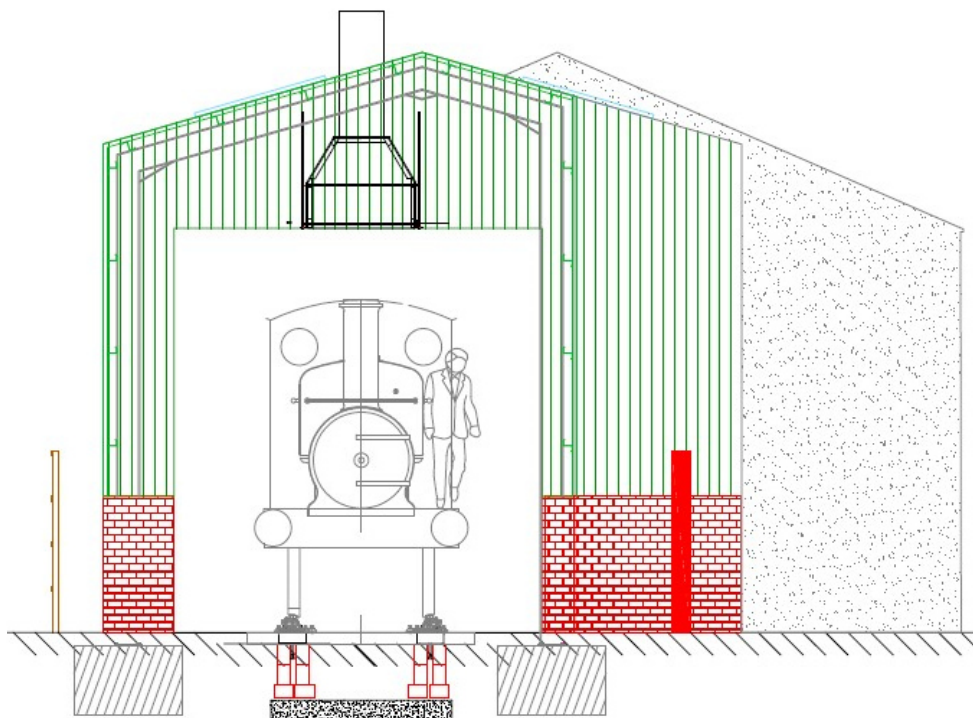
October – Formal Planning Application was submitted; public comments closed on 14th November.

December - The Planning Application was approved.

2015 January – Work on the pit was started. This continued until March.

April – Work on the pit had by now been complete and it was in use. It was discovered that the times of operation for the shed had not been correct on the planning application. This had entailed us advising LCC of the error and asking for a variation in the conditions for permission of the application.

October – Our project manager/civil engineer had met with LCC regarding building regulations. He then arranged a number of meetings with suppliers.



November - Tenders for the work were invited. A display showing the progress was erected in the Engine House.

2016 January – Tenders had been received, considered and approved for the foundations, superstructure and steelwork cladding. Reported that LCC approval would be required to close the footpath in order to ensure that space was available for the construction. Quotations for an oil separator and pumps were invited.

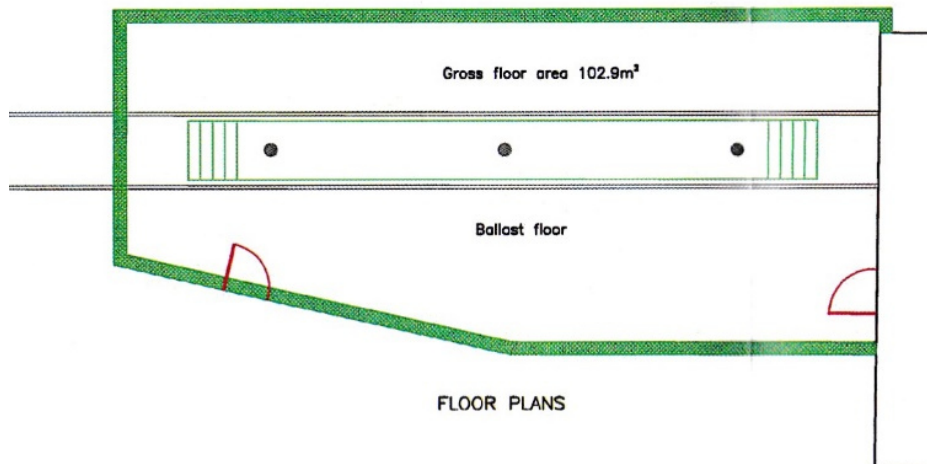
February – A dividing wall and steps for the pit had been constructed to coincide with the position of the end wall of the proposed Running shed.

February/March Risk assessment and other Health and Safety documentation were prepared. Detailed discussion with the contractors about the exact phasing and construction methodology are, at the time of writing, ongoing.

April/May – Foundations and steelwork to be completed.

Summer/Autumn – Work outstanding:

- Brickwork
- Drainage
- Smoke trough
- Fitting out



Please follow the ongoing progress of our new Running Shed on the Middleton Railway website www.middletonrailway.org.uk and Facebook / Twitter pages for updates to the shed and the work as it progresses or email runningshed@middletonrailway.org.uk.

Alternatively you can visit us any weekend from 26th March when we will be on hand to answer any questions and talk about the work to date and how it's progressing.

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